

Volume I

## ***Certified Final***

# **PROGRAM ENVIRONMENTAL IMPACT REPORT For the *Plan Santa Barbara* General Plan Update**

SCH # 2009011031



City of Santa Barbara  
Community Development Department  
630 Garden Street  
Santa Barbara, California 93101

Prepared by:  
AMEC Earth & Environmental, Inc.  
Santa Barbara, California 93101

**September 2010**







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**PROGRAM ENVIRONMENTAL IMPACT REPORT  
For the *Plan Santa Barbara* General Plan Update**

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Prepared by:  
AMEC Earth & Environmental, Inc.  
Santa Barbara, California

**September 2010**





# City of Santa Barbara California

## CITY OF SANTA BARBARA PLANNING COMMISSION

### RESOLUTION 013-10

#### FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION FOR THE PLAN SANTA BARBARA GENERAL PLAN UPDATE SEPTEMBER 30, 2010

#### PLAN SANTA BARBARA FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION:

*Plan Santa Barbara (Plan SB)* is the planning process to update Santa Barbara's General Plan. The General Plan shapes the City through goals, policies and programs concerning growth management, environment, housing, transportation and land use to best meet our community needs now and in the future

The Final Program Environmental Impact Report (FEIR) for the *Plan Santa Barbara* General Plan Update (GPU), publicly released by the City of Santa Barbara on September 16, 2010, includes the following components:

- FEIR Volume I: Final Program Environmental Impact Report
- FEIR Volume II: Appendices
- FEIR Volume III: Response to Comments
- FEIR Volume IV: Hybrid Alternative Analysis and *Plan Santa Barbara* Impact Summary Tables

**WHEREAS**, on September 29-30, 2010, the Planning Commission held a noticed public hearing on the Final Program Environmental Impact Report for the *Plan Santa Barbara* General Plan Update.

**WHEREAS**, 18 people appeared to speak regarding the Final Environmental Impact Report (FEIR) thereto, and the following exhibits addressing the FEIR were presented for the record:

1. Staff Report with Exhibits, dated September 16, 2010, including:
  - a. Exhibit B: PlanSB EIR Project Impact and Mitigation Summary
  - b. Exhibit C: EIR Alternatives Analysis Summary
  - c. Exhibit D: Listing of GPU and DEIR Commenters
  - d. Exhibit E: Planning Commission FEIR Certification Findings
  - e. Power Point Slide Presentation
2. Correspondence received by the Commission:
  - a. Natasha Lohmus, Department of Fish and Game, via email
  - b. Dave Davis and Megan Birney, Community Environmental Council, via email
  - c. Connie Hannah, League of Woman Voters, Santa Barbara, CA
  - d. Jeffrey King, Mesa Architects, via email
  - e. Lisa Plowman, SB4ALL, via email
  - f. Bernie Bernstein, via email

- g. Bruce Burnworth, via email
- h. Kellam de Forrest, via email
- i. Norbert H. Dall and Stephanie D. Dall, via email
- j. Tracy Fernandez, Santa Barbara, CA
- k. J. Michael Holliday, via email
- l. Paul Pommier, Sr., via YouPlanSB website
- m. Paula Westbury, Santa Barbara, CA
- n. Deborah Wright, via email
- o. Sheila Lodge, via email
- p. LeeAnne French, Citizens Planning Association, via email
- q. Fred Sweeney, Upper East Association
- r. Jarrell C. Jackman, Santa Barbara Trust for Historic Preservation and Richard Rozzelle, District Superintendent, California State Parks

**NOW, THEREFORE BE IT RESOLVED** that the City of Santa Barbara Planning Commission:

- I. Certified the Final Program Environmental Impact Report dated September 2010 for the *Plan Santa Barbara* General Plan Update, making Findings A through C below pursuant to State CEQA Guidelines §15090 and City CEQA Guidelines §II.2, based on information provided in the EIR process, staff report and Exhibit E, public input, and Commission discussion, and including clarifying additions and edits to the Final EIR by the Planning Commission as identified in Section II below.

- A. The final EIR has been completed in compliance with the California Environmental Quality Act (CEQA).

The FEIR for the *Plan Santa Barbara* General Plan Update was prepared in accordance with applicable procedures and content requirements of the California Environmental Quality Act (CEQA), State CEQA Guidelines, and City of Santa Barbara CEQA Guidelines.

An advertised Notice of Preparation for the EIR was issued January 15, 2009 for a 30-day agency and public comment period, and a Planning Commission public scoping hearing was held on January 29, 2009.

The EIR documents have been prepared by a qualified team headed by AMEC Earth and Environmental, Inc., working under oversight of experienced City staff.

The Draft EIR underwent a noticed 60-day public review and comment process March 19-May 18, 2010, including a noticed Planning Commission public hearing held April 28, 2010. Comments on the Draft EIR were received from 15 public agencies, 16 community/ public interest organizations, 45 individuals, and six City commissions and committees.

The Final EIR includes written responses to comments received on the Draft EIR and associated edits to the EIR analysis. Proposed responses to comments and hearing notice were provided to public agencies that commented on the Draft EIR ten days prior to the EIR certification hearing.

The EIR analysis meets CEQA requirements for a General Plan Program EIR, and EIR standards of adequacy pursuant to CEQA Guidelines §15151.

- B. The final EIR was presented to the Planning Commission, and the Planning Commission reviewed and considered the information contained in the final EIR. Pursuant to requirements of Government Code §65354, the Commission will make recommendations on adoption of the proposed *Plan Santa Barbara* General Plan Update to the Santa Barbara City Council, which recommendations have been informed by Commission consideration of the final EIR.

The proposed Final EIR was issued to the public and provided to members of the Planning Commission on Thursday, September 16, 2010. The Planning Commission held a noticed public hearing on Wednesday September 29, 2010, and received a staff presentation of the Final EIR and public comment, and reviewed and considered the information contained in the Final EIR.

- C. The final EIR as amended reflects the Planning Commission's independent judgment and analysis.

- II. Said certification action above is subject to inclusion of the following clarifying additions and edits to the Final EIR documents, which do not alter the FEIR conclusions:

- A. Addition to Volume I-FEIR, EIR Summary, page 7 at the end of the "Alternatives to the Project" section, and to Volume IV-Hybrid Alternative Analysis, page 1-1 Introduction, Section 1.1, beginning as new fourth paragraph, as follows:

**Background on Hybrid Alternative Discussions**

As envisioned by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, City decision-makers for the *Plan Santa Barbara* General Plan Update are considering modifications to project policies to incorporate mitigation and some policy components from the alternatives analyzed in the Environmental Impact Report (EIR), to reduce environmental effects and/or best address Plan objectives.

Initial Planning Commission Hybrid: The initial Planning Commission hybrid alternative package recommended to City Council (June 2010) is a policy set that the Commission felt would best address the following key criteria for the General Plan Update:

1. Maximize the achievement of Plan Objectives set forth in the Sustainability Framework and Principles, including Living within Our Resources;
2. Provide a guiding long-term vision and innovative flexible policy framework with implementation tailored and modified as needed by the Adaptive Management Plan;
3. Mitigate environmental impacts to the maximum extent feasible;
4. Achieve internal consistency and balance among and between the policies;
5. Ensure the policies are realistic, operational, capable of being implemented, and have support from key community stakeholders; and
6. Support the economic vitality of the City Downtown and as a whole.

Components of the initial Planning Commission recommended hybrid modifications to the Plan included:

- Reduction of the non-residential growth cap (to a total of 1 million SF, with no exclusions)
- Stronger Transportation Demand Management (TDM) and parking pricing programs to mitigate traffic congestion, reduce energy and greenhouse gas generation, and improve jobs/housing balance
- Residential parking maximums Downtown (1.5 spaces/unit) and parking sales/rental separate from the housing to address building sizes and affordability and traffic management (“unbundling”)
- Reduced unit sizes and increased density incentives in appropriate areas to promote affordable workforce housing and traffic management (27-45 du/acre and up to 60 du/acre for community benefit projects with supermajority vote; 50% density increase for rental and employer-sponsored housing in commercial and multi-family areas)
- Stronger design standards to address compatible building sizes and protection of historic resources and community character (including guideline for primarily 2-3 story building heights with 4<sup>th</sup> story only for community benefit projects with supermajority vote)
- Stronger historic resources protection policies (including buffers around historic districts, designated resources, and Presidio)
- Increased affordable inclusionary housing requirement (25%), and relaxed second unit standards in commercial areas near transit corridors and services and with consideration citywide.

The Planning Commission initial recommended hybrid alternative was seen as a positive compromise set of policies and received strong support from a large majority of the community groups that have participated in the General Plan Update process.

Initial City Council Hybrid Alternative: Initial City Council discussions provided direction for consideration of many of the policy elements in the Planning Commission recommendations, but some with further modifications. In response to public input, Planning Commission recommendations, and Council discussion, softened policy language was considered for some policies, based on concerns about economic interests, property rights, and livability/community character. Initial Council hybrid policies for consideration included:

- Reduced non-residential growth cap (1 million SF), but with more exclusions [for EIR analysis, an additional 0.5 million SF was assumed for excluded uses]
- Inclusion of the range of Transportation Demand Management strategies, but no assured commitment to expansion of existing Transportation Demand Management and parking pricing programs without demonstrated stakeholder support [no expansion beyond current TDM program was assumed for EIR analysis]
- Consider residential parking maximums downtown, and allow “unbundling” of housing and parking costs
- Reduced unit sizes and density increases in appropriate areas (27-45 du/acre; 50% density overlay for rental/employer housing) [areas to be determined, consider Planning Commission recommended areas]



- Stronger design standards to address compatible building sizes and protection of historic resources and community character (supermajority vote for buildings exceeding 45 feet; buffers around historic districts, designated resources, and Presidio)
- Consider increased affordable inclusionary housing requirement (25%) along with suspension during economic downturns, sliding scale for types of uses, and potential commercial fee; and relaxed second unit standards on a neighborhood-by-neighborhood basis with neighborhood support.

B. Addition to FEIR Volume I, EIR Summary, page 7, at the end of the “Alternatives to the Project” section (following the “Background on Hybrid Alternative Discussions” section added in item A. above), as follows:

#### **Summary of FEIR Alternatives Analysis**

The following summarizes EIR alternatives analysis of environmental impacts in the year 2030:

Class 2 Impacts (Less than Significant with Mitigation): The EIR identified the following potentially significant impacts mitigated to less than significant levels: air quality (diesel particulates), biological resources (loss of upland and riparian habitats); geological conditions (sea cliff retreat); hazards (adequacy of facility capacity for household hazardous materials collection); heritage resources (effects of development on historic resources); hydrology and water quality (extended range sea level rise from climate changes); noise (highway noise level increases affecting residential uses); open space and visual resources (gradual loss of open space); public utilities/ solid waste (adequacy of long-term solid waste management facility capacity).

For these impacts on local resources, hazards, and services, *potential* significant impacts could be the least under the Lower Growth Alternative, and would be less than significant with mitigation (Class 2.)

Under all the other alternatives, including the *Plan Santa Barbara* project, No Project, Additional Housing, and Hybrid Alternatives, *potential* significant impacts on resources, hazards, and services would be similar in type and somewhat greater than the Lower Growth Alternative. However, these impacts would also be mitigated to less than significant levels (Class 2) under all the alternatives, for the same residual impact level.

Class 1 Impacts (Significant): All alternatives analyzed in the EIR would be expected to result in Class 1 impacts to Transportation (traffic congestion) and Climate Change (greenhouse gas generation). Lower residual impacts for both issues are largely a result of a lower amount of non-residential growth and more extensive application of Transportation Demand Management (TDM) and parking pricing policies (which act to reduce impacts for existing traffic as well as the small increment of additional growth).

The alternatives are ranked in the following order as to lowest transportation and climate change impacts, and most effective mitigation, as analyzed in the EIR:

#### *Additional Housing Alternative*

The Additional Housing Alternative assumes low non-residential growth (1.0 million SF), and Robust TDM and parking pricing policies (i.e., strongest expansion), resulting in lowest impacts on traffic congestion (from existing 13 impacted intersections to 14 impacted intersections) and greenhouse gas generation (1.4 million tons/year), as well as substantially better jobs/housing balance (0.41 jobs/unit).

*Plan Santa Barbara Project*

The *Plan Santa Barbara* project assumes two 2.0 million SF non-residential growth and Moderate TDM/parking pricing expansion, resulting in the *potential* for 20 impacted intersections and estimated 1.62 tons/year greenhouse gases. Roadway improvements could mitigate 2-3 intersections. With application of Mitigation Measure T-2, the robust TDM/parking pricing per Alternative 2, most of these impacts would be mitigated. The jobs/housing balance would be in approximate balance (1.44 jobs/unit).

*Lower Growth Alternative*

The Lower Growth Alternative assumes low non-residential growth (1.0 million SF), but no expansion of TDM/parking pricing, resulting in the potential for 18 impacted intersections and 1.58 million tons/year greenhouse gas generation, and improved jobs/housing balance (0.90 jobs/unit). Because this alternative assumed a policy set to maintain or increase parking standards, the T-2 mitigation for robust TDM was not considered compatible with the policy set, and not applied in the EIR analysis. However, if the T-2 mitigation was applied, the traffic and greenhouse gas impacts could be lower than described for this alternative.

*Hybrid Alternative*

The Hybrid Alternative analysis in the FEIR assumed the lower non-residential growth cap of 1 million SF for designated categories, and the EIR analysis assumes an additional 0.5 million SF for uses excluded from the categories. The policy set includes the range of TDM strategies, but no committed level of expansion, and the EIR analysis therefore assumes no expansion of existing TDM/parking pricing programs. The less extensive TDM/parking pricing has more influence than the lower non-residential growth, and greater impacts result to traffic (estimated 20-26 intersections) and greenhouse gas generation (estimated 1.6 - 1.62 tons/year). The jobs/housing balance would be somewhat better than the *Plan Santa Barbara* scenario (<1.44 jobs/unit). Application of the T-2 robust TDM/parking pricing could substantially reduce the impacts.

*No Project/ Existing Policies Alternative*

The No Project Alternative assumes 2.2 million SF non-residential growth and no expansion of existing TDM/parking pricing, resulting in the greatest impact on traffic congestion (26 intersections), and greenhouse gas generation (1.62 million tons/year). Application of the T-2 robust TDM/parking pricing could substantially reduce the impact. The No Project Alternative worsens the jobs/housing balance (2.04 jobs/ unit).

- C. Edit in Volume IV-Hybrid Alternative Analysis, page 2-1, Section 2.1 Hybrid Alternative Description/Overview/Background, to delete the following text from this section, and address it as part of the addition to page 1-1 identified in item A above ("Background on Hybrid Alternative Discussions"):

The Hybrid Alternative would account for the following Planning Commission and City Council key criteria for the General Plan Update:

1. Maximize the achievement of Plan Objectives set forth in the Sustainability Framework and Principles, including Living within Our Resources;
2. Provide a guiding long-term vision and innovative flexible policy framework with implementation tailored and modified as needed by the Adaptive Management Plan;

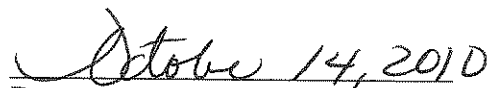
3. Mitigate environmental impacts to the maximum extent feasible;
  4. Achieve internal consistency and balance among and between the policies;
  5. Ensure the policies are realistic, operational, capable of being implemented, and have support from key community stakeholders; and
  6. Support the economic vitality of the City Downtown and as a whole.
- D. Edit to FEIR Volume I, Section 16.1.2 Transportation Setting/Circulation/Other Neighborhoods/Mesa, page 16-6, third paragraph, fourth line:  
Delete the word “formerly” before “SR 225”.
- E. Addition to FEIR Volume I, page 16-71, Section 16.8 Transportation/Mitigation Measures, as new paragraph at the end of Mitigation Measure Trans-1.c Develop an Intersection Master Plan to Address Problem Intersections; and add to EIR Impact Summary and Mitigation Monitoring Tables in Volumes I (page 32, Table ES-3 and page 23-23, Table 23-1) and Volume IV (page 5-7, Table 5.1 and page 6-24, Table 6-1):  
Mesa Area Arterial and Side Street Improvements: Consider improvements as needed to address effective travel operations and safety at Mesa area intersections, including Cliff Drive/Meigs Road; Cliff Drive/Flora Vista/Mesa Lane; Meigs Road/Red Rose Way; and Cliff Drive/Santa Barbara City College West Entrance.
- F. Addition to FEIR Volume I, pages 23-14 to 23-16, Table 23.1 EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara, Measure RM VIS-2 Community Character; and addition also in Volume IV, PlanSB Mitigation Monitoring and Reporting Table 6.1, pages 6-12 to 6-14:  
Under “Implementation Responsibility” column of the tables, for all subsections of RM VIS-2, add “Historic Landmarks Commission” as one of the implementing commissions.
- G. Edit to FEIR Volume I, page 19-15, Section 19.2.1 Regional Housing Needs Assessment, third paragraph, fifth line:  
Change reference for City percentage of South Coast population from “41” to “45”.
- H. Edit to FEIR Volume III, p. 759, Response to Comment C15-3 regarding DEIR p. 8-9:  
Delete “Portions of Hope Ranch (e.g., Hope Ranch Annex) are located within the City, while the rest of”.

This motion was passed and adopted on the 30<sup>th</sup> day of September, 2010 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 7 NOES: 0 ABSTAIN: 0 ABSENT: 0

I hereby certify that this Resolution correctly reflects the action taken by the city of Santa Barbara Planning Commission at its meeting of the above date.

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary

  
\_\_\_\_\_  
Date

**PLEASE BE ADVISED:**

**THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.**

***PLAN SANTA BARBARA***  
**PROGRAM ENVIRONMENTAL IMPACT REPORT**  
**EIR SUMMARY**

## Introduction

*Plan Santa Barbara* is a proposed General Plan update for the city of Santa Barbara to guide the amount, location, and type of future growth through the year 2030. The policies and programs contained within *Plan Santa Barbara* are built on a framework of sustainability principles.

The Plan policies are intended to allow for an increment of managed, sustainable growth within resource capabilities, and to maintain environmental quality, community character, a vibrant economy, and a diverse and healthy population. The increment of additional growth is proposed to provide for community needs for affordable housing, economic vitality, and community benefit development.

This Program Environmental Impact Report (EIR) has been prepared to evaluate environmental effects of the *Plan Santa Barbara* Draft Policy Preferences (forwarded for environmental review by the City Council in January of 2009), and the projected level of future growth that may occur under those policies. The EIR was prepared in accordance with requirements of the California Environmental Quality Act (CEQA).



This EIR Summary provides an overview of the proposed project policies, a description of project alternatives with different policy and growth assumptions, and a summary of the EIR findings. Impacts and mitigation measures are listed in the detailed EIR Summary Tables ES-3- through ES-7 below.

## Plan Santa Barbara Project Description

*Plan Santa Barbara* is a set of draft General Plan amendments to update goals, policies, and growth management tools to guide development in the city of Santa Barbara through the year 2030.

Initial Plan update components include an updated Land Use & Growth Management Element and Land Use Map (see EIR Figure 3.2), an updated Housing Element, and additional policy updates for other General Plan Elements. All of these proposed changes are guided by a set of sustainability principles, which constitute the framework of the General Plan update. Many existing City policies would also remain part of the General Plan. This policy package will provide direction for comprehensive updates of all General Plan Elements in subsequent phases of the *Plan Santa Barbara* process. An Adaptive Management Program (AMP) is also proposed to provide monitoring of policy implementation and effectiveness, so that, as needed, policy modifications can be considered in a timely manner.

*Plan Santa Barbara* is a policy document providing direction on the amount, type, and preferred location of a small increment of new development over 20 years, as well as policy direction to guide an overall update of the City General Plan.

The central goal and policy of *Plan Santa Barbara* is “Living within Our Resources”, a reaffirmation of the City’s commitment to sustainable development and resource conservation, and a continued focus on protecting quality of life and sense of place within the City. The policy framework within *Plan Santa Barbara* focuses on protecting historic resources and community character, maintaining a vibrant economy and diverse population, increasing the supply of affordable housing to improve the jobs-housing imbalance, broadening transportation and mobility options, and addressing global climate change, resource protection, and planning for sustainable infrastructure.

Only a small increment of additional growth is projected to gradually occur over the next two decades under the proposed *Plan Santa Barbara* policies. This would include up to an estimated 2,795 additional residential units and a limitation of no more than 2.0 million square feet of non-residential growth.

Affordable housing would have priority for use of limited resources such as water supply and traffic capacity. *Plan Santa Barbara* would extend the voter-approved Charter limits on non-residential development to the year 2030 at the remaining un-built square footage from the original Measure E cap (no more than 1.5 million square feet for net new development, plus 0.5 million square feet for minor additions, demolition/reconstruction, and annexations).

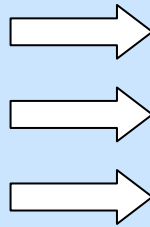
*Plan Santa Barbara* would continue policies to direct most development to the urban center as in-fill development, with updated policy standards, such as incentives to reduce home sizes. Eventual development of Sustainable Neighborhood Plans would foster livability through improvements in connectivity and walkability, neighborhood-serving commercial and community services, open space and recreation, watershed protection, enhanced public trees and gardens. The AMP would require ongoing reassessment of performance and refinement of planning tools to achieve overarching goals during the planning horizon to the year 2030.

The EIR also evaluates full build-out of the proposed *Plan Santa Barbara* General Plan, assumed to occur over the next 40 or more years, to allow assessment of longer-range issues such as the effects of global climate change, and consideration of appropriate infrastructure sizing. The analysis considers commercial/institutional growth of up to three million square feet and residential growth of up to 8,620 units over this longer-term planning horizon.

**Policy Drivers and New General Plan Elements**

**Policy Drivers**

Growth Management  
 Energy and Climate Change  
 Economic and Fiscal Health  
 Historic and Community Character  
 Public Health



**New General Plan Elements**

Land Use and Growth Management  
 Economy and Fiscal Health  
 Environmental Resources  
 Historic Resources and Community Design  
 Housing  
 Circulation  
 Public Services and Safety

**Plan Santa Barbara Goals and Objectives Overview**

Comprehensively update the City General Plan to integrate the principles of sustainable development.

• **Land Use and Growth Management**

Affordable housing would be prioritized above other uses. *Plan Santa Barbara* Land Use policies would continue to limit net additional non-residential development, and continue to allow a range of commercial, institutional, and light industrial uses. The Land Use Map would retain designated land use types in most areas, with revised density categories.

• **Economy and Fiscal Health**

Policy amendments identify ongoing support for a strong economy with diverse businesses supporting essential services and community improvements, as well as enhancement of educational and related employment opportunities for residents, encouragement of green businesses, and recognition of the interrelationship of commerce with transportation, housing, and natural resources in supporting a healthy regional economy.

• **Environmental Resources**

Proposed policies promote protection and sustainable use of resources and minimizing exposure to hazards. Measures are included to minimize contribution to climate change and adapt to the anticipated effects of climate change; reduce energy use; protect air quality, habitats and wildlife, creeks and water quality, agriculture, and visual resources; and address flooding and noise issues.

• **Historic Resources and Community Design**

Policies are included for protection and enhancement of City historic and architectural resources and small town character; development of buildings at an appropriate size and pedestrian scale; and provision of an attractive public realm (i.e., streets and paseos) with walkable, well-landscaped streets.

• **Housing**

The proposed policies provide direction for the location and type of new residential development, including measures to promote housing affordable to both lower- and middle-income households, and discourage construction of high-end units with disincentives.

• **Circulation**

Policies to manage traffic congestion, circulation, and parking include a variety of measures to optimize use of limited roadway capacities, improve infrastructure for vehicles, pedestrians, and bicyclists, support regional commuter transit and local bus service, and consider programs to reduce vehicle trips (such as alternative parking policies).

• **Public Services and Safety**

Proposed policies primarily focus on water supply, waste management, and emergency preparedness, including a required update to the City Long-Range Water Supply Plan. The policies address adequate services and facilities for existing and future residents, and long-term effects of climate change on public services and facilities.

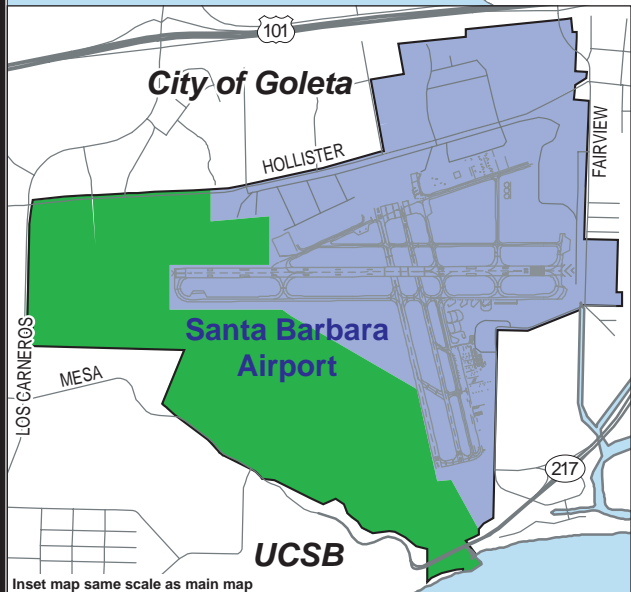
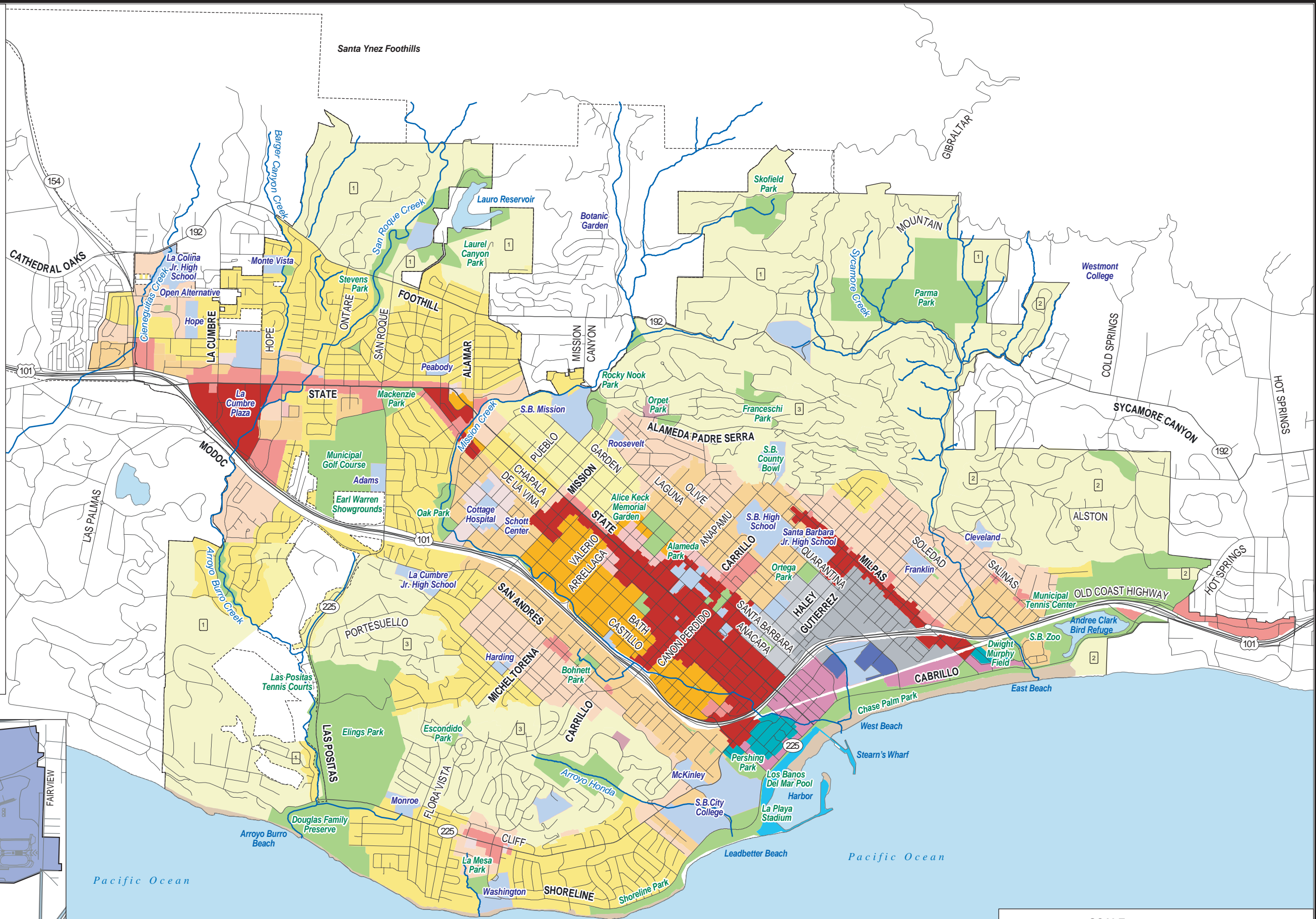
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**LEGEND**

- Sphere of Influence
- City Limits
- Open Space**
  - Shoreline
  - Parks
  - Creeks
  - Goleta Slough Natural Reserve
- Hillside**
  - Low Density Residential (Maximum # du/acre)
- Sub-Urban**
  - Low Density Residential (Maximum 3 du/acre)
  - Low Density Residential (Maximum 5 du/acre)
  - Medium Density Residential (12 du/acre)
  - Office Low Impact Research and Development
- General Urban**
  - Medium High Density Residential (15-25 du/acre)
  - High Density Residential (27-34 du/acre)
  - Hotel/Medium High Density Residential (15-25 du/acre)
  - Ocean Related Commercial/Medium High Density (15-25 du/acre)
  - Office/Medium Density (12 du/acre)
  - Office/High Density (27-34 du/acre)
  - Commercial/Medium High Density (15-25 du/acre)
  - Commercial/High Density (27-34 du/acre)
  - Commercial Industrial/Medium High Density (15-25 du/acre)
  - Industrial
  - Ocean Related Industrial
- Institutional & Related**
  - Civic and Hospital
  - Public Schools
  - Harbor-Stearn's Wharf
  - Airport

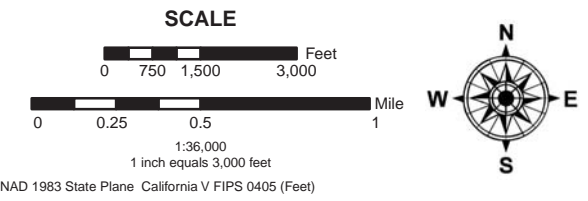
Sources: City of Santa Barbara 2008, 2009, 2010, GIS database.



**Draft Plan Santa Barbara General Plan Map**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Basemap prepared by amec



NAD 1983 State Plane California V FIPS 0405 (Feet)

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## Alternatives to the Project

The EIR evaluates a range of alternative policies and growth scenarios that have been under discussion in the community, to identify their environmental effects compared to the project. Additional growth is also anticipated within the City’s sphere of influence, either as annexations to the City or as unincorporated area growth.

**No Project/Existing Policies Alternative:** The No Project/Existing Policies Alternative (a required component of all EIRs) considers the environmental effects of future development if the proposed *Plan Santa Barbara* policy amendments did not go forward and existing policies continued. This provides a baseline impact analysis against which the impacts of *Plan Santa Barbara* policies and the other alternatives can be compared. The No Project/Existing Policies Alternative is projected to involve up to 2,795 additional housing units and about 2.3 million square feet of commercial space by the year 2030, with slightly more non-residential development than under the *Plan Santa Barbara* policies. Impacts of growth over the next 20 years are evaluated assuming continuation of historical growth rates and continuation of the existing City General Plan goals and policies, and Measure E limits on non-residential growth through 2030. The amount of residential development would continue to be governed primarily by market forces and private property owner initiative, but subject to existing resource protection policies.

**Lower Growth Alternative.** Analysis of the Lower Growth Alternative assumes up to an estimated 2,000 additional housing units and 1.0 million square feet of non-residential development by 2030, a substantially lower amount of growth than under the *Plan Santa Barbara* policies. Policies associated with this alternative include maintenance of lower residential growth, densities, and building heights in the downtown to protect historic and visual resources and community character, and to constrain traffic and parking effects and water use.

	<i>Plan Santa Barbara</i>	No Project	Lower Growth	Additional Housing
Population Growth	6,700	6,700	4,800	10,464
Employment Growth	5,030	5,716	1,800	1,800
New Housing Units	2,795	2,795	2,000	4,360
Affordable Housing Demand <sup>1</sup>	2,764	3,375	1,167	1,167
<b>Jobs/Housing Balance</b>	<b>1.437</b>	<b>2.04</b>	<b>0.90</b>	<b>0.41</b>
<b>Jobs-Employed Residents<sup>2</sup></b>	<b>1.27</b>	<b>1.61</b>	<b>0.71</b>	<b>0.33</b>

<sup>1</sup>Calculated assuming a similar income breakdown as the Project, with 75 percent of jobs providing moderate income or less and 1.27 workers per household.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

**Additional Housing Alternative.** The Additional Housing Alternative is assumed to result in up to an estimated 4,360 additional housing units and 1.0 million square feet of non-residential space, a substantially greater amount of residential growth than under the *Plan Santa Barbara* policies, and a lower level of commercial growth. Policies evaluated under this alternative would direct additional residential in-fill development and densities in the downtown and along commercial corridors, to provide more affordable housing that supports the local economy and diverse population; improve the jobs/housing balance, and reduce long-distance commuting and its associated air pollution, energy use, and regional traffic; and to provide stronger traffic management and vehicle trip reduction strategies, such as greater support of local and regional rail and bus transit, vehicle sharing, telecommuting, and parking management.

## Background on Hybrid Alternative Discussions

As envisioned by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, City decision-makers for the *Plan Santa Barbara* General Plan Update are considering modifications to project policies to incorporate mitigation and some policy components from the alternatives analyzed in the Environmental Impact Report (EIR), to reduce environmental effects and/or best address Plan objectives.

Initial Planning Commission Hybrid: The initial Planning Commission hybrid alternative package recommended to City Council (June 2010) is a policy set that the Commission felt would best address the following key criteria for the General Plan Update:

1. Maximize the achievement of Plan Objectives set forth in the Sustainability Framework and Principles, including Living within Our Resources;
2. Provide a guiding long-term vision and innovative flexible policy framework with implementation tailored and modified as needed by the Adaptive Management Plan;
3. Mitigate environmental impacts to the maximum extent feasible;
4. Achieve internal consistency and balance among and between the policies;
5. Ensure the policies are realistic, operational, capable of being implemented, and have support from key community stakeholders; and
6. Support the economic vitality of the City Downtown and as a whole.

Components of the initial Planning Commission recommended hybrid modifications to the Plan included:

- Reduction of the non-residential growth cap (to a total of 1 million SF, with no exclusions)
- Stronger Transportation Demand Management (TDM) and parking pricing programs to mitigate traffic congestion, reduce energy and greenhouse gas generation, and improve jobs/housing balance
- Residential parking maximums Downtown (1.5 spaces/unit) and parking sales/rental separate from the housing to address building sizes and affordability and traffic management (“unbundling”)
- Reduced unit sizes and increased density incentives in appropriate areas to promote affordable workforce housing and traffic management (27-45 du/acre and up to 60 du/acre for community benefit projects with supermajority vote; 50% density increase for rental and employer-sponsored housing in commercial and multi-family areas)
- Stronger design standards to address compatible building sizes and protection of historic resources and community character (including guideline for primarily 2-3 story building heights with 4<sup>th</sup> story only for community benefit projects with supermajority vote)
- Stronger historic resources protection policies (including buffers around historic districts, designated resources, and Presidio)
- Increased affordable inclusionary housing requirement (25%), and relaxed second unit standards in commercial areas near transit corridors and services and with consideration citywide.

The Planning Commission initial recommended hybrid alternative was seen as a positive compromise set of policies and received strong support from a large majority of the community groups that have participated in the General Plan Update process.

Initial City Council Hybrid Alternative: Initial City Council discussions provided direction for consideration of many of the policy elements in the Planning Commission recommendations, but some with further modifications. In response to public input, Planning Commission recommendations, and Council discussion, softened policy language was considered for some policies, based on concerns about economic interests, property rights, and livability/community character. Initial Council hybrid policies for consideration included:

- Reduced non-residential growth cap (1 million SF), but with more exclusions [for EIR analysis, an additional 0.5 million SF was assumed for excluded uses]
- Inclusion of the range of Transportation Demand Management strategies, but no assured commitment to expansion of existing Transportation Demand Management and parking pricing programs without demonstrated stakeholder support [no expansion beyond current TDM program was assumed for EIR analysis]
- Consider residential parking maximums downtown, and allow “unbundling” of housing and parking costs
- Reduced unit sizes and density increases in appropriate areas (27-45 du/acre; 50% density overlay for rental/employer housing) [areas to be determined, consider Planning Commission recommended areas]
- Stronger design standards to address compatible building sizes and protection of historic resources and community character (supermajority vote for buildings exceeding 45 feet; buffers around historic districts, designated resources, and Presidio)
- Consider increased affordable inclusionary housing requirement (25%) along with suspension during economic downturns, sliding scale for types of uses, and potential commercial fee; and relaxed second unit standards on a neighborhood-by-neighborhood basis with neighborhood support.

## Summary of FEIR Alternatives Analysis

The following summarizes EIR alternatives analysis of environmental impacts in the year 2030:

Class 2 Impacts (Less than Significant with Mitigation): The EIR identified the following potentially significant impacts mitigated to less than significant levels: air quality (diesel particulates), biological resources (loss of upland and riparian habitats); geological conditions (sea cliff retreat); hazards (adequacy of facility capacity for household hazardous materials collection); heritage resources (effects of development on historic resources); hydrology and water quality (extended range sea level rise from climate changes); noise (highway noise level increases affecting residential uses); open space and visual resources (gradual loss of open space); public utilities/solid waste (adequacy of long-term solid waste management facility capacity).

For these impacts on local resources, hazards, and services, *potential* significant impacts could be the least under the Lower Growth Alternative, and would be less than significant with mitigation (Class 2.)

Under all the other alternatives, including the *Plan Santa Barbara* project, No Project, Additional Housing, and Hybrid Alternatives, *potential* significant impacts on resources, hazards, and services would be similar in type and somewhat greater than the Lower Growth Alternative. However, these impacts would also be mitigated to less than significant levels (Class 2) under all the alternatives, for the same residual impact level.

Class 1 Impacts (Significant): All alternatives would be expected to result in Class 1 impacts to Transportation (traffic congestion) and Climate Change (greenhouse gas generation). Lower residual impacts for both issues are largely a result of a lower amount of non-residential growth and more extensive application of Transportation Demand Management (TDM) and parking pricing policies (which act to reduce impacts for existing traffic as well as the small increment of additional growth).

The alternatives are ranked in the following order as to lowest transportation and climate change impacts, and most effective mitigation, as analyzed in the EIR:

### *Additional Housing Alternative*

The Additional Housing Alternative assumes low non-residential growth (1.0 million SF), and Robust TDM and parking pricing policies (i.e., strongest expansion), resulting in lowest impacts on traffic congestion (from existing 13 impacted intersections to 14 impacted intersections) and greenhouse gas generation (1.379 million tons/year), as well as substantially better jobs/housing balance (0.41 jobs/unit).

### *Plan Santa Barbara Project*

The *Plan Santa Barbara* project assumes two 2.0 million SF non-residential growth and Moderate TDM/parking pricing expansion, resulting in the *potential* for 20 impacted intersections and estimated 1.574 tons/year greenhouse gases. Roadway improvements could mitigate 2-3 intersections. With application of Mitigation Measure T-2, the robust TDM/parking pricing per Alternative 2, most of these impacts would be mitigated. The jobs/housing balance would be in approximate balance (1.44 jobs/unit).

### *Lower Growth Alternative*

The Lower Growth Alternative assumes low non-residential growth (1.0 million SF), but no expansion of TDM/parking pricing, resulting in the potential for 18 impacted intersections and 1.506 million tons/year greenhouse gas generation, and improved jobs/housing balance (0.90 jobs/unit). Because this alternative assumed a policy set to maintain or increase parking standards, the T-2 mitigation for robust TDM was not considered compatible with the policy set, and not applied in the EIR analysis. However, if the T-2 mitigation was applied, the traffic and greenhouse gas impacts could be lower than described for this alternative.

### *Hybrid Alternative*

The Hybrid Alternative analysis assumed the lower non-residential growth cap of 1 million SF for designated categories, and the EIR analysis assumes an additional 0.5 million SF for uses excluded from the categories. The policy set includes the range of TDM strategies, but no committed level of expansion, and the EIR analysis therefore assumes no expansion of existing TDM/parking pricing programs. The less extensive TDM/parking pricing has more influence than the lower non-residential growth, and greater impacts result to traffic (estimated 20-26 intersections) and greenhouse gas generation (estimated 1.571 tons/year). The jobs/housing balance would be somewhat better than the *Plan Santa Barbara* scenario (<1.44 jobs/unit). Application of the T-2 robust TDM/parking pricing could substantially reduce the impacts.

### *No Project/Existing Policies Alternative*

The No Project Alternative assumes 2.2 million SF non-residential growth and no expansion of existing TDM/parking pricing, resulting in the greatest impact on traffic congestion (26 intersections), and greenhouse gas generation (1.605 million tons/year). Application of the T-2 robust TDM/parking pricing could substantially reduce the impact. The No Project Alternative worsens the jobs/housing balance (2.04 jobs/unit).






## **Areas of Known Public Controversy**

The following were among areas of planning and environmental controversy raised by members of the public, organizations, and agencies during the EIR scoping process and during initial hearings for preparation of the Draft *Plan Santa Barbara* General Plan update:

- Increased residential densities
- Allowable building heights and sizes
- Increased congestion on local roads and U.S. Highway 101
- Insufficient affordable housing and relationship to long-distance commuting
- Reliability and sources of the City water supply
- Preservation and protection of historic resources, scenic views, and community character
- Greenhouse gas emissions and compliance with AB 32 mandates for emission reductions
- Air quality effects on residential development along Highway 101
- Water quality effects from discharge of treated wastewater into the ocean

## Issues to be Resolved

*Plan Santa Barbara* General Plan policies involve a broad range of City resources and issues. Inevitably, adoption of a new long-range plan for a community involves trade-offs and decisions on issues of public concern. Some of the key issues to be resolved during the adoption of the *Plan Santa Barbara* General Plan update involve balancing among sometimes competing objectives, such as the following:

<b>Competing Objectives/Tradeoffs</b>		
Commercial and institutional growth and associated economic opportunities		Protection of resources, provision of affordable housing, minimizing congestion, energy demand, and air pollutant emissions
Improvements in the jobs-housing balance and increased provision of affordable housing		Retention of the City's small town character; how to fund and regulate housing
A continued shift toward walkable, in-fill development, higher densities, and an emphasis on multiple modes of transportation (walking, biking, etc.)		A more suburban style of development with ample parking, lower densities, and lower building heights
Reduction of traffic congestion through improved parking management and trip reduction measures		Reduction of traffic congestion through traditional road improvement measures, and lower trip-generating, mixed-use in-fill development
Substantial changes to land use development and transportation practices to address State-mandated greenhouse emissions reductions to 1990 levels		More limited land use and transportation measures to address climate change requirements, consistent with historic practices

*Plan Santa Barbara* and the Lower Growth and Additional Housing alternatives represent different ways to meet some or all of *Plan Santa Barbara's* objectives while avoiding or minimizing impacts. *Plan Santa Barbara* policies are intended to address a balance between objectives for living within resources and protecting the community character, and also providing more affordable housing to support ongoing economic vitality and population diversity, and improve the jobs/housing balance to reduce the level of commuting and associated impacts.

Based on the EIR analysis, it appears that the Lower Growth Alternative may most successfully meet project objectives related to protection of community character and environmental resources, but may be less successful at meeting those related to decreasing reliance on the automobile, energy conservation, improving the jobs-housing balance to maintain economic vitality and population diversity. The Additional Housing Alternative may most strongly meet the objectives related to decreasing reliance on the automobile, energy conservation, improving the jobs-housing balance to support economic vitality and population diversity, and providing more housing for all economic segments of the community, but may be less successful at meeting objectives related to protection of community character and living within the community's resources.

## Listing of Impacts

Please refer to tables ES-3, -4, and -5 for lists of environmental impacts resulting from implementation of *Plan Santa Barbara*.



## SUMMARY OF ENVIRONMENTAL ISSUES

### GROUP 1: SIGNIFICANT ENVIRONMENTAL IMPACTS

#### Transportation

**Key Issues:** How should the community address incremental increases in traffic congestion from beneficial development under *Plan Santa Barbara*? Should we focus on low trip-generating, mixed-use growth and strongly pursue programs to shift transportation modes for a portion of travelers, or rely on growth restrictions and road improvements to help avoid congestion?

Important transportation issues include how to avoid or minimize increases in congestion of local streets, reduce long distance commuting, and improve mobility options for City residents.

**Proposed *Plan Santa Barbara* policies to address Transportation issues** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Land Use Measures to Reduce Congestion:** Policies and programs to encourage use of multiple forms of transportation and minimize congestion through land use and neighborhood planning could substantially reduce the potential transportation impacts of additional development within the City (LG2-Limit Non-Residential Growth, LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), EF4-Jobs/Housing Balance, LG15-Sustainable Neighborhood Plans, and C22-Trip Generation Rates).

**Transportation Infrastructure Measures to Reduce Congestion:** Policies and programs to improve multi-modal infrastructure, and improve safety conditions for pedestrians, cyclists, cars, and buses (C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, EF10-Infrastructure Improvements, C2-Pedestrian Crossings, C3-Bike Lanes, C4-Personal Transportation, C5-Optimize Capacity, C7-Intermodal Connections, C8-Excess Motor Vehicle Capacity, C10-Vehicle Speeds).

**Parking Management Measures to Reduce Congestion:** Proposed policies to reduce parking requirements and set parking maximums in the MODA and manage public parking prices in the Central Business District could reduce vehicle trips and congestion in the Downtown area (C16-Parking Maximums, C18-Residential Parking Requirements in the MODA, C13-Appropriate Parking).

**Regional Transit Measures to Reduce Congestion:** Proposed policies in the Circulation Element to pursue cooperative commuter transit programs and identify funding mechanisms for transit would help reduce long-distance commuting and regional highway congestion (C6-Regional Commuter Transit, C12- Transit Funding).

#### EIR Transportation Impact Analysis

**Potential Impacts of Growth in 2030:** Substantial increases in congestion on highways, arterial roadways, and at intersections.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by emphasizing multiple modes of transportation, programs to reduce trips, and land use policies which result in reduced trip generation.

**EIR Mitigation Measures:** MM TRANS-1 would address intersection level of service impacts through physical roadway and operational improvements; MM TRANS-2 would greatly ease future congestion by substantially reducing traffic generation.

***Plan Santa Barbara* Impact Level:** Impacts of increased congestion would be significant. With the implementation of the mitigation measures, severe congestion could be limited to 6 of 52 intersections studied.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – somewhat less; Additional Housing – substantially less.

## Global Climate Change

**Key Issues:** How should the City address State requirements to reduce greenhouse gas emissions such as carbon dioxide? How should potential damage from climate change-induced hazards be addressed, such as accelerated coastal bluff retreat, increased wildland fire and flood hazards, and potential variations or reductions in water supply?

Global climate change issues include measures to reduce greenhouse gas (GHG) emissions. (Measures to avoid or adapt to climate change-induced hazards are addressed in other EIR sections, including Geological Conditions, Hazards, Hydrology and Water Quality, and Public Utilities, and would be addressed by *Plan Santa Barbara* proposed policy ER3-Comprehensive Climate Change Action Plan).

**Proposed *Plan Santa Barbara* policies to address Global Climate Change** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Measures to Reduce GHG Emissions from Transportation:** Proposed *Plan Santa Barbara* policies would help to reduce trip generation and associated fuel use and greenhouse gas production (LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans, EF4-Jobs/Housing Balance, ER14-Lower Emissions Vehicles and Equipment, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities, and C6-Regional Commuter Transit.) These measures were taken into account in the *Plan Santa Barbara* traffic model used to project future miles traveled by future development.



*Global climate change resulting from accumulation of GHGs is expected to have a variety of effects such as sea level rise, which could subject Santa Barbara’s waterfront and beaches to inundation and flooding within the next 50-100 years.*

**Measures to Reduce GHG Emissions from Buildings:** *Plan Santa Barbara* policies that would help to reduce energy consumption in buildings and associated GHG generation include: (LG2-Limit Non-Residential Growth, LG3-Future Residential Growth, LG9-Mobility Oriented Development Area (MODA), ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER9-Solar Energy, CH8-Commercial and Mixed Use Development Standards and Guidelines, and H10-Density Incentive for Sustainable Resource Use).

### EIR Global Climate Change Impact Analysis

**Potential Impacts of Growth in 2030:** Increased emissions of GHGs from buildings and especially transportation fuel combustion.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by reduction in trip generation associated with new and existing development, continuing and expanding green building programs, and diversion of landfill waste.

**EIR Mitigation Measure:** MM TRANS-2 would provide the most effective single set of tools available to substantially reduce GHG emissions by greatly limiting vehicle trip generation and vehicle miles traveled.

***Plan Santa Barbara* Impact Level:** Impacts to GHG emissions and global climate change would be significant.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – less; Additional Housing – substantially less.

## GROUP 2: IMPACTS LESS THAN SIGNIFICANT WITH MITIGATION

### Air Quality

**Key Issue:** How should the City address projected increases in air emissions from mobile and stationary sources, and protect residential uses close to Highway 101?

Important air quality issues are consistency with the regional Clean Air Plan for attainment of air quality standards, and potential diesel particulate risks to development along transportation corridors.

**Proposed *Plan Santa Barbara* policies for attainment of Air Quality standards** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Reduce Air Pollution:** *Plan Santa Barbara* policies would accelerate City progress on reducing air pollution and meeting or exceeding Clean Air Plan targets through adoption of new policies aimed at reducing vehicle trips, improving energy efficiency in buildings, and promoting low-emission fuels and vehicles (C13-Appropriate Parking, C18-Residential Parking Requirements LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area, ER5-Energy Efficient Buildings, ER10-Incentives for Alternative/Advanced Fuel Infrastructure, ER14-Low-Emission Vehicles and Equipment).



Traffic and congestion on U.S. Highway 101 contributes to local air pollution.

**Proposed *Plan Santa Barbara* Policies to reduce Short-Term Construction Emissions** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Emission Standards:** *Plan Santa Barbara* proposed policy ER16-Development Mitigation would establish standard construction conditions as ordinance requirements that would apply to all construction projects.

**Proposed *Plan Santa Barbara* Policies to reduce Residential Development near Emission Sources: *Development Setback*** : Proposed *Plan Santa Barbara* policy, ER12-Highway 101 Set-Back, provides direction to establish an interim 5-year screening guideline of 500 feet from U.S. Highway 101, for siting of residential and other sensitive land uses while tracking the phased State regulatory program to reduce diesel particulate emissions. This policy would help reduce potential future impacts related to sensitive land uses and high traffic areas.

#### EIR Air Quality Impact Analysis

**Potential Impacts of Growth in 2030:** Increased future emissions and exposure to air pollutants, at a level consistent with the level identified in the Clean Air Plan.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by policies to reduce vehicle trips and construction emissions; development guidelines; and alternative energy promotion.

**EIR Mitigation Measures:** MM AQ-1 would limit development within 250 feet adjacent to U.S. Highway 101. MM TRANS-2, Reductions in Traffic Demand would substantially reduce air pollutant emissions (i.e., Impact AQ-3.1).

***Plan Santa Barbara* Impact Level:** Impacts to air quality would be less than significant with mitigation.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – somewhat less; Additional Housing – substantially less.

## Biological Resources

**Key Issues:** What mechanisms can the City implement to conserve and restore areas of contiguous habitats and wildlife corridors that are appropriate for long-term preservation of such resources?

Important biological resources include habitats, water quality, sensitive species and creek corridors.

**Proposed *Plan Santa Barbara* policies to protect important Upland Habitats and Species** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Protect Habitats:** Updated General Plan policies and programs could improve City protection and management of important habitats and wildlife (Policies ER19-Protection of Wildlife and Native Vegetation Policies and Design Guidelines; ER21-Multi-Use Plan for Coast; ER22-Native Species Habitat Planning Guidelines; ER26-Creek Setbacks and Restoration Standards and Guidelines; and ER27-Creekside Development Guidelines, and the Adaptive Management Program).

**Protect Trees:** Updated provisions to protect trees and landscaping (ER 17/18); updated policies to protect native habitats/corridors (ER19/22); multi-use plan to protect coastal resources (ER21); and trails management to protect recreational/habitat uses (ER23).

**Proposed *Plan Santa Barbara* Policies to protect Creek and Riparian Woodland Habitat and Species** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Protect Riparian Habitats:** Policies for further protection of riparian habitats and wildlife (ER19-Protection of Wildlife and Native Vegetation, ER22-Native Species Habitat Planning Guidelines, ER26-Creek Setbacks and Restoration Standards and Guidelines, and ER27-Creekside Development Guidelines).

**Protect Water Quality:** Policies to establish additional water quality and creek protection and restoration standards and development guidelines (Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines).

**Proposed *Plan Santa Barbara* Policies to protect Coastal Habitats and Species** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Protect Creeks and Estuaries:** Policies for further protection for riparian habitats and wildlife (ER19-Protection of Wildlife and Native Vegetation, ER22-Native Species Habitat Planning Guidelines, ER26-Creek Setbacks and Restoration Standards and Guidelines, and ER27-Creekside Development Guidelines).

**Protect Beaches and Dunes:** Policies for further protection for coastal habitats and species (ER19-Protection of Wildlife and Native Vegetation and ER21-Multi-Use Plan for the Coast).

### EIR Biological Resources Impact Analysis

**Potential Impacts of Growth in 2030:** Incremental loss, fragmentation, and disturbance to important habitats and species.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by increased preservation/ restoration of open space habitats, development guidelines, and restoration measures.

**EIR Mitigation Measures:** MM VIS-1 would require identification and protection of important natural open space/habitat areas that merit long-term protection, and MM BIO-2.c would provide stronger creek setbacks.

***Plan Santa Barbara* Impact Level:** Impacts to habitats and species would be less than significant with mitigation.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - similar or somewhat greater; Lower Growth – similar or somewhat less; Additional Housing – similar or somewhat greater.

## Geological Conditions

**Key Issues:** How can the City address long-term issues related to damage of existing homes and public facilities from ongoing coastal bluff retreat?

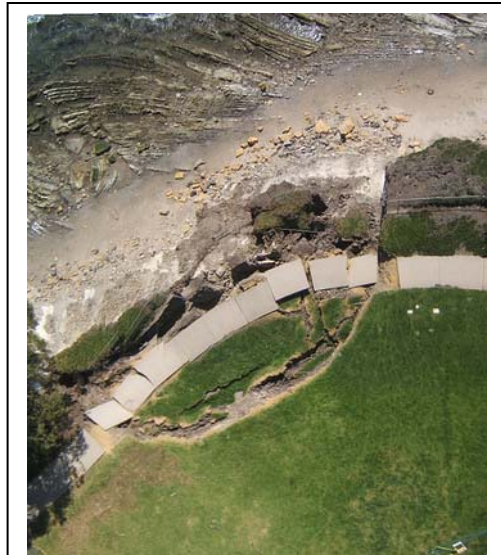
Important geological conditions include seismic hazards (e.g., earthquakes, liquefaction), areas of geological and soil instability, and ongoing sea cliff erosion.

**Proposed *Plan Santa Barbara* policies to address Seismic Hazards** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Seismic Hazards:** *Plan Santa Barbara* policies PS12-Emergency Workforce and PS13-Consideration of Disabilities in Emergency Planning, require policy updates to foster increased emergency coordination with other jurisdictions in the South Coast, and increased consideration of people with disabilities in emergency plans.

**Proposed *Plan Santa Barbara* Policies to address Geologic and Soil Hazards** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Sea Cliff Retreat:** Policy ER1-Climate Change, directs the City to require the incorporation of climate change mitigating measures in new development, which could partially address accelerated bluff retreat. Policy ER3-Comprehensive Climate Change Action Plan, directs the City to prepare a comprehensive climate action plan, which could include a Shoreline Management Plan that accounts for accelerated bluff retreat.



*Sea cliff retreat is typically a slow, gradual process; however, major bluff failures occur periodically such as the 2008 bluff failure at Shoreline Park.*

### EIR Geological Conditions Impact Analysis

**Potential Impacts of Growth in 2030:** Additional development in geologically hazardous areas; ongoing or accelerated coastal bluff retreat.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by development guidelines; building codes; and the City Seismic Safety and Safety Element.

**EIR Mitigation Measure:** MM GEO-1 would address coastal bluff retreat through update of the 75-year bluff retreat guidelines and development of a Shoreline Management Plan to identify, manage, and to the extent feasible, mitigate or reduce climate change-induced sea level rise impacts on public facilities and private property along the City shoreline.

***Plan Santa Barbara* Impact Level:** Cliff retreat impacts would be less than significant with mitigation. Other seismic and geologic impacts would be less than significant.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - similar; Lower Growth – similar or somewhat less; Additional Housing – somewhat greater.

## Hazards

**Key Issues:** Are any additional City measures needed to address usual continuing risks associated with accident potential, hazardous materials, and wildland fires?

Public safety issues include ongoing risks from accidents (e.g., aircraft, hazardous materials transportation), commercial, industrial and residential hazardous materials use, and wildland fires, all addressed by extensive existing regulations.

**Proposed *Plan Santa Barbara* Policies to address Hazardous Materials** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Commercial and Industrial Hazards:** *Plan Santa Barbara* General Plan policy LG12 would encourage the preservation of light manufacturing uses by amending zoning to a narrow range of uses, which would not preclude the limited and well-defined development of residential uses.

**Household Hazardous Materials:** *Plan Santa Barbara* would address impacts from household hazardous materials and waste through MM HAZ-2, which would direct coordination with regional jurisdictions to expanding the future capacity of existing hazardous waste collection sites.

**Proposed *Plan Santa Barbara* Policies to address Wildland Fires** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Wildland Fires:** The proposed City Land Use Element Map does not increase development potential within high fire hazard areas. Proposed *Plan Santa Barbara* Policies LG5 and LG6 could limit new development in high fire hazard areas by transfer of development rights to urban areas. Policy H14 would restrict second units in high fire hazard areas.

**Emergency Response:** *Plan Santa Barbara* General Plan Policy PS12 would expand coordination with other jurisdictions on the South Coast to provide for emergency response workforce, and PS13 would update emergency plan provisions for persons with disabilities.

### EIR Hazards Impact Analysis

**Potential Impacts of Growth in 2030:** Additional development in areas subject to risks from accidents, hazardous materials, and wildland fire.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by existing aircraft regulations and hazardous materials regulations, development guidelines; building codes; the City Seismic Safety and Safety Element, and emergency response provisions.

**EIR Mitigation Measures:** MM HAZ-1 would direct coordination with regional jurisdictions for expanding the capacity of existing hazardous waste collection sites.

***Plan Santa Barbara* Impact Level:** Household hazardous materials impacts would be less than significant with mitigation. Other hazards are less than significant.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - similar; Lower Growth – similar or somewhat less; Additional Housing – somewhat greater.

## Heritage Resources

**Key Issues:** Are additional City measures required to address protection of historic structures and districts, such as El Pueblo Viejo?

Heritage resources include archeological resources, paleontological features, and historic buildings and districts.

**Proposed Plan Santa Barbara policies to protect Heritage Resources** (Policy numbers may have changed with subsequent drafts of the Plan):

**Archaeological Resources:** Policies promotes awareness, appreciation, and understanding of Chumash culture through exhibits and incorporation of elements in development (CH6-Chumash Culture and Archaeological Resources).

**Protection of Historic Resources:** Policies and programs in the Historic Resources and Community Design (CH) Element contain recommendations intended to protect the City’s small town character, improve urban design, and protect heritage resources(Policy CH1-Adaptive Reuse, CH4-Development Review Adjoining Designated Historic Structures, CH9-Commercial and Mixed-Use Building Size, Bulk and Scale Requirements, CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures).



*El Presidio de Santa Barbara, founded in 1782, marked the beginning of Spanish settlement of Santa Barbara.*

### EIR Heritage Resources Impact Analysis

**Potential Impacts of Growth in 2030:** Additional development and redevelopment near historic structures and archaeological sites.

**Existing and Proposed Plan Santa Barbara Policies:** Potential impacts would be lessened by existing development policies, ordinances, and design guidelines, and proposed development policies to improve the compatibility of building design near historic structures.

**EIR Mitigation Measures:** MM HER-1 would strengthen policies related to construction and development design and density adjacent to historic structures and in historic districts; RM-VIS-3 would require protection of community character through adoption of form-based codes, floor area ratios, and other measures to protect community character.

**Plan Santa Barbara Impact Level:** Impacts to heritage resources would be less than significant with mitigation.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – substantially less; Additional Housing – somewhat greater.

## Hydrology and Water Quality

**Key Issues:** How can the City most effectively further efforts to protect and improve surface and ground water quality, reduce flood hazards, and minimize storm water runoff effects?

Important hydrology and water quality issues include flooding, storm water runoff, and water quality of creeks, groundwater, and the ocean.

**Proposed *Plan Santa Barbara* policies to address Hydrological Issues** (*Policy numbers may have changed with subsequent drafts of the Plan*):

***Flood Control and Drainage:*** *Plan Santa Barbara* Policy ER30-Floodplain Mapping Update would direct studies to update floodplain boundaries on Flood Insurance Rate Maps; ER26-Creek Setbacks and Restoration directs update of creek setback standards for new development along creeks, along with guidelines for creek restoration, pervious surfaces, and appropriate land uses within creekside buffers; ER25-Storm Water Management Guidelines would incorporate guidelines from the City Storm Water Management Plan into the General Plan. Proposed program ER28-Master Drainage Plan would develop a comprehensive drainage plan and development standards to better address drainage issues, and opportunities for drainage retention/detention. These measures would provide citywide coordination of existing City storm water management policies that are applied on a project-by-project basis, to the benefit of reduced storm water runoff and flooding.



*Mission Creek flows through central Santa Barbara and the close proximity of development can contribute to potential flooding and surface water quality problems.*

**Proposed *Plan Santa Barbara* Policies to protect Water Quality** (*Policy numbers may have changed with subsequent drafts of the Plan*):

***Protect Water Quality:*** *Plan Santa Barbara* policies direct the establishment of additional water quality and creek protection and restoration standards and development guidelines (proposed Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines).

***Protect Coastal Water Quality:*** *Plan Santa Barbara* policies to establish additional water quality, creek protection and restoration standards, and development guidelines would address effects on ocean water quality from storm water (Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines).

### EIR Hydrology and Water Quality Impact Analysis

**Potential Impacts of Growth in 2030:** Additional development in floodplains and near creeks, and minor increases in urban runoff.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by development and flood control regulations, programs, ordinances and guidelines; and proposed *Plan Santa Barbara* policies.

**EIR Mitigation Measures:** MM HYDRO-1.a would identify policy options, costs, and consequences for addressing sea level rise issues; and, MM HYDRO-1.b would add a comprehensive analysis of water savings from specific conservation measures to the City's Long Term Water Supply Program. MM BIO-2.c would provide stronger creek setbacks.

***Plan Santa Barbara* Impact Level:** Impacts to hydrology and water quality would not be significant with mitigation.

**Comparative Impacts of Alternatives:** No Project-similar; Lower Growth-similar or somewhat less; Additional Housing – somewhat greater.



## Noise

**Key Issues:** Are additional measures needed to address potential noise impacts to existing residences from gradual increases in roadway traffic noise along major transportation corridors (e.g., U.S. Highway 101), as well as new mixed-use developments in the downtown entertainment district?

Key noise issues include a proposed change to the City exterior noise standard and potential noise effects from transportation corridors.

**Proposed *Plan Santa Barbara* policies to reduce Noise** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Reduce Increased Transportation Noise:** Circulation Element policies to reduce vehicle trips would incrementally reduce projected increases in noise volumes and the width of projected noise corridors along City arterials and U.S. Highway 101. These reductions are accounted for in the traffic model which provided input data for noise modeling.

**Noise Sensitive Uses:** Proposed *Plan Santa Barbara* Policy ER37-New Noise Guidelines for Residential zones change the exterior noise standards to the more widely accepted 65 dBA from the current 60 dBA, while ensuring that interior noise levels remain healthy.

**Reduce Construction Noise:** *Plan Santa Barbara* Policy ER38-Construction Noise proposes to establish construction noise standards for mixed-use urban and more suburban residential areas (i.e., allowable days, hours, and types of construction).



*Traffic along U.S. Highway 101 is a major source of noise within the City and is of particular concern where it borders residential neighborhoods such as near the Micheltorena Street overpass.*

### EIR Noise Impact Analysis

**Potential Impacts of Growth in 2030:** Higher roadway noise levels generated by gradual increases in traffic volumes could impact existing residences and new development along Highway 101; increased development near noise sources could affect new homes.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by existing policies and development guidelines.

**EIR Mitigation Measures:** MM TRANS-2 would substantially limit growth of traffic and roadway noise levels; MM NOISE-1 requires City to work with neighborhoods, Caltrans, and Union Pacific Railroad to reduce impacts of higher roadway noise levels through construction of soundwalls or retrofitting older structures.

***Plan Santa Barbara* Impact Level:** Impacts from noise would be less than significant with mitigation.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - similar; Lower Growth – somewhat less; Additional Housing – substantially less due to lower growth in traffic volumes.

## Open Space and Visual Resources

**Key Issues:** What tools should the City employ to ensure the preservation of important contiguous areas of open space, protection of key public views, and retention of Santa Barbara's small town community character?

Important open space and visual resources include natural areas and vegetation, parks, trees and landscaping, architectural features and buildings, and scenic views of mountains, coastline, and creek corridors.

**Proposed *Plan Santa Barbara* policies to protect Open Space and Views** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Open Space Protection:** Policies to further protect creeks, hillsides, trees, open spaces (ER41); Direct development to urban areas; increase open space within the urban core (LG9); Include parks/community gardens as Community Priority development (LG10); Establish open space standards for new residential development, including access to public open space within ½ mile radius, dedicate usable open space on-site, or contribute in-lieu fees (LG11); Include parks/trails, community gardens, tree planting, watershed/creek protection, access to creeks in Sustainable Neighborhood Plans (LG15); Establish updated park/open space standards for acres/population, optimal walking distances, types of facilities needed (LG16); Develop funding mechanisms for parks/open space and require contributions by large projects (LG17); Establish program for community gardens (LG18).

**Habitat, Wildlife and Tree Protection:** Update provisions to protect trees/landscaping (ER 17/18); Update policies to protect native habitats/corridors (ER19/22); Multi-use plan to protect coastal resources (ER21); Trails management to protect recreational/habitat uses (ER23).

**Scenic View Protection:** List important public scenic views and development standards for protection (ER39); add view protection policies to General Plan and design/environmental guidelines (ER40); pursue scenic highway designations/ design guidelines (LG19).

**Proposed *Plan Santa Barbara* Policies to protect Neighborhood Character and Compatibility** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Design Guidance:** Additional development standards and guidelines for smaller unit sizes; commercial and mixed-use building size, bulk, and scale requirements; building height limits in downtown; setbacks, landscaping and open space; parking requirements; multi-family building design; neighborhood compatibility; and form-based codes (CH7-15). Additionally, *Plan Santa Barbara* would protect the character of neighborhoods through adoption of new General Plan Policies CH8, CH9, CH10, and CH15, which would regulate building design and require that building height, size, bulk, and scale would be in keeping with community character.

### EIR Open Space and Visual Resources Impact Analysis

**Potential Impacts of Growth in 2030:** Loss or fragmentation of open space; obstruction of some views of hill-sides and mountains; gradual change in downtown character.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential impacts would be lessened by policies to increase preservation/restoration of open space; stronger development guidelines such as form-based codes to ensure building sizes and heights are compatible with surrounding areas and community character; and view protection measures.

**EIR Mitigation Measures:** Open space impacts would be further reduced by MM VIS-1 to protect important natural open space/habitat areas; and MM BIO-2.c would provide stronger creek setback measures. Recommended measure RM VIS-2 provides more detail for area-specific form-based code and floor area ratio guidelines.

***Plan Santa Barbara* Impact Level:** Impacts to open space, community character, and views would be less than significant with mitigation.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - greater; Lower Growth – open space similar, views/character less; Additional Housing – open space similar, views/character greater.

## Public Utilities

**Key Issues:** Would the City’s long-term water supply be adequate to serve existing residents and new growth, especially during droughts? How should long-term capacity for solid waste disposal be increased to support future growth?

Important public utilities issues include provision of water, wastewater treatment and disposal, and solid waste disposal services.

**Proposed Plan Santa Barbara policies to provide adequate Public Utilities** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Long-Term Water Supply:** Policies provide direction for program updates to safely manage long-term water supply, expand existing water conservation and recycling efforts, and establish new avenues to store and purchase water supplies (PS1-Long-Term Water Supply Program, PS2-Water Conservation Program, PS3-Recycled Water, PS4-Groundwater Banking, PS5-On-Site Storage and Reuse, PS6-Agricultural Water Marketing Agreements, PS7-Gibraltar and Cachuma Reservoirs, and the Adaptive Management Program).



*Policies to promote water conservation would reduce existing and potential future water demand and help manage and optimize long-term water supply.*

**Wastewater Collection and Treatment:** Policies could reduce future wastewater generation by promoting water conservation and providing guidelines for use of gray water in new development and the retrofitting of existing development, (Policy PS2-Water Conservation Program, would PS5-On-Site Storage and Reuse).

**Solid Waste Management:** Several policies would help to reduce the generation of solid waste requiring landfill disposal, and expand materials recycling and reuse(PS8-Solid Waste Management Programs, PS9-Construction/Demolition Materials Reuse and Recycling, and PS10-Local Recycled Materials; CH1-Adaptive Reuse).

### EIR Public Utilities Impact Analysis

**Potential Impacts of Growth in 2030:** Increased use of water, and increased wastewater and solid waste.

**Existing and Proposed Plan Santa Barbara Policies:** Potential impacts would be lessened by continuing water supply and wastewater management programs, and emphasizing reduction of waste; increased use of recycled water; and continued increases in recycling.

**EIR Mitigation Measures:** MM PU-1 would continue efforts to develop waste-to-energy capacity, and work with regional jurisdictions for future expansion of landfill capacity.

**Plan Santa Barbara Impact Level:** Solid waste impacts would be less than significant with mitigation. Water supply, wastewater, and power /communications utility impacts would be less than significant.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - similar; Lower Growth – substantially less; Additional Housing – somewhat greater.

## GROUP 3: NO SIGNIFICANT IMPACTS

### Public Services

**Key Issues:** Are any additional City measures needed to ensure that increased demand for public services such as police, fire, parks, and schools does not exceed the capacity of service providers?

Public services include police, fire, parks and recreation, and public school services.

**Proposed Plan Santa Barbara policies to provide adequate Public Services** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Police and Fire Services:** Policies would reaffirm City measures for maintenance and enhancement of public services, including police and fire protection. The existing budget process would ensure adequate staffing. (Public Services and Safety Element Objective, PS2-City Infrastructure, Facilities and Services Have Capacity to Meet Existing and Foreseeable Demand; Adaptive Management Program).



*Plaza Vera Cruz is an important neighborhood park on the City's Eastside. Neighborhood parks are infrequent in some of the City's urban areas.*

**Parks and Recreation Services:** Policies emphasize provision of park or recreational amenities as part of new development (LG10-Community Benefit Non-Residential Land Uses and LG11-Community Benefit Residential Land Uses); direct that park and recreational facilities be considered in neighborhood planning and that new or improved standards be established to address these needs (policies LG15-Sustainable Neighborhood Plans and LG16-Park and Open Space Standards and Planning); and direct consideration of funding mechanisms to foster development of park and recreation facilities (LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding).

**Public School Services:** Policies would give priority to development of new schools in areas underserved by existing schools, and direct development of comprehensive neighborhood plans that take into account schools (Policy LG10-Community Benefit Non-Residential Land Uses, Policy LG15-Sustainable Neighborhood Plans).

**EIR Public Services Impact Analysis**

**Potential Impacts of Growth in 2030:** Increased demand on police, fire, parks, and public school services.

**Existing and Proposed Plan Santa Barbara Policies:** Potential impacts would be addressed by existing City policies and budget process which provide for funding of public services, and developing sustainable neighborhood plans.

**EIR Mitigation Measures:** No mitigation measures required.

**Plan Santa Barbara Impact Level:** Impacts to public services would be less than significant.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – substantially less; Additional Housing – somewhat greater.

## GROUP 4: ADDITIONAL ENVIRONMENTAL ANALYSIS

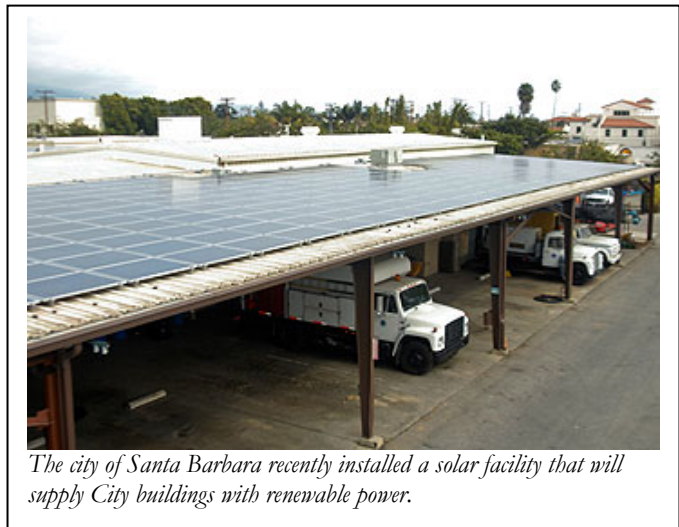
### Energy

**Key Issues:** How should the City implement the most effective measures to promote energy conservation and reduce consumption of non-renewable fossil fuels, particularly oil for transportation?

Important energy demand issues include use of non-renewable fossil fuels for transportation and electrical power generation.

**Proposed *Plan Santa Barbara* policies to address Energy Implications** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Citywide Transportation Fuel Consumption:** Potential future vehicle trip generation and overall increases vehicle miles traveled associated with population growth would be reduced or partially offset by implementation of proposed additional transportation demand reduction and alternative transportation measures. Policies would help to reduce energy use for travel and associated impacts (LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans, EF4-Jobs/Housing Balance, ER14-Lower Emissions Vehicles and Equipment, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities, and C6-Regional Commuter Transit). Additionally, implementation of an Adaptive Management Program (AMP), which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of energy conservation measures throughout the 20-year planning period.



**Citywide Building Energy Consumption:** Policies would promote energy conservation (LG2-Limit Non-Residential Growth, LG3-Future Residential Growth, LG9-Mobility Oriented Development Area (MODA), ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER6-Local Renewable Energy Resources, ER8-Facilitate Renewable Energy Technologies, ER9-Solar Energy, CH8-Commercial and Mixed Use Development Standards and Guidelines, and H10-Density Incentive for Sustainable Resource Use).

#### EIR Energy Implications Analysis

**Potential Effects of Growth in 2030:** Increased use of non-renewable energy sources. Energy supplies are expected to be adequate. Indirect effects on climate change, air quality emissions, and potential economic effects.

**Existing and Proposed *Plan Santa Barbara* Policies:** Potential effects would be lessened by existing and proposed green building programs and policies to reduce trip generation.

***Plan Santa Barbara* Effects:** Substantial increases in energy demand could occur.

**Mitigation:** None required, but Mitigation TRANS-2 to reduce vehicle trips would be the single most effective tool the City can employ to reduce energy demand.

**Comparative Effects of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – less; Additional Housing – substantially less.

## Population Growth and Jobs/Housing Balance Analysis

**Key Issues:** How should the City foster sustained economic vitality and population diversity, and improve the City and regional jobs/housing balance, especially that between jobs and affordable housing?

Important issues regarding growth and housing include the supply of housing (especially affordable housing), and allowing for economic growth.

**Proposed Plan Santa Barbara policies to assist in housing for the workforce** (*Policy numbers may have changed with subsequent drafts of the Plan*):

**Housing Availability:** Policies provide strong direction to limit non-residential growth in favor of new residential development, and to seek regional solutions to the existing jobs/housing imbalance (LG1-Resource Allocation Priority, LG2-Limit Non-Residential Growth, LG11-Community Benefit Residential Land Uses, and LG14-Regional Land Use Blueprint). Policies also provide direction to increase production of affordable and workforce-oriented housing within the MODA (Policies H4-Unit Size and Density, H10-Density Incentive for Sustainable Resource Use, H13-Residential Density Standards, and H14-Second Unit Incentives).

**Wages and Employment:** Policies supporting business and employment (ER3-Economic Development Plan and Special Studies, to prepare plans to aid start up and green businesses; EF9-Livable Wages, to recruit or retain businesses that provide livable wages; EF10-Infrastructure Improvements, to prioritize capital improvements to retain or expand businesses; EF11-Technology, to encourage and invest in technology to support local business; EF15-Protect Industrial Zoned Areas, to retain land to support well paid jobs in trades, product development and green businesses, and EF19-Coordinate with SBCC, to provide a skilled and knowledgeable labor pool).

**Affordable Housing Demand:** Policies would limit net new non-residential expansion, and prioritize scarce resources for affordable housing (LG1-Resource Allocation Priority, LG2-Limit Non-Residential Growth). Policy LG14-Regional Land Use Blueprint would promote cooperation and planning with neighboring jurisdictions, including for the provision for affordable housing.

**Affordable Housing Provision:** Policies would prioritize development of affordable housing over all other new development (LG1-Resource Allocation Priority). Policies would also include incentives to provide increase affordable housing production, decrease unit size and include affordable housing in new multi-family and mixed-use development (LG11-Community Benefit Residential Land Uses would; H3-Average Multi-Family Residential Unit Size; H5-Incentives for Affordable-By-Design Units; H6-Promote Affordable and Workforce Housing Production; H9-Inclusionary Affordable Housing Amendments). Policies would also encourage UCSB and SBCC to provide affordable housing for students, faculty, and staff (H8-Educational Institutions). Policies would encourage pursuit of legislative amendments or other opportunities for the extension of RDA funding (H17- Redevelopment Funding for Affordable Housing).

### EIR Population and Jobs/Housing Balance Implications Analysis

**Potential Effects of Growth in 2030:** Increased population, jobs/affordable housing ratio worsened.

**Existing and Proposed Plan Santa Barbara Policies:** Potential effects would be lessened by proposed policies that restrict unit sizes and promote construction of affordable and workforce housing.

**Plan Santa Barbara Effects:** Jobs and housing would be in balance for the small increment of growth; affordable housing production could likely decline and a substantial shortfall in affordable housing supply could continue for the City as a whole.

**Comparative Effects of Alternatives:** No Project/Existing Policies - similar for jobs/housing and growth, greater for affordable housing; Lower Growth - similar for jobs/housing, greater for affordable housing, less for growth; Additional Housing - less for jobs/housing and affordable housing, substantially greater for growth.

## Socioeconomic Issues Analysis

**Key Issues:** Are there additional City measures needed to address environmental or service issues in lower-income and ethnic minority neighborhoods?

Socioeconomic issues for lower-income and ethnic minority populations include avoidance of environmental hazards and adequacy of housing, economic, and community services.

**Proposed Plan Santa Barbara policies to protect Lower-income and/or Ethnic Minority Populations** (Policy numbers may have changed with subsequent drafts of the Plan):

**Protection of Neighborhoods:** Policies could potentially benefit lower-income and ethnic minority populations by emphasizing the retention and increase of neighborhood-serving commercial and other socioeconomic and public facility resources, in areas such as Lower East/Milpas Street corridor (EF7-Minority Businesses and LG15-Creation of Sustainable Neighborhood Plans).

**Provision of Public Services:** Policies would give priority to development of new schools in areas underserved by existing schools, and direct development of comprehensive neighborhood plans (LG10-Community Benefit Non-Residential Land Uses; Policy LG15-Sustainable Neighborhood Plans). Proposed public recreational service policies would enhance recreational resources for all residents, and suitable for the needs and demographics of each neighborhood (LG16-Park and Open Space Standards and Planning, LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding, and LG18-Community Gardens on Vacant Lands). Transportation policies would enhance alternative modes of transportation such as walking, cycling, and buses.

**Affordable Housing Availability:** Policies would limit non-residential development, and prioritize scarce resources for affordable housing (LG1-Resource Allocation Priority, LG2-Limit Non-Residential Growth) Housing policies would provide incentives and requirements for affordable and rental housing retention and development (H1, H4, H5, H6, H7, H9, H11, H12, H13, H14, H15, H16, H17). LG14-Regional Land Use Blueprint would promote cooperation and planning with neighboring jurisdictions, including for the provision for affordable housing.



*The Eastside and Westside neighborhoods include more than a dozen neighborhood markets, often located in old homes. These markets provide accessible food and goods to residents without the need of a car.*

### EIR Socioeconomic Implications Analysis

**Potential Effects of Growth in 2030:** Potential loss of neighborhood commercial services through redevelopment, potential over-use of existing public services, and a probable decline in affordable housing production.

**Existing and Proposed Plan Santa Barbara Policies:** Potential effects would be lessened by the existing Neighborhood Improvement Plans program, and Sustainable Neighborhood Plans under Plan Santa Barbara.

**Plan Santa Barbara Effects:** Socioeconomic effects would not be substantial.

**Comparative Impacts of Alternatives:** No Project/Existing Policies - somewhat greater; Lower Growth – somewhat greater; Additional Housing – substantially less.

## ALTERNATIVE COMPARISON SUMMARY

This table compares the impacts of each alternative to those of *Plan Santa Barbara*. Section 22, *Summary of Alternative Analysis*, provides a more detailed comparison of the impacts of each alternative. The Lower Growth Alternative has been identified as being environmentally superior for community based impacts (e.g., Open Space and Visual Resources, and Heritage Resources) while the Additional Housing Alternative would be environmental superior for regional impacts (e.g., Transportation, Population and Jobs/Housing Balance).

<b>Table ES-2: Impact of Alternatives Compared to <i>Plan Santa Barbara</i> Impacts</b>			
<b>Issue Area</b>	<b>Alternatives</b>		
	<b>No Project/Existing Policies</b>	<b>Lower Growth</b>	<b>Additional Housing</b>
<b>Air Quality</b>	Somewhat greater	Somewhat less	Substantially less
<b>Biological Resources</b>	Similar or somewhat greater	Similar or somewhat less	Similar or somewhat greater
<b>Geological Conditions</b>	Similar	Similar or somewhat less	Somewhat greater
<b>Hazards</b>	Similar	Similar or somewhat less	Somewhat greater
<b>Heritage Resources</b>	Somewhat greater	Substantially less	Somewhat greater
<b>Hydrology and Water Quality</b>	Similar	Similar or somewhat less	Somewhat greater
<b>Noise</b>	Similar	Somewhat less	Substantially less
<b>Open Space and Visual Resources</b>	Greater for Open Space, visual resources, and Community Character	Similar for Open Space; substantially less for visual resources and Community Character	Similar for Open Space; greater for visual resources and Community Character
<b>Public Services</b>	Somewhat greater	Substantially less	Somewhat greater
<b>Public Utilities</b>	Similar	Substantially less	Somewhat greater
<b>Transportation</b>	Somewhat greater	Somewhat less	Substantially less
<b>Additional Environmental Analysis</b>			
<b>Energy</b>	Somewhat greater	Less	Substantially less
<b>Global Climate Change</b>	Somewhat greater	Less	Substantially less
<b>Socio-economic Issues</b>	Somewhat greater	Somewhat greater	Substantially less
<b>Population and Jobs-Housing Balance</b>	Similar for jobs/ housing balance; worsens affordable housing balance; similar growth-inducement	Similar for jobs/ housing balance; worsens affordable housing balance; less growth-inducement	Improves jobs/ housing and jobs/ affordable housing balances; Greater growth-inducement
<b>Project Objectives Met</b>	Partially	Partially	All



Table ES-3: Class I Impacts – Significant Impacts

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT TRANS-1: INCREASED CONGESTION- CITY STREETS AND INTERSECTIONS</b></p> <p><i>More vehicle trips would increase the number of intersections exceeding the City's LOS standard from 13 to 20. Impact TRANS-1.2. Impacted Intersections with Potential for Partial Mitigation</i></p> <p><i>Intersection #1. Olive Mill Road &amp; Coast Village Road</i></p> <p><b>Impact TRANS-1.3. Impacted Intersections without Feasible Intersection Improvement Mitigation</b></p> <p><i>Intersection #7. Milpas Street &amp; Quinientos Street</i></p> <p><i>Intersection #12. U.S. Hwy 101 Southbound Ramps &amp; Garden Street</i></p> <p><i>Intersection #13. U.S. Hwy 101 Northbound Ramps &amp; Garden Street</i></p> <p><i>Intersection #14. Gutierrez Street &amp; Garden Street</i></p> <p><i>Intersection #19. Haley Street &amp; Castillo Street</i></p> <p><i>Intersection #26. Carrillo Street &amp; U.S. Hwy 101 Northbound Ramps</i></p> <p><i>Intersection #27. Carrillo Street &amp; U.S. Hwy 101 Southbound Ramps</i></p> <p><i>Intersection #28. Carrillo Street &amp; San Andres Street</i></p> <p><i>Intersection #31. Mission Street &amp; U.S. Hwy 101 Southbound Ramps</i></p> <p><i>Intersection #32. Mission Street &amp; U.S. Hwy 101 Northbound Ramps</i></p> <p><i>Intersection #39. Las Positas Road &amp; Modoc Road</i></p> <p><i>Intersection #40. Las Positas Road &amp; U.S. Hwy 101 Southbound Ramps</i></p> <p><i>Intersection #41. U.S. Hwy 101 Northbound Ramps &amp; Calle Real</i></p> <p><i>Intersection #44. Las Positas Road &amp; State Street</i></p>	<p><b>MM TRANS-1 INTERSECTION LEVEL OF SERVICE AND ARTERIAL CONGESTION</b></p> <p><i>The City shall add the following new programs to the Plan Santa Barbara Circulation Element:</i></p> <p><b>1.a. Installation of Improvements at Intersections Currently Controlled By Stop Signs</b></p> <ul style="list-style-type: none"> <li>• <i>Install traffic signals or roundabouts at impacted intersections which are currently controlled by stop signs. Under Plan Santa Barbara, this includes the following intersections:</i> <ul style="list-style-type: none"> <li>- <i>Mission Street &amp; Modoc Road</i></li> <li>- <i>Las Positas Road &amp; Cliff Drive</i></li> <li>- <i>Olive Mill Road &amp; Coast Village Road</i></li> <li>- <i>Cabrillo Boulevard &amp; U.S. Hwy 101 Southbound Ramps</i></li> </ul> </li> </ul> <p><b>1.c. Develop an Intersection Master Plan to Address Problem Intersections</b></p> <ul style="list-style-type: none"> <li>• <i>A program shall be established to develop a Master Plan that identifies current and future deficiencies at City intersections and identifies feasible improvements and funding sources to improve problem intersections, to potentially include the intersections as described below:</i> <ul style="list-style-type: none"> <li>- <i>Intersection #7. Milpas Street &amp; Quinientos Street: Improvements could require installation of an additional SB through and/or free right turn lane. This would require acquisition of ROW, including potentially parking lots and or structures. Widening this intersection to add an additional lane would likely require building demolition. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</i></li> <li>- <i>Intersection #12. US 101 Southbound Ramps &amp; Garden Street: Potential improvements to this intersection could include addition of a second southbound through lane. However, it is unclear now much this alteration would improve the P.M. peak</i></li> </ul> </li> </ul>	<p>Significant</p>

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
<p>Intersection #45. Hitchcock Way &amp; State Street</p> <p>Intersection #47. La Cumbre Road &amp; State Street</p> <p>Intersection #48. Hope Avenue &amp; U.S. Hwy 101 Northbound Ramp/Calle Real</p>	<p><i>hour LOS. Addition of a second southbound through lane would do little to improve operations, would cause significant alignment issues for the northbound through movements, and necessitate narrowing the sidewalk.</i></p> <ul style="list-style-type: none"> <li>- <i>Intersection #13. US 101 Northbound Ramps &amp; Garden Street: Restriping to provide northbound dual left-turn lanes onto the northbound on-ramp could improve LOS at this facility. This interchange has approximately 108 feet of public right of way under the overpass. Therefore, while restriping may create significant alignment issues for the northbound through lanes, the relatively wide ROW combined with potential narrowing of existing lanes may allow flexibility for other improvement options. However, because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense and potential drawbacks of this improvement against the relatively free flowing nature of traffic at this intersection.</i></li> <li>- <i>Intersection #14. Gutierrez Street &amp; Garden Street: The City shall commission a Gutierrez and Garden Street Intersection Improvement Plan to consider improvements options for this intersection and the cost and trade-offs associated with potential widening. No feasible improvements appear to be available at this location. Limited right of way along Gutierrez and the presence of multiple businesses lining this segment of roadway would require expensive and controversial building acquisition and demolition and may not fully mitigate this impact. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.</i></li> <li>- <i>Intersection #19. Haley Street &amp; Castillo Street: Consistent with the options presented in the Haley Street/ Castillo Street Intersection Improvement Analysis (Penfield-Smith, October 2002), the City shall investigate installation of potential improvements at this location, including: a roundabout and/or, on- and off-ramp reconfigurations; street closures, interchange conversion to a standard diamond, and signal timing modifications. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<ul style="list-style-type: none"> <li>- Intersection #26. Carrillo Street &amp; US 101 Northbound Ramps: Addition of a free right turn would potentially improve LOS at this location and mitigate this impact. Space for improvements or widening at this location is extremely limited due to the proximity of Mission Creek. Such improvements may require portions of such a lane to be cantilevered out over the creek or the adjacent flood control access easement, with associated expense. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</li> <li>- Intersection #27. Carrillo Street &amp; US 101 Southbound Ramps: Extension of the southbound off ramp right-turn lane could improve operations at this intersection, but may not substantially change the intersection level of service. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</li> <li>- Intersection #28. Carrillo Street &amp; San Andres Street: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. While installation of a roundabout may address congestion at this location, the high differential between volumes on Carrillo and San Andres Streets indicates that roundabout operations may be problematic. In addition, improvements at this location may entail acquisition of adjacent properties. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</li> <li>- Intersection #31. Mission Street &amp; US 101 Southbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report (IBI Group, May 2009) sets</li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.</i></p> <ul style="list-style-type: none"> <li>- <i>Intersection #32. Mission Street &amp; US 101 Northbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report ( IBI Group, May 2009) sets forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.</i></li> <li>- <i>Intersection #39. Las Positas Road &amp; Modoc Road: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. However, the volumes on Las Positas Road are almost double those on Modoc Road; projected total volumes are thirty percent higher than the existing roundabout at US 101/Milpas Road. The high differential between Modoc Road and Las Positas Road volumes indicates that roundabout operations may be problematic. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> <li>- <i>Intersection #40. Las Positas Road &amp; US 101 Southbound Ramps: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends addition of a second left-turn lane for the off-ramp. These types of improvements would require the preparation of a Project Study Report for this location.</i></li> <li>- <i>Intersection #41. US 101 Northbound Ramps &amp; Calle Real: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends redesign of the off-ramp as a “hook” ramp, creating a new intersection, and allowing for two-way traffic on Calle Real. These types of improvements would require the preparation of a Project Study Report for this location.</i></li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<ul style="list-style-type: none"> <li>- Intersection #44. Las Positas Road &amp; State Street: Extension of turn lanes would improve field conditions (i.e. actual operations), but would not improve the intersection LOS (due to limitations of ICU methodology). Additional southbound left-turn capacity would not improve the LOS. The eastbound left-turn movement would benefit from additional capacity. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.</li> <li>- Intersection #45. Hitchcock Way &amp; State Street: Installation of an additional eastbound right turn capacity could improve operations at this intersection. These improvements would require property acquisition and possible building demolition on the SW corner property. Because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</li> <li>- Intersection #47. La Cumbre Road &amp; State Street: Reconfiguration of the northbound approach to consist of two left-turn lanes, two through lanes, and one right-turn lane would enable removal of the split phase. This would return operations to LOS C or better. Property acquisition would likely be required to complete this improvement, impacting the gas station on the northeast corner and the retail uses on the SE corner. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</li> <li>- Intersection #48. Hope Avenue &amp; US 101 Northbound Ramp/ Calle Real: Addition of an eastbound right-turn pocket and northbound right-turn lane would eliminate the north/south split phase reconfiguration of the off-ramp would improve LOS at this location. This would require major construction and coordination with Caltrans and acquiring property from the adjacent auto dealerships.</li> <li>- Mesa Area Arterial and Side Street Improvements: Consider improvements as needed to address effective travel operations and safety at Mesa area intersections, including Cliff Drive/Meigs Road; Cliff Drive/Flora Vista/Mesa Lane; Meigs Road/Red</li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>Rose Way; and Cliff Drive/ Santa Barbara City College West Entrance.</i></p> <p><b>MM TRANS-2 REDUCTIONS IN TRAFFIC DEMAND</b></p> <p><i>The City shall add the following new policies and programs to the Plan Santa Barbara Land Use Element, Circulation Element:</i></p> <p><b>2.a. Neighborhood Stores</b></p> <ul style="list-style-type: none"> <li><i>Amend City Ordinances and permit requirements to ease establishment of small neighborhood markets in appropriate locations.</i></li> </ul> <p><b>2.b. Increase Percentage of Downtown Housing Occupied by Downtown Workers</b></p> <ul style="list-style-type: none"> <li><i>Affordable housing projects in Downtown shall include provisions prioritizing Downtown workers to the extent legally possible.</i></li> <li><i>Concentrate new housing development within and adjacent to the Downtown core and implement ordinance and policy changes that expedite and facilitate housing construction of housing in and around Downtown.</i></li> </ul> <p><b>2.c. Expand TDM program</b></p> <ul style="list-style-type: none"> <li><i>Add a new policy- <b>Transit Pass Program Enhancement:</b> All new appropriate residential and commercial development within MODA and larger developments city-wide shall provide subsidized bus passes to employees and residents. The City shall work with regional partners to ensure that subsidized transit pass programs encompass all existing and future regional bus and/ or rail transit services (in addition to MTD services) and that the fare media used by the subsidized transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.</i></li> <li><i>Add new policy- <b>Parking Cash-Out:</b> The City shall develop a parking cash-out ordinance that would apply to a broader number of employers than the current State law (e.g., to include employers with less than 50 employees, employers who own their own parking, etc.) and require compliance for new employers and promote voluntary phased compliance for existing employers. The ordinance shall require periodic submittal of proof of compliance with the local and/ or existing State parking cash-out requirements for all subject employers. For example, proof of compliance could be submitted as part of</i></li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>the application for a new or renewed business license.</i></p> <ul style="list-style-type: none"> <li>• <i>Add a new policy- <b>Safe Routes to Schools:</b> The City shall support the Safe Routes to Schools Program through construction of physical improvements where appropriate and through coordinating with the School District to vigorously promote the program. As part of its update of the Bicycle and Pedestrian Master Plans, the City will identify key pedestrian and bike routes to all schools, describe any needed improvements to enhance the safety and attractiveness of such routes and program funding to accomplish these improvements in a reasonable time frame. The City will also coordinate with the School District and concerned parent organizations to craft and implement and promotional outreach program.</i></li> <li>• <i>Add a new policy- <b>Telecommuting and Alternative Work Schedules:</b> The City shall actively support expansion of telecommuting and use of alternative work schedules through work with all public and private employers in the City.</i></li> <li>• <i>Add a new policy- <b>Car and Van Pooling:</b> The City shall actively support expansion of car and van pool programs including requirement for preferential parking in all new appropriate developments, provision of subsidies where needed, etc.</i></li> <li>• <i>Add a new policy- <b>Car Sharing:</b> The City shall actively support creation of a car sharing program. Incentives or subsidies shall be provided to developers in the main commercial core areas to encourage inclusion of car sharing programs in new development or redevelopment.</i></li> </ul> <p><b>2.d. Enhance bicycle and pedestrian access and infrastructure</b></p> <ul style="list-style-type: none"> <li>• <i>Add a new policy: Bicycle Master Plan that prioritizes City rights of way for use by bicyclist and identifies bicycle infrastructure and programs as necessary to achieve Platinum designation as a Bicycle-Friendly Community from the League of American Cyclists for consideration by the City Council.</i></li> <li>• <i>Add a new policy: Pedestrian Master Plan that requires amendment to the current Master Plan to identify and construct “missing links”, pedestrian amenities (e.g., street lighting, benches, trees, etc) along high volume pedestrian corridors, around transit stops and stations, and at other key pedestrian destinations (parks, schools) and identifies lo-</i></li> </ul>	

Table ES-3: Class I Impacts – Significant Impacts (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>cations requiring traffic calming measure along key pedestrian routes.</i></p> <ul style="list-style-type: none"> <li>• <i>Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.</i></li> </ul> <p><b>2.e. Improve Housing Availability</b></p> <ul style="list-style-type: none"> <li>• <i>Pursue measures to promote housing of large employment organizations within the city. (e.g., staff/ teacher housing)</i></li> </ul> <p><b>2.f. Parking Management</b></p> <p><i>Amend policy C13- Appropriate Parking to::</i></p> <ul style="list-style-type: none"> <li>• <i>Direct the City Parking Committee to implement parking management changes for on- and off-street parking that phase out time limits, phase in a pricing strategy to reduce commuter reliance on public parking and identify and install necessary technology to support these changes with the goal to keep on-street parking occupancy rates at 85% (so that 1 in 8 spaces, or about one space per block, will always be available) and off-street occupancy rates at 95%.</i></li> <li>• <i>Amend policy 17- Residential Parking Program to:</i></li> <li>• <i>Strengthen residential permit parking program and potentially allow non-residents to pay to park in permit districts with spaces available.</i></li> </ul> <p><b>2.g. Improve Transit Services</b></p> <ul style="list-style-type: none"> <li>• <i>Add a new Policy, Improved Transit Service: The City shall work with Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5 minutes on primary transit corridors, reduce non-peak period headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (such as the Clean Air Express). The City, in coordination with regional partners, shall also pursue expansion of commuter rail service to the City.</i></li> </ul>	



Table ES-3: Class I Impacts – Significant Impacts (Continued)

Global Climate Change		
Impacts	Mitigation Measures	Residual Impact Level
<b>CITYWIDE TRANSPORTATION GHG EMISSIONS IN 2030 AND EFFECTS ON CLIMATE CHANGE</b>	<i>Mitigation measure MM TRANS-2, Reductions In Traffic Demand would apply. Recommended measures RM ENERGY-1, Transportation Fuel Consumption, and RM AQ-1, Reduce Sources of Air Pollutants, would also apply.</i>	Significant

Table ES-4: Class II Impacts - Less Than Significant With Mitigation

Air Quality		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT AQ-3: LOCATION OF RESIDENTIAL LAND USES</b></p> <p><i>Potential air quality impacts from increased number of residents near freeway and commercial/industrial uses.</i></p> <p>Impact AQ-3.1. Proximity to U.S. Highway 101</p>	<p><b>MM AQ-1 LOCATION OF SENSITIVE LAND USES</b></p> <p><i>The City shall reword Policy ER12-Highway 101 Setback subsection “a” to read as follows:</i></p> <ul style="list-style-type: none"> <li><i>New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one unit on vacant property) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and diesel emission risks reduced. The City will monitor the progress of CARB efforts.</i></li> </ul> <p><i>The City shall reword Policy ER12-Highway 101 Setback to add the following new subsection:</i></p> <ul style="list-style-type: none"> <li><i>Pursue funding and installation of sound walls, trees and shrubs along unprotected areas of U.S. Hwy 101 to create a barrier to reduce particulate transmission.</i></li> </ul> <p><i>Mitigation measures MM TRANS-2, Reductions in Traffic Demand would also apply.</i></p>	<p>Less Than Significant With Mitigation</p>
Biological Resources		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
<p><b>IMPACT BIO-1: UPLAND HABITATS AND SPECIES</b></p> <p><i>Potential future development could displace or disturb important upland habitats and special status species.</i></p> <p>Impact BIO-1.1. Coastal Sage Scrub</p> <p>Impact BIO-1.2. Oak Woodlands</p> <p>Impact BIO-1.3. Grasslands</p> <p>Impact BIO-1.4. Chaparral</p>	<p><b>MM BIO-1 UPLAND HABITAT AND SPECIES PROTECTION</b></p> <p><b>1.a. Important Upland Habitat and Corridor Areas Program</b></p> <p><i>The City shall add to Policy ER22-Native Species and Habitat Planning as follows:</i></p> <ul style="list-style-type: none"> <li><b><i>Important Upland Habitat Protection.</i></b> <i>Protect, enhance, and preserve contiguous areas of important upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub of generally 5.0 acres or greater, oak woodlands of generally 0.5 acres or greater, perennial grasslands of generally .025 acres or greater, annual grasslands of generally 5.0 acres or greater, chaparral areas of 5.0 acres or greater and important wildlife movement corridors including creeks and tributaries.</i></li> <li><b><i>Identification of Important Upland Habitats.</i></b> <i>As part of the Land Use and Growth Management Element’s Parks, Recreation Trails and Open Space Identification Program, map important City upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub, chaparral</i></li> </ul>	<p>Less Than Significant With Mitigation</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Biological Resources		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
	<p>ral, oak woodlands, perennial grasslands, annual grasslands, and important wildlife movement corridors (refer to Figure 7.1 and mitigation measure MM VIS-1). The map will provide a tool to more easily implement the Important Upland Habitat Protection policy above.</p> <p><b>1.b. Wildlife Corridor Protection Policy</b></p> <p>The City shall add to Policy ER19-Protection of Wildlife and Native Vegetation as follows:</p> <ul style="list-style-type: none"> <li>• <b>Restore, Enhance, and Preserve Important Wildlife Migration Corridors In Upland Areas.</b> Foster urban wildlife linkages and corridors by preserving existing trees within identified wildlife corridors (refer to MM Bio-1a above and Figure 7.1), planting new trees, and installing and maintaining appropriate native landscaping in new development within or adjacent to important upland wildlife corridors and all streams. Efforts shall also be made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide for movement of species that utilize these habitats.</li> </ul> <p>Mitigation measure MM VIS-1, Open Space Protection and Restoration, would also apply.</p> <p><b>Recommended Measure:</b></p> <p><b>RM BIO-1 UPLAND HABITAT AND SPECIES PROTECTION</b></p> <p>The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:</p> <ul style="list-style-type: none"> <li>• <b>Oak Woodland Protection.</b> Site new development outside of oak woodlands to the maximum extent feasible. Within and adjacent to oak woodlands: (1) avoid removal of specimen oak trees; (2) preserve and protect oak saplings and native understory vegetation within areas planned to remain in open space; (3) provide landscaping compatible with the continuation and enhancement of the habitat area, consisting primarily of native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; 5) minimize or avoid installation of high water use landscaping (e.g., lawn) under the dripline of oak trees.</li> </ul>	
<b>IMPACT BIO-2: CREEK, WETLAND AND RIPARIAN WOODLANDS HABITATS AND SPECIES</b>	<b>MM BIO-2 CREEKS, RIPARIAN HABITAT AND SPECIES PROTECTION</b>	Less Than Significant With Mitiga-

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Biological Resources		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
<p>Potential future development could displace or disturb important creek and riparian habitats and associated status species.</p> <p>Impact BIO 2.1. Riparian Habitats and Wildlife</p>	<p><b>2.a. Creek Channel Restoration Policy and Program</b></p> <p>The City shall add new policies or programs to the Plan Santa Barbara Environmental Resources Element as follows:</p> <ul style="list-style-type: none"> <li>• <b>Creek Naturalization.</b> The placement of concrete or other impervious materials into, or piping of, major creeks and primary tributaries shall be prohibited except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be “daylighted.”</li> <li>• <b>Surface Water Drainage Restoration.</b> Set a goal to restore or daylight a total of at least 0.5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza.</li> </ul> <p><b>2.b. Riparian Woodland Habitat Restoration Program</b></p> <p>The City shall modify Policy ER22- Native Species and Habitat Planning as follows:</p> <ul style="list-style-type: none"> <li>• <b>Native Riparian Habitat Protection.</b> New development and redevelopment projects shall result in no net reduction/ loss in size and value of native riparian habitat.</li> <li>• <b>Riparian Habitat Restoration.</b> Set a goal to increase riparian habitat within the City and/ or its sphere of influence by 20 acres or more, and 1 linear mile or more, over the 20-year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City’s three major creeks.</li> </ul> <p><b>2.c. Creek Setback Development Policies</b></p> <p>The City shall modify Policy ER26-Creek Setbacks and Restoration Development Standards Update as follows:</p> <ul style="list-style-type: none"> <li>• <b>Creek Setback Standard.</b> A creek setback of greater than 25 feet from the top of bank shall be established for new structures and hard surfaces adjacent to creeks and</li> </ul>	<p>tion</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Biological Resources		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
	<p>wetlands.</p> <p>Recommended measure RM HYDRO-1, Flood Hazards would also apply.</p> <p><b>Recommended Measure:</b></p> <p><b>RM BIO-2 CREEKS, WETLAND, AND RIPARIAN HABITAT AND SPECIES PROTECTION</b></p> <p><b>2.a. Riparian Woodland Protection Policies</b></p> <p>The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:</p> <ul style="list-style-type: none"> <li>• <b>Riparian Woodland Protection.</b> Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands: (1) avoid removal of mature native trees; (2) preserve and protect native tree saplings and understory vegetation; (3) provide landscaping within creek setback compatible with the continuation and enhancement of the habitat area, consisting primarily of appropriate native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; (5) include water quality protection and enhancement measures consistent with the adopted City Storm Water Management Plan.</li> </ul>	
<p><b>IMPACT BIO-3: COASTAL HABITATS AND SPECIES</b></p> <p>Potential for future development to displace or substantially disrupt important coastal habitats (creeks, estuaries, dunes, beaches, bluff scrub, and woodlands) and special status species.</p> <p>Impact BIO 3.1. Creeks and Estuaries</p>	<p>Mitigation measure MM BIO-2, Creeks, Riparian Habitat and Species Protection would apply.</p> <p><b>Recommended Measure:</b></p> <p>Recommended measure RM BIO-2, Creeks, Wetland, and Riparian Habitat and Species Protection would also apply.</p>	Less Than Significant With Mitigation
Geological Conditions		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
<p><b>IMPACT GEO-2: GEOLOGIC AND SOIL INSTABILITY AND HAZARDS</b></p> <p>Potential for geological and soil instability and ha-</p>	<p><b>MM GEO-1 COASTAL BLUFF RETREAT AND SAND SUPPLY</b></p> <p><b>1.a. Adaptive Management Planning</b></p> <p>The City shall add the following policy to the Plan Santa Barbara Environmental Resources</p>	Less Than Significant With Mitigation

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Geological Conditions		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
<p>hazards, including landslides, expansive soils, erosion, sea cliff retreat, and radon gas.</p> <p>Impact GEO-2.4. Sea Cliff Retreat</p>	<p><i>Element:</i></p> <ul style="list-style-type: none"> <li>• <b>Updated Bluff Retreat Review Guidelines.</b> <ul style="list-style-type: none"> <li>- Bluff setbacks shall be adequate to address long-term erosion and slope stability issues.</li> <li>- Update the existing Seismic Safety Element bluff retreat formula (which uses an average bluff retreat rate of 8 inches per year) to reflect updated bluff retreat rate of 12 inches per year. Recalculate the resultant expanded area to be included in 75-year bluff retreat setback line that is used to screen individual projects which are required to prepare project-specific analysis to identify the 75-year retreat line for the property and any design measures to avoid or minimize hazards. Monitor information about climate change and periodically update bluff retreat rate and 75-year retreat line to reflect new data of potentially accelerated bluff retreat rates.</li> </ul> </li> </ul> <p>The City shall modify Policy ER3-Comprehensive Climate Change Action Plan to include the following to address projected longer-range bluff retreat, sand supply, and other adaptive management issues associated with climate change:</p> <ul style="list-style-type: none"> <li>• <b>Shoreline Management Plan.</b> Develop a comprehensive Shoreline Management Plan to identify, manage and to the extent feasible mitigate or reduce climate change-induced sea level rise impacts upon public facilities and private property along the City shoreline. The proposed Shoreline Management Plan should continue City coordination with the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), the County, other South Coast cities, and UCSB to manage coastal issues, including: 1) protection/restoration of natural sand transport and sand supply replenishment projects; 2) natural bluff restoration, stabilization and erosion control measures; 3) non-intrusive methods to slow sand transport and retain sand along the beaches that front the City's bluffs; 4) coordination with private property owners on bluff management and retreat; and 5) funding mechanisms to implement beach replenishment and methods to reduce bluff retreat.</li> </ul> <p><b>Recommended Measure:</b></p> <p><b>RM GEO-1 SEA LEVEL RISE AND COASTAL BLUFF RETREAT</b></p> <p>In order to address the potential long-term effects of sea level rise on bluff retreat, the City should consider adding the following policy to the Plan Santa Barbara Environmental Resources Element:</p>	<p>tion</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Geological Conditions		
Impacts	Mitigation Measures (and Recommended Measures)	Residual Impact Level
	<p><b>1.a. Siting of Development and Public Facilities</b></p> <p><i>Modify the Local Coastal Plan “Sea Cliff Retreat # 1” to read:</i></p> <ul style="list-style-type: none"> <li>• <b>Sea Cliff Retreat.</b> <i>“Bluff setbacks shall be adequate to address long-term erosion and slope stability issues. New development on top of a cliff shall be placed at a distance away from the edge of the cliff, such that potential accelerated rates of erosion and cliff material loss associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change, will minimize sea cliff-related impacts, and not seriously affect the structure during the expected lifetime. The design life of new structures is presumed to be a minimum of 75 years. Exact future rates of accelerated sea cliff retreat are unknown, but are currently projected to be 12 inches per year, potentially accelerating to 1 to 3 feet per year if sea level rise progresses.</i></li> </ul> <p><i>The City recognizes the need for owners of threatened coastal properties to perform maintenance and modest improvements to threatened coastal homes and other facilities. The City’s goal is to minimize exposure of substantial new improvements to hazards of bluff retreat and avoid the need for installation of environmentally harmful coastal protection structures that could be requested to protect such improvements. To meet these goals, the following guidelines apply:</i></p> <ul style="list-style-type: none"> <li>- <i>Protection for existing structures shall first focus on techniques that avoid use of coastal protection structures including use of non-intrusive techniques such as drainage control, installation of drought tolerant landscaping, construction of cantilevered grade beam foundations, removal of threatened outbuildings, etc.</i></li> <li>- <i>Relocation of threatened structures further inland on parcels shall be favored over installation of coastal protection structures.</i></li> <li>- <i>The siting of new major improvements shall consider accelerated rates of sea cliff retreat associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change.”</i></li> </ul>	

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Hazards		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT HAZ-2: HAZARDOUS MATERIALS</b></p> <p><i>Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials.</i></p> <p>Impact HAZ-2.3. Household Hazardous Materials and Waste</p>	<p><b>MM HAZ-2 HAZARDOUS MATERIALS</b></p> <p><i>The City shall add the following new policy to the Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><b>Household Hazardous Waste Disposal Capacity.</b> <i>Coordinate with other South Coast jurisdictions and the waste management industry to establish additional household hazardous waste collection facility capacity on the South Coast.</i></li> </ul>	<p>Less Than Significant With Mitigation</p>
Heritage Resources		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT HER-3: HISTORICAL RESOURCES</b></p> <p><i>Potential for loss or damage to important buildings, structures, and other historical resources.</i></p>	<p><b>MM HER-1 PROTECTION OF HISTORIC BUILDINGS, STRUCTURES, AND DISTRICTS</b></p> <p><b>1.a. Protection of Historic Structures and Buildings</b></p> <p><i>Add new policy as follows:</i></p> <ul style="list-style-type: none"> <li><b>Construction Adjacent to Historic Structures.</b> <i>Provide that construction activities adjacent to an important historical structure do not damage the historical structure. For projects involving substantial demolition and/or grading adjacent to an important historical structure, include any necessary measures to provide that such construction activities do not damage the historical structure, as determined in consultation with the City Urban Historian, or in approved Historic Structures Report recommendations. Such measures could include participation by a structural engineer and/or an historical architect familiar with historic preservation and construction in the planning and design of demolition or construction adjacent to important historic structures. Where appropriate, study and mitigation for potential damage of certain historic structures (e.g., older adobe structures) shall be considered when adjacent development might result in a change in micro-climate of the affected historic structure.</i></li> </ul> <p><b>1.b. Protection of Landmark and Historic Districts</b></p> <p><i>Implement a Historic Preservation Work Program for surveying and identifying future Historic Districts throughout the City, including mapping and evaluating Historic Resources within El Pueblo Viejo to determine where Historic Districts, permanent buffer areas, and</i></p>	<p>Less Than Significant With Mitigation</p>



Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Heritage Resources		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>overlay zones should be considered to ensure further protection from new development, as well as buffer protection for historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.</i></p> <p><i>Add new Historic Resource Protection policy HR5 to the Historic Resources Element as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Historic Resource Protection.</b> <i>Identify and designate Historic Districts or grouping of historic resources and consider additional implementation actions listed in LG13 and LG14 such as revised development standards, buffer protection and overlay zones to further protect historic resources.</i></li> </ul> <p><i>Add new Historic Resource Protection Implementation Action HR5.1 to the Historic Resources Element as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Buffers.</b> <i>Implement a priority focus on buffer protection for the historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.</i></li> </ul> <p><i>Add new Historic Structures Implementation Action LG14.5 to the Plan Santa Barbara Land Use and Growth Management Element as interim measures to establish buffer zones to further protect historic resources as follows:</i></p> <ol style="list-style-type: none"> <li><i>Require that all parcels within 100 feet of a Historic Resource located within the downtown core be identified and flagged for careful consideration by decision-makers prior to approval of any development application including increased bonus density proposals.</i></li> <li><i>Require all development proposed within 250 feet of historic adobe structures, El Presidio State Historic Park, and other significant City Landmarks and the grouping of landmarks in close proximity to El Pueblo Viejo be subject to Preservation Design Guidelines in the core of the City to protect these resources. Protection may require actions such as adjustments in height, bulk, or setbacks.</i></li> <li><i>Adopt Interim Preservation Design Guidelines within six months of the General Plan Update adoption that outline suggested buffer protection methods establishing specific distance, setback, height limits, separation and step back criteria for parcels adjoining designated Historic Resources.</i></li> </ol> <p><i>Recommended measure VIS-2, Community Character would also apply.</i></p>	

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Hydrology and Water Quality		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT HYDRO-1: FLOOD HAZARDS</b>  <i>Potential for future development to increase flood hazards.</i>                      Climate Change and Flooding (Extended Range Impact)</p>	<p><b>MM HYDRO-1 SEA LEVEL RISE (EXTENDED RANGE IMPACT)</b>  <b>1.a. Adaptive Management Planning; Flooding</b>  <i>The City shall add the following measures to Plan Santa Barbara Policy ER3-Comprehensive Climate Change Action Plan as part of the development of a Comprehensive Shoreline Management Plan (see also MM GEO-2 - Sea Level Rise and Coastal Bluff Retreat):</i>  <i>Identify policy options, costs, and consequences for addressing sea level rise issues, including:</i></p> <ul style="list-style-type: none"> <li>• <i>Techniques to minimize wave energy and damage from storm surges, while minimizing disruption of coastal activities and habitats.</i></li> <li>• <i>Review of City public improvements and utilities for potential consequences of sea level rise, and consideration of means of adaptation such as measures to protect in place, raising facilities above projected flood heights, and managed retreat or relocation of facilities.</i></li> <li>• <i>Coordination with private property owners along the waterfront on techniques for structural adaptation and new design.</i></li> </ul> <p><b>1.b. Adaptive Management Planning; Groundwater</b>  <i>Amend Public Services and Safety Element Policy PS2-Water Conservation program to add</i></p> <ul style="list-style-type: none"> <li>• <i>As part of the Long Term Water Supply Program update, perform a comprehensive analysis of water savings from specific conservation measures, including a cost-benefit analysis, to determine which potential new water conservation measures will be most feasible and cost effective for the City to pursue. The City shall incorporate identified measures into the water conservation component into the LTWSP update.</i></li> </ul>	<p>Less Than Significant With Mitigation</p>
Noise		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT NOISE-1: INCREASED TRANSPORTATION NOISE.</b>  <i>Potential noise effects to existing land uses from future increases in traffic volumes and airport activity.</i></p>	<p><b>MM NOISE-1 ROADWAY NOISE</b>  <i>The City shall add the following policy to Plan Santa Barbara's Environmental Resource Element. The goal of this additional policy is to minimize impacts to sensitive receivers from</i></p>	<p>Less Than Significant With Mitigation</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Noise		
Impacts	Mitigation Measures	Residual Impact Level
Impact NOISE-1.1. Increased Roadway Noise Levels	<p><i>increased traffic noise.</i></p> <ul style="list-style-type: none"> <li><b>Residential Noise Reduction Along Highway 101:</b> <i>The City shall periodically monitor freeway noise level increases through the year 2030. Should increased traffic noise expand the 65 dBA Ldn contours affecting existing residential development along the Highway 101 corridor, the City shall work with neighborhoods, the California Department of Transportation, and Union Pacific Railroad to identify and implement specific measures to reduce future freeway noise increases affecting expanded areas of existing residential neighborhoods with noise levels of 65 dBA or more. Noise attenuation measures may include added sound walls along portions of the freeway and/ or localized measures such as barriers and retrofits of structures.</i></li> </ul> <p><i>Mitigation measure MM TRANS-2, Reductions in Traffic Demand would also apply.</i></p>	

Open Space and Visual Resources		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT VIS-1: OPEN SPACE</b></p> <p><i>Potential for future new development to lead to loss or fragmentation of important open space areas.</i></p>	<p><b>MM VIS-1 OPEN SPACE PROTECTION AND RESTORATION</b></p> <p><i>Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:</i></p> <ul style="list-style-type: none"> <li><b>Identification of Key Open Space for Protection.</b> <i>Use the information on the MEA Visual Resource Map and data contained in the Plan Santa Barbara EIR to identify key areas within the City and its sphere of influence that merit long-term protection, and take appropriate actions to preserve such areas as passive open space. Focus on larger areas of contiguous open space including areas in the Las Positas Valley, Elings Park, El Presidio de Santa Barbara State Historic Park, east slopes of Hope Ranch, north Mesa hillsides, the Riviera, and throughout the foothills, particularly in lower Mission Canyon and watersheds of Arroyo Burro and Barger Canyon creeks, as well as the Atascadero and Cieneguitas creek watersheds adjacent to the San Marcos Foothills Preserve.</i></li> <li><b>Protection of Contiguous Open Space.</b> <i>All new development within identified key open space areas, including the Las Positas Valley and foothills and other suitable</i></li> </ul>	Less Than Significant With Mitigation

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Open Space and Visual Resources		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>areas identified by the City shall be sited and designed to preserve contiguous tracts of open space and connectivity with open space on adjacent parcels. Connectivity includes connected habitats and wildlife corridors.</i></p> <ul style="list-style-type: none"> <li>• <b>Open Space Acquisition Funding.</b> <i>Establish funding mechanisms for preservation of key open space areas including updating the City’s Quimby Act and Park Development Fees to reflect the actual costs of providing such facilities, and actively pursue state, federal, and private grants to enable acquisition.</i></li> <li>• <b>Open Space Management-Citizen Involvement.</b> <i>Coordinate with interested citizens groups on appropriate conservation and passive recreational activities that should occur in existing and newly acquired open space areas.</i></li> <li>• <b>Coordination with Owners of Private Open Space.</b> <i>Coordinate with private landowners on the management and restoration of private hillside lands protected under the City’s Hillside preservation ordinance. Ensure that such lands are managed to preserve open space values of significant stands of native vegetation and mature trees. Explore costs and benefits of transfer of such lands to public ownership with willing property owners.</i></li> <li>• <b>Youth Involvement.</b> <i>Work with local education institutions (e.g., high schools, colleges) and community organizations to foster youth appreciation for and participation in open space protection and management.</i></li> </ul> <p><i>Mitigation measure MM BIO-2, Creeks, Riparian Habitat and Species Protection would also apply.</i></p> <p><b>MM VIS-2 PRESERVATION OF REGIONAL OPEN SPACE.</b></p> <p><i>Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>Coordinate with the County on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:</i> <ul style="list-style-type: none"> <li>– <i>Expanding the San Marcos Foothills Preserve by siting and clustering any new development south of the Preserve to set aside steep hillsides and creek corridors as ad-</i></li> </ul> </li> </ul>	

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Open Space and Visual Resources		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>ditions to the Preserve. Consider potential options to expand the Preserve northward during any future proposed subdivisions of larger adjacent ranches by considering use of agricultural clustered development or other techniques to permit preservation of larger areas of contiguous open space while permitting reasonable development of such properties.</i></p> <ul style="list-style-type: none"> <li>- <i>Coordinating with the County and private property owners to restore foothills and other lands degraded by past inappropriate grading or agricultural activities.</i></li> <li>- <i>Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch.</i></li> </ul>	
Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT PU-3: SOLID WASTE MANAGEMENT</b></p> <p><i>Adequacy of solid waste management facilities to support future growth.</i></p>	<p><b><i>MM PU-1 SOLID WASTE MANAGEMENT</i></b></p> <p><b><u>1.a. Develop Disposal Options</u></b></p> <p><i>The City shall add the following language to Plan Santa Barbara Public Services/Safety Element Policy PS8-Solid Waste Management Programs:</i></p> <ul style="list-style-type: none"> <li>• <i>Continue to coordinate with and provide support to the County in its existing partnership with other South Coast agencies to facilitate construction of a waste-to-energy facility at the Tajiguas Landfill.</i></li> <li>• <i>Monitor progress on the waste-to-energy facility and provide annual reports to the City Council to permit prompt action to move this project forward expeditiously. If a new waste-to-energy facility is not anticipated to be operational by 2015, coordinate with other South Coast agencies or proceed independently to identify and implement an alternative waste disposal strategy.</i></li> <li>• <i>Continue to coordinate with the County of Santa Barbara on efforts to identify and establish additional replacement landfill capacity, including potential increased permitted level at Tajiguas.</i></li> <li>• <i>Explore and quantify options for disposal at alternative nearby regional waste dis-</i></li> </ul>	<p>Less Than Significant With Mitigation</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>posal facilities, including sites in the North County and Ventura County. Several regionally located landfills exist with additional capacity to handle most or all of Santa Barbara's waste.</i></p> <p><b>1.b. Increase Diversion</b></p> <p><i>Waste Reduction</i></p> <ul style="list-style-type: none"> <li><i>Business Processes: Initiate a program for businesses to optimize business processes that focus on reducing or eliminating waste, which may include City program development and outreach to business, and support of non-profit and community-centered efforts.</i></li> <li><i>Packaging and Disposable Items: Enact programs to discourage single-use items or eliminate packaging. Such efforts currently include voluntary industry-supported reduction efforts coupled with access to reusable bags.</i></li> </ul> <p><i>Expanded Recycling and Organics Programs</i></p> <ul style="list-style-type: none"> <li><i>Textiles, Wood, Film Plastics. Explore the feasibility of adding textiles, wood, film plastics and other materials to recycling or organics stream. This would largely stem from reinitiating recommendations from the South Coast Material Recovery Facility Feasibility Study, providing local control of recycled materials and ensuring that a greater percentage of collected materials would be recovered.</i></li> <li><i>Shingles and Carpet. Provide market development assistance for recycling of asphalt shingles and carpet by local construction waste recycling operations.</i></li> </ul> <p><i>Increase capture rate of currently divertable materials</i></p> <ul style="list-style-type: none"> <li><i>Unscheduled Hauling. Monitor compliance to the Unscheduled Hauling Ordinance to ensure that the vast majority of construction debris is recycled.</i></li> <li><i>Increased Sorting. Include a requirement for increased sorting of residual materials through recyclables processing contracts, allowing for increased diversion capture.</i></li> <li><i>Education and Incentives. Implement an enhanced education and outreach program to maximize the use of existing curbside recycling and organics containers and to convey economic incentives to separate greenwaste, recycling, and construction debris</i></li> </ul>	

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Mitigation Measures	Residual Impact Level
	<p><i>from trash for self-haul customers.</i></p> <p><i>Increase number of customers using diversion services</i></p> <ul style="list-style-type: none"> <li><i>Curbside Rate Structures. Implement progressive rate structures for curbside services to encourage diversion through low cost recycling and composting.</i></li> <li><i>Directives and Fines. Increase recycling and composting through mandatory ordinances, fines, and/or directives.</i></li> <li><i>Residential Composting. Extend foodscraps composting program to the residential sectors where substantial additional material for composting is available.</i></li> </ul> <p><i>Reduce Waste Through Reuse</i></p> <ul style="list-style-type: none"> <li><i>Support Reuse Enterprises. Encourage the patronage of current reuse enterprises through education, outreach, and promotion.</i></li> <li><i>Education and Promotion. Adjust all educational material to promote reuse before recycling, and promote reuse as part of a waste reduction program for businesses.</i></li> </ul> <p><i>Protect Recycling Markets</i></p> <ul style="list-style-type: none"> <li><i>City Purchases. Implement a City procurement plan to buy items made from recycled and composted materials.</i></li> <li><i>Business Purchases. Develop a waste reduction program for businesses to purchase items made from recycled and or composted materials.</i></li> </ul>	

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
<p><b>IMPACT TRANS-1: INCREASED CONGESTION- CITY STREETS AND INTERSECTIONS</b></p> <p><i>More vehicle trips would increase the number of intersections exceeding the City's LOS standard from 13</i></p>	<p><i>Mitigation Measures MM TRANS-1, Intersection Level of Service and Arterial Congestion, and MM TRANS-2, Reductions in Traffic Demand, would apply.</i></p> <p><b>1.b. Implement a “Friction”-Reducing Program for City Streets</b></p> <ul style="list-style-type: none"> <li><i>A program shall be established that targets roadway segments, particularly along Upper</i></li> </ul>	<p>Less Than Significant With Mitigation</p>

Table ES-4: Class II Impacts - Less Than Significant With Mitigation (Continued)

Transportation		
Impacts	Mitigation Measures	Residual Impact Level
<p>to 20.</p> <p>Impact TRANS-1.1. Impacted Intersections with Potential for Full Mitigation</p> <p><i>Intersection #30. Mission Street &amp; Modoc Road</i></p> <p><i>Intersection #38. Las Positas Road &amp; Cliff Drive</i></p> <p>Impact TRANS-1.4. Increased Roadway Corridor Congestion</p>	<p><i>State Street and Carrillo Street between San Andres and Chapala, where traffic flow (peak hour or otherwise) is restricted by "friction". This program would identify "friction"-affected segments and determine the measures which would be required to restore each segment to a signal-controlled flow. The program would also identify designated funding sources for "friction"-related improvements and set a timeline for their implementation. Potential corridor improvements to reduce friction include:</i></p> <ul style="list-style-type: none"> <li>- <i>On Upper State Street, create bus turnout pockets for stops that do not have them. Close selected driveway entrances where more than one driveway exists. Consider other recommendations contained in the Upper State Street Study.</i></li> <li>- <i>On Carrillo Street review and implement signal-timing improvements.</i></li> </ul>	



Table ES-5: Class III Impacts –Less Than Significant

Air Quality		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT AQ-1: CITYWIDE GROWTH AND CONSISTENCY WITH CLEAN AIR PLAN</b></p> <p><i>Consistency of projected City population growth under Plan Santa Barbara with Clean Air Plan population forecasts that relate to attainment of State air quality standards.</i></p>	<p><b>RM AQ-1 REDUCE SOURCES OF AIR POLLUTANTS</b></p> <p><i>The City should consider adding the following language to Plan Santa Barbara Environmental Resources Element:</i></p> <p><b>1.a. Electric Vehicles</b></p> <p><i>Policy ER10-Incentives for Alternative/ Advanced Fuel Infrastructure:</i></p> <ul style="list-style-type: none"> <li><i>Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.</i></li> </ul> <p><b>1.b. Low-Emission Vehicles and Equipment</b></p> <p><i>Policy ER14-Low-Emission Vehicles and Equipment:</i></p> <ul style="list-style-type: none"> <li><i>Promote the use of low-emission vehicles (e.g., fuel efficient, small diesel automobiles, small hybrid automobiles, electric vehicles) in the downtown core by offering reduced parking fees in City parking lots and reserving priority parking spaces in all City lots. Mitigation measures MM TRANS-2, Reductions in Traffic Demand and MM ENERGY-2, Residential, Commercial and Industrial Energy Consumption would also apply.</i></li> </ul>	Less Than Significant
<p><b>IMPACT AQ-2: SHORT-TERM CONSTRUCTION EMISSIONS</b></p> <p><i>Potential for air quality impacts from temporary grading and construction activities.</i></p> <p>Impact AQ-2.1. Diesel Equipment Emissions Impact AQ-2.2. Dust and Particulates Impact AQ-2.3. Asbestos and Mercury</p>	<p><i>No additional measures are recommended.</i></p>	Less Than Significant
<p><b>IMPACT AQ-3: LOCATION OF RESIDENTIAL LAND USES</b></p> <p><i>Potential air quality impacts from increased number of</i></p>	<p><i>Recommended measure RM AQ-1, Reduce Sources of Air Pollutants would apply.</i></p>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Air Quality		
Impacts	Recommended Measures	Residual Impact Level
<p><i>residents near freeway and commercial/industrial uses.</i></p> <p>Impact AQ-3.2. Development within the Commercial Core</p>		
Biological Resources		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT BIO-2: CREEK, WETLAND AND RIPARIAN WOODLANDS HABITATS AND SPECIES</b></p> <p><i>Potential future development could displace or disturb important creek and riparian habitats and associated status species.</i></p> <p>Impact BIO 2.2. Creek Water Quality</p>	<p><i>Mitigation measure MM BIO-2, Creeks, Riparian Habitat and Species Protection, and recommended measure RM HYDRO-1, Flood Hazards would apply.</i></p>	Less Than Significant
<p><b>IMPACT BIO-3: COASTAL HABITATS AND SPECIES</b></p> <p><i>Potential for future development to displace or substantially disrupt important coastal habitats (creeks, estuaries, dunes, beaches, bluff scrub, and woodlands) and special status species.</i></p> <p>Impact BIO-3.2. Goleta Slough Impact BIO-3.3. Dunes and Beaches Impact BIO-3.4. Coastal Bluff Scrub Impact BIO-3.5. Nearshore Marine Impact BIO-3.6. Wildlife</p>	<p><b>RM BIO-3 COASTAL HABITATS AND SPECIES PROTECTION</b></p> <p><b>3.a. Waterfront Habitat and Wildlife Management</b></p> <p><i>The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Native Habitat Restoration.</b> <i>Incorporate as part of the Multi-Use Plan, a Waterfront habitat and wildlife management program that provides measures to improve the extent and quality of native coastal habitats within the City Waterfront, with the following goals:</i> <ul style="list-style-type: none"> <li>- <i>Restoration of a line of coastal sand dune habitat along the City Waterfront, including the removal of non-native and/ or invasive plants.</i></li> <li>- <i>Restoration and enhancement of the estuaries of Mission and Sycamore creeks and the Laguna Channel, including appropriate revegetation and removal and control of invasive species. Measures should be considered to enlarge these estuaries where feasible to maximize biological productivity and ecological function taking into consideration the dynamics of ocean waves and currents and ongoing movement of sand along the City coast.</i></li> <li>- <i>A public access management plan that maintains public access to and along the shoreline, but channels the public to appropriate access locations as needed through sensitive habitat areas of the beach.</i></li> </ul> </li> </ul>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Biological Resources		
Impacts	Recommended Measures	Residual Impact Level
	<p><b>3.b. Coastal Bluff Habitat Restoration Program and Protection Policy</b>  <i>The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Coastal Bluff Scrub Protection.</b> <i>Site and design new development or major remodels/expansions along the City coastal bluffs (including access, drainage, and landscape improvements) to: (1) minimize impacts to coastal bluff scrub habitat; (2) include provisions for habitat restoration of coastal bluff scrub habitats where development creates direct or indirect impacts to the affected habitat; (3) provide compatible landscaping within 10 feet of the edge of the bluff or on the bluff face, consisting of appropriate native coastal bluff scrub species.</i></li> </ul> <p><i>The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Coastal Bluff Restoration.</b> <i>Establish a goal to restore 5.0 acres of coastal bluff habitat over the 20-year life of Plan Santa Barbara. Work to increase the acreage of coastal bluff scrub through restoration projects on publicly-owned lands along Shoreline Park and the Douglas Family Preserve, and through providing education and assistance to private land owners to encourage the restoration of such habitats.</i></li> </ul> <p><i>Recommended measure RM HYDRO-2, Improve Water Quality at Area Beaches and RM HYDRO-3, Minimize Debris and Trash would also apply.</i></p>	
<p><b>IMPACT BIO-4: URBAN FOREST AND INDIVIDUAL SPECIMEN TREES</b>  <i>Potential impact of future development to specimen trees and associated wildlife.</i></p>	<p><b>RM BIO-4 URBAN FOREST AND INDIVIDUAL SPECIMEN TREES PROTECTION</b>  <b>Urban Tree Protection and Enhancement Program</b>  <i>The City should consider adding to Policy ER18 Urban Tree Protection and Enhancement as follows:</i></p> <ul style="list-style-type: none"> <li>• <b>Preservation of Mature Trees.</b> <i>New development shall be sited and designed to preserve all existing mature healthy native and non-native trees to the maximum extent feasible. Within important native habitat areas or wildlife corridors, native trees larger than 6 inches in diameter at breast height (including oak trees with multiple trunks with at least one trunk greater than 3.5 inches and a cumulative diameter of 6 inches) shall be protected.</i></li> <li>• <b>Tree Protection Standards.</b> <i>Establish protection standards for large non-native trees, especially where such trees have known wildlife values.</i></li> </ul>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Biological Resources		
Impacts	Recommended Measures	Residual Impact Level
	<i>Recommended measure RM CLIMATE-1, Carbon Sequestration, would also apply.</i>	
Geological Conditions		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT GEO-1: SEISMIC HAZARDS</b>  <i>Potential for earthquake-related hazards, including fault rupture, ground shaking, liquefaction, and seismic waves.</i></p> <p>Impact GEO-1.1. Fault Rupture and Ground Shaking                      Impact GEO-1.2. Liquefaction                      Impact GEO-1.3. Tsunami and Seiche</p>	<i>No additional measures are recommended.</i>	Less Than Significant
<p><b>IMPACT GEO-2: GEOLOGIC AND SOIL INSTABILITY AND HAZARDS</b>  <i>Potential for geological and soil instability and hazards, including landslides, expansive soils, erosion, sea cliff retreat, and radon gas.</i></p> <p>Impact GEO 2.1. Slope Failures and Landslides                      Impact GEO-2.2. Expansive Soils                      Impact GEO-2.3. Soil Erosion                      Impact GEO-2.5. Radon Hazard</p>	<i>No additional measures are recommended.</i>	Less Than Significant
Hazards		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT HAZ-1: ACCIDENT RISKS</b>  <i>Potential for substantial, unacceptable public safety risk associated with transportation, oil and gas facilities, or transmission lines.</i></p> <p>Impact HAZ-1.1. Aircraft</p>	<p><b>RM HAZ-1 ACCIDENT RISKS</b>  <i>The City should consider adding the following new policies to the Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><b>EMF Development Setbacks.</b> <i>Continue application of prudent avoidance policy in siting development near transmission lines with adequate setbacks.</i></li> </ul>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Hazards		
Impacts	Recommended Measures	Residual Impact Level
Impact HAZ-1.2. Transportation Corridors Impact HAZ-1.3. Transmission Lines and EMF	<ul style="list-style-type: none"> <li><b>Monitor EMF Study.</b> Continue to monitor scientific study of electromagnetic fields and update development policies as necessary.</li> </ul>	
<p><b>IMPACT HAZ-2: HAZARDOUS MATERIALS</b></p> <p><i>Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials.</i></p> <p>Impact HAZ-2.1. Contaminated Sites Impact HAZ-2.2. Commercial and Industrial Facilities</p>	<p><b>RM HAZ-2 HAZARDOUS MATERIALS</b></p> <p><i>The City should consider adding the following new policy to the Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><b>Hazardous Materials Exposure Vapor Barrier Study.</b> Conduct an engineering study on the use of vapor barriers as part of site development on properties next to sites with past contamination for further protection against potential vapor intrusion. Identify guidelines for the type and thickness of materials for specified foundation types, proper installation and construction techniques, and general area distances for application.</li> </ul>	Less Than Significant
<p><b>IMPACT HAZ-3: WILDLAND FIRES</b></p> <p><i>Potential for exposure of new development and residents to wildland fire hazard.</i></p> <p>Impact HAZ-3.1. Wildfires Impact HAZ-3.2. Emergency Response and Road Adequacy Impact HAZ-3.3. Water Support for Fighting Wildfires</p>	<p><b>RM HAZ-3 WILDFIRE HAZARDS</b></p> <p><i>The City should consider adding the following new programs to the Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><b>Water System Improvements for Fire Fighting.</b> Evaluate the potential for additional water system improvements to assist in emergency preparedness and incorporate feasible measures into the City Capital Improvement Plan (partially implements Objective PS1).</li> <li><b>Private Water Supplies for Fire Fighting.</b> Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies for fire fighting operations. Assistance could include expedited permit review.</li> </ul>	Less Than Significant
Heritage Resources		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT HER-1: ARCHAEOLOGICAL RESOURCES</b></p> <p><i>Potential for loss or damage to important archaeological resources.</i></p>	<i>No additional measures are recommended.</i>	Less Than Significant
<p><b>IMPACT HER-2: PALEONTOLOGICAL RESOURCES</b></p>	<i>No additional measures are recommended.</i>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Heritage Resources		
Impacts	Recommended Measures	Residual Impact Level
<i>Potential for future development to damage important paleontological resources.</i>		
Hydrology and Water Quality		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT HYDRO-1: FLOOD HAZARDS</b>  <i>Potential for future development to increase flood hazards.</i>                      Impact HYDRO-1.1. Development in Floodplains                      Impact HYDRO-1.2. Development Adjacent to Creek Banks                      Impact HYDRO-1.3. Increases in Storm Water Runoff</p>	<p><b><i>RM HYDRO-1 FLOOD HAZARDS</i></b>  <i>The City should consider adding the following to Plan Santa Barbara program ER26-Creek Setbacks and Restoration:</i>                      [See also Mitigation Measure MM BIO-2b – Creek Setback policy, which would establish the general standard of greater than 25-foot setback for development along all creeks.]</p> <ul style="list-style-type: none"> <li>• <b><i>Considerations for Creek Setback Standards.</i></b> <ol style="list-style-type: none"> <li>1) <i>At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.</i></li> <li>2) <i>In developing Creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where “hard bank” protection is present.</i></li> </ol> </li> <li>• <b><i>Creek Setbacks and Bank Stabilization.</i></b> <i>Consider a stated policy to codify the following existing general practices:</i> <ol style="list-style-type: none"> <li>1) <i>For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.</i></li> <li>2) <i>When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g., revegetation, tree revetment, native material revetment,</i></li> </ol> </li> </ul>	<p>Less Than Significant</p>

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Hydrology and Water Quality		
Impacts	Recommended Measures	Residual Impact Level
	<i>etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.</i>	
<p><b>IMPACT HYDRO-2: SURFACE WATER AND GROUNDWATER QUALITY IMPACTS</b></p> <p><i>Potential for future development to impact water quality of creeks and groundwater.</i></p>	<p><b>RM HYDRO-2 IMPROVE WATER QUALITY AT AREA BEACHES</b></p> <p><i>The City should consider adding the following programs to the Environmental Resources Element.</i></p> <ul style="list-style-type: none"> <li>• <b>Pharmaceutical Waste Education and Collection.</b> <i>Continue coordination with the County of Santa Barbara and other agencies to establish and maintain an ongoing public education campaign and periodic drop-off collection days, focusing on proper disposal of pharmaceutical materials and other emergent contaminants of concern, to reduce the contaminants entering wastewater, storm drain, and solid waste systems.</i></li> <li>• <b>Beach Water Quality Improvement.</b> <i>Consider actions for further improving water quality at East Beach, which could include: (1) a restoration plan for Lower Mission Creek/Laguna Channel, including the potential for a constructed wetland at the creek/ ocean interface (refer also to Recommended Biological Resources measure RM BIO-3 for waterfront habitat and wildlife management); and/or (2) an ultraviolet treatment system to disinfect the flow within Laguna Creek during low flow periods (e.g., May-September) prior to entering the channel and discharging to the beach.</i></li> <li>• <b>Watershed Action Plans.</b> <i>Continue work toward completion of Watershed Action Plans for Mission Creek, Sycamore Creek, Arroyo Burro Creek, and Laguna Watersheds.</i></li> </ul> <p><i>Mitigation Measure MM BIO-2, Creeks, Riparian Habitat and Species Protection would also apply.</i></p>	Less Than Significant
<p><b>IMPACT HYDRO-3: COASTAL AND MARINE WATER QUALITY</b></p> <p><i>Potential for additional wastewater, storm water, and litter from future development to impact ocean water quality.</i></p> <p>Impact HYDRO-3.1. Treated Wastewater Discharge</p> <p>Impact HYDRO-3.2. Storm Water Discharge into Marine Waters</p>	<p><b>RM HYDRO-3 MINIMIZE DEBRIS AND TRASH</b></p> <p><i>The City should consider adding the following policies to the Plan Santa Barbara Environmental Resources Element, new subsection, “Beach and Marine Water Quality”</i></p> <ul style="list-style-type: none"> <li>• <b>Restrictions on Retailers’ Plastic Bags.</b> <i>The City shall implement a ban on the use of plastic bags for large retail establishments; such a ban could be modeled upon the regulation in San Francisco.</i></li> </ul> <p><i>RM HYDRO-2, Improve Water Quality at Area Beaches would also apply.</i></p>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Hydrology and Water Quality		
Impacts	Recommended Measures	Residual Impact Level
Impact HYDRO-3.3. Debris Inflows		
Noise		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT NOISE-1: INCREASED TRANSPORTATION NOISE.</b></p> <p><i>Potential noise effects to existing land uses from future increases in traffic volumes and airport activity.</i></p> <p>Impact NOISE-1.2. Changes in Airport Noise</p>	<i>No additional measures are recommended.</i>	Less Than Significant
<p><b>IMPACT NOISE-2: NOISE-SENSITIVE USES AND NOISE GUIDELINE CHANGE</b></p> <p><i>Potential for noise impacts with new development under proposed change to noise guideline.</i></p>	<i>No additional measures are recommended.</i>	Less Than Significant
<p><b>IMPACT NOISE-3: MIXED-USE DEVELOPMENT</b></p> <p><i>Potential for noise impacts from siting dissimilar uses together.</i></p> <p>Impact NOISE-3.1. Mixed-use development within commercially zoned areas</p> <p>Impact NOISE-3.2. Non-residential uses in residential areas.</p>	<p><b><i>RM NOISE-1 NUISANCE NOISE</i></b></p> <p><i>The City should consider adding the following policy to Plan Santa Barbara’s Environmental Resource Element. The goal of this additional policy is to minimize nuisance noise to residential neighborhoods from special events at institutional facilities.</i></p> <ul style="list-style-type: none"> <li><b><i>Neighborhood Noise Reduction:</i></b> <i>To further General Plan policies for maintaining quiet, high quality neighborhoods, consider requiring more detailed noise assessments for special, conditional, and institutional uses with activities and events that may cause noise effects to residential neighborhoods.</i></li> </ul>	Less Than Significant
<p><b>IMPACT NOISE-4: CONSTRUCTION NOISE</b></p> <p><i>Potential for temporary construction noise and vibration impacts of future development.</i></p>	<i>No additional measures are recommended.</i>	Less Than Significant
Open Space and Visual Resources		
Impacts	Recommended Measures	Residual Impact Level



Table ES-5: Class III Impacts –Less Than Significant (Continued)

Open Space and Visual Resources		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT VIS-2: SCENIC VIEWS</b>  <i>Potential for substantial impact to scenic public views.</i>                      Impact VIS-2.1. Waterfront Impacts                      Impact VIS-2.2. Hillside Impacts                      Impact VIS-2.3. Commercial Core Area Impacts</p>	<p><b>RM VIS-1 SCENIC VIEWS</b>  <i>The City should consider adding the following policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, Policy ER39-Public Views:</i></p> <ul style="list-style-type: none"> <li>• <b>Protection of Views from Key Locations.</b> <i>Design new development adjacent to all important public viewing locations, particularly parks or open spaces such as the Courthouse Sunken Gardens, Alameda Park, De la Guerra Plaza, etc. to respect the most significant mountain or hillside views available from such locations.</i></li> <li>• <b>Protection of Public Views.</b> <i>Protect existing high-quality views from public streets, sidewalks, or intersections where they are unique or unusual to a particular neighborhood or corridor. Where such protection would preclude reasonable development of a property, consider project design changes to include public viewing areas from upper-story locations.</i></li> </ul> <p><b>RM VIS-2 COMMUNITY CHARACTER</b>  <i>The City should consider adding the following to the proposed Plan Santa Barbara Community Design policies:</i></p> <ul style="list-style-type: none"> <li>• <b>Strengthen Design Standards.</b> <i>Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.</i></li> <li>• <b>Design Overlays.</b> <i>Create Design Overlay areas for selected non-residential and residential areas of the city through Form Base Codes (FBCs), Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include the Downtown, Coast Village Road, Outer State Street, Milpas Street, and Haley/Gutierrez Streets.</i></li> <li>• <b>Building Size, Bulk and Scale.</b> <i>Ensure that proposed buildings are compatible in scale with the surrounding built environment.</i></li> </ul>	<p>Less Than Significant</p>

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Open Space and Visual Resources		
Impacts	Recommended Measures	Residual Impact Level
	<ul style="list-style-type: none"> <li>- <u>Standards &amp; Findings</u>. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 sq ft or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.</li> <li>- <u>Floor Area Ratios (FAR)</u>. Develop a set of maximum FARs for the non-residential and high density areas of the City, with particular attention to protecting historic resources, maintaining Santa Barbara’s small town character, and encouraging small, affordable residential units.               <ul style="list-style-type: none"> <li>i) <u>Maximums</u>. Develop a set of maximum FARs that permit the largest structures in the core of the city adjacent to transit and commercial services; more restrictive maximum FARs to radiate-out, generally consistent with the land use designations (a range of FARs may be appropriate depending on location for example modeled after “Parking Zone of Benefit”);</li> <li>ii) <u>Buffers</u>. Establish more restrictive FAR limits to protect historic structures and adjacent areas to establish “buffers”;</li> <li>iii) <u>Incentives</u>. Consider higher FARs for multi-family rental projects and small, affordable residential units; and</li> <li>iv) <u>Guidelines</u>. Consider FAR Guidelines for Form Based development models such as where parking is proposed at the ground or in basement floors.</li> </ul> </li> <li>• <b>Form Base Codes (FBC)</b>. Develop FBCs for non-residential and high density residential areas of the City, with particular attention to protecting the City’s historic resources. Consider locations within commercial areas, historic districts, streets, and blocks with unique qualities.               <ul style="list-style-type: none"> <li>- <u>Overlay Areas</u>. Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Density Program with the FAR and FBC programs, once established;</li> <li>- <u>Priority Implementation</u>. Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.</li> <li>- <u>Block Analysis</u>. Consider the relationship of new buildings to existing structures,</li> </ul> </li> </ul>	

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Open Space and Visual Resources		
Impacts	Recommended Measures	Residual Impact Level
	<p><i>view corridors and historic resources along an entire block.</i></p> <ul style="list-style-type: none"> <li>- <i>Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the new form-based codes include measures to protect these assets.</i></li> <li>• <b>Development Monitoring.</b> <i>Monitor the scale and pace of development within the City; take action to where transformative developments may occur along a block or corridor prior to adoption of new form-based codes to guide development along that corridor.</i></li> <li>• <b>Community Character Preservation:</b> <i>As part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.</i></li> </ul> <p><i>Mitigation measures MM VIS-1, Open Space Protection and Restoration and MM VIS-2, Preservation of Regional Open Space would also apply.</i></p>	
<p><b>IMPACT VIS-3: COMMUNITY CHARACTER</b></p> <p><i>Potential for substantial change to community visual character.</i></p> <p>Impact VIS 3.1. El Pueblo Viejo/Downtown Impacts                      Impact VIS 3.2. Upper State Street Impacts                      Impact VIS 3.3. Haley and Gutierrez Streets Impacts                      Impact VIS 3.4. Milpas Street Impacts                      Impact VIS 3.5. Coast Village Road Impacts                      Impact VIS 3.6. Neighborhoods Impacts</p>	<p><i>Mitigation Measures MM VIS-1, Open Space Protection and Restoration and MM VIS-2, Preservation of Regional Open Space and Recommended Measure RM VIS-2, Community Character would also apply.</i></p>	<p>Less Than Significant</p>

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Open Space and Visual Resources		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT VIS-4: LIGHTING AND GLARE</b>  <i>Potential for substantial light and glare.</i></p>	<p><b>RM VIS-3 LIGHT AND GLARE</b>  <i>The City should consider adding new policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, consistent with existing Outdoor Lighting Ordinance policy:</i></p> <ul style="list-style-type: none"> <li><b>Open Space Night Sky Preservation.</b> <i>New development and major remodels adjacent to open space such as the beach, foothills, San Marco Foothills Preserve and Las Positas Valley shall be designed to the maximum extent feasible to minimize outdoor lighting; flood lighting of passive open space areas shall be discouraged. Lighted recreational courts or ball fields shall be designed to minimize overspill of lighting through appropriate hooding and planting of landscaping and trees to buffer surrounding uses.</i></li> </ul>	<p>Less Than Significant</p>
Public Services (Police, Fire, Parks, Schools)		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT SERV-1: POLICE SERVICES</b>  <i>Potential for future population increase to affect adequacy of police services.</i></p>	<p><i>No additional measures are recommended.</i></p>	<p>Less Than Significant</p>
<p><b>IMPACT SERV-2: FIRE PROTECTION SERVICES</b>  <i>Potential for future population increase to affect fire protection services.</i></p>	<p><i>No additional measures are recommended.</i></p>	<p>Less Than Significant</p>
<p><b>IMPACT SERV-3: PARKS AND RECREATION SERVICES</b>  <i>Future population increases may affect adequacy of parks and recreation facilities and services.</i></p>	<p><b>RM SERV-1 PARKS AND RECREATION</b>  <i>The City should consider adding a new bullet to Policy LG9-Mobility Oriented Development Area (MODA)</i></p> <ul style="list-style-type: none"> <li><i>Utilize vacant or underdeveloped City-owned parcels and/ or coordinate with private property owners to create pocket-parks and neighborhood play areas in Downtown core areas within 0.25 mile of new residential in-fill development (i.e., similar to the park created at the Granada parking garage, across from the central library)</i></li> </ul> <p><i>The City should consider adding bullets to Policy LG11-Community Benefit Residential</i></p>	<p>Less Than Significant</p>

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Public Services (Police, Fire, Parks, Schools)		
Impacts	Recommended Measures	Residual Impact Level
	<p><i>Land Uses</i></p> <ul style="list-style-type: none"> <li>• Coordinate with all major development projects on sites of 2 acres or larger to provide a pocket-park, play area, plaza, public seating area or other accessible green spaces.</li> <li>• Require development of projects in areas underserved by neighborhood parks to provide neighborhood park space proportionate to the size of the project; consider offsets in added cost to the developer of increased density, through use of City or other assistance.</li> </ul> <p><i>The City should consider adding bullets to Policy LG16-Parks and Open Space Standards and Planning</i></p> <ul style="list-style-type: none"> <li>• As part of the next Recreation Facilities Master Plan Update and/ or in each Sustainable Neighborhood Plan, identify publicly owned vacant or underutilized property (e.g., parking lots, road rights of way, etc.) and assess the potential for conversion of a portion of this property to a pocket or neighborhood park, play area, plaza, public seating area or other accessible green space.</li> </ul>	
<p><b>IMPACT SERV-4: PUBLIC SCHOOL SERVICES</b></p> <p><i>Potential for future population increases to affect adequacy of public school facilities and services.</i></p>	<p><b>RM SERV-2 PUBLIC SCHOOLS</b></p> <p><i>The City should consider adding the following programs to the Plan Santa Barbara Land Use and Growth Management Element and Public Services/ Safety Element:</i></p> <p><i>Policy LG15-Sustainable Neighborhood Plans (SNPs)</i></p> <ul style="list-style-type: none"> <li>• M. New SNPs should include coordination with the Santa Barbara School District on the adequacy of the neighborhood’s schools to accommodate students generated by new growth.</li> <li>• The Downtown SNP should include early outreach and coordination with the School District to review the need for and feasibility of creating a Downtown neighborhood elementary school.</li> </ul> <p><b>RM SERV-3 PUBLIC SERVICES DEVELOPMENT IMPACT FEE</b></p> <p><i>The City should consider adding the following policy to the Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li>• Development Impact Fees: New commercial and market rate residential development shall either avoid impacts on community services and facilities or contribute financially to mitigate costs of providing services and facilities. The City shall establish development</li> </ul>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Public Services (Police, Fire, Parks, Schools)		
Impacts	Recommended Measures	Residual Impact Level
	<i>impact fees.</i>	
Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT PU-1: FUTURE WATER SUPPLY AND DEMAND</b></p> <p><i>Potential increase in water demand, and adequacy of water supply to support future growth.</i></p> <p>Impact PU-1.1. Increased Demand and Existing Water Supplies</p> <p>Impact PU-1.2. Reliability of Future Water Supply</p>	<p><b>RM PU-1 FUTURE WATER SUPPLY AND DEMAND PROTECTION</b></p> <p><b>Long-Term Water Supply Plan Update</b></p> <p><i>It is recommended that the City process for updating the LTWSP include careful examination of the following issues. All of these issues should be considered in conjunction with the City Water Commission and Planning Commission, with opportunities for public comment and input. It is recommended that the numerous studies conducted to update the LTWSP be evaluated together to more thoroughly update the current capabilities of the City's various water supplies. Evaluation of various scenarios for integrating these supplies into a new water management approach should be the basis for a recommendation for adoption of the updated LTWSP.</i></p> <ol style="list-style-type: none"> <li><i>1. <u>SWP Reliability</u>: The State is updating its reliability analysis on State Water Project deliveries. The completed document should be reviewed as a part of updating assumptions on the City's expected SWP deliveries. Particular attention should be given to estimates of SWP delivery impacts from sea level rise, as this aspect of climate change was not included in the previous reliability analysis. A conservative assessment of the likelihood, timing, and benefits of Delta improvements should be included. Opportunities to increase the delivery reliability of existing SWP Table A amounts should continue to be explored.</i></li> <li><i>2. <u>Groundwater Banking</u>: Opportunities for groundwater banking exist on the local, regional, and inter-regional level. With reduced snowpack related to climate change, and the potential that replacement capacity in proposed new reservoirs will fall short of replacing this lost storage capacity, banking can provide a valuable means of firming up SWP deliveries and improving the reliability of the City's overall water</i></li> </ol>	Less Than Significant

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Recommended Measures	Residual Impact Level
	<p>supply. Legal, technical, and financial issues will need to be considered.</p> <p>3. <u>Sedimentation Projections and Management Opportunities</u>: Gibraltar Reservoir and Lake Cachuma will continue to experience sedimentation, with potential accelerated sedimentation resulting from wildfires. Periodic bathymetric surveys should continue. Methods for minimizing sedimentation should be assessed, including sedimentation trapping measures and a controlled burn program in conjunction with the U.S. Forest Service and local fire agencies. The City should work with other affected agencies to consider options for removal of sediment from reservoirs, including the potential to implement passage of sediment downstream to preserve reservoir capacity while providing sediment flow to mimic natural river conditions and contribute to beach nourishment.</p> <p>4. <u>Gibraltar Yield Under Pass Through Agreement</u>: Operations under “pass through” mode have not occurred and there is uncertainty as to the level of deliveries that can be expected. Modeling currently underway should be integrated with overall supply estimates to give a firmer estimate of long-term availability.</p> <p>5. <u>Desalination</u>: The future role of desalination should be evaluated, considering issues such as: State policy encouraging development of desalination capacity, reliability, rate impacts and capital cost for reactivation, energy use, environmental impacts, and value during extended drought and other water supply emergencies.</p> <p>6. <u>Groundwater Management Analysis</u>: A more sophisticated modeling of groundwater resources should be used to evaluate new opportunities for optimizing the conjunctive use of groundwater. Improved tools for tracking the current state of groundwater basins should be developed, particularly with regard to managing seawater intrusion. Local groundwater recharge, including direct and in-lieu recharge, should be assessed for economic, regulatory, and technical feasibility.</p> <p>7. <u>Additional Conservation Opportunities</u>: Ongoing efforts to assess the technical and</p>	

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Recommended Measures	Residual Impact Level
	<p><i>economic merits of the next generation of conservation measures should be used to identify an updated target for demand reduction under the new plan. A rate study should be conducted to identify opportunities to improve conservation pricing signals and update revenue requirements. Existing City ordinances should be reviewed for appropriate updates given changes in technology and statewide water supply conditions.</i></p> <p>8. <u>Recycled Water Expansion Opportunities</u>: Opportunities exist to expand recycled water use ranging from increased irrigation uses to industrial uses of recycled water and implementation of broader use of recycled water for toilet flushing. Economic issues and available capacity should be assessed to identify an optimal target for expanded recycled water use under the new plan. Opportunities to partner with neighboring agencies should be explored. In addition, the LTWSP could consider treatment of recycled water to a quality to permit injection into the groundwater.</p> <p>9. <u>Climate Change Monitoring</u>: The LTWPS update process should assess and plan for potential water supply effects of climate change and identify feasible means of tracking the development of such impacts.</p> <p><b>RM PU-2 MONTECITO WATER DISTRICT COORDINATION</b>  <b>Water Supply to Coast Village Road</b>  <i>The City should add the following Implementation Action to Plan Santa Barbara Public Services/Safety Element Policy PS6-Regional Cooperation on Water Conservation:</i></p> <ul style="list-style-type: none"> <li>• <i>Implementation Action PS6.4-Montecito Water District - Establish a process to coordinate with the Montecito Water District on the availability of water to service new development and redevelopment on Coast Village Road, ensuring adequate supplies to that portion of the City until such a time as the Montecito Water District can more readily provide additional service.</i></li> </ul>	



Table ES-5: Class III Impacts –Less Than Significant (Continued)

Public Utilities (Water, Wastewater, Solid Waste, Utilities)		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT PU-2: WASTEWATER COLLECTION AND TREATMENT</b></p> <p><i>Increased demand for wastewater treatment; potential increased wet weather inflows to sewer system.</i></p> <p>Impact PU 2.1. Increased Wastewater Flows to El Estero Wastewater Treatment Plant</p> <p>Impact PU-2.2. Inflow, Infiltration and Spills</p>	<p><i>No additional measures are recommended.</i></p>	<p>Less Than Significant</p>
<p><b>IMPACT PU-4: POWER AND COMMUNICATION UTILITIES</b></p> <p><i>Increased demand for Electricity, Natural Gas, Phone and TV Services.</i></p>	<p><i>No additional measures are recommended.</i></p>	<p>Less Than Significant</p>
Global Climate Change		
Impacts	Recommended Measures	Residual Impact Level
<p><b>CITYWIDE GHG EMISSIONS FROM BUILDINGS IN 2030 AND EFFECTS ON CLIMATE CHANGE</b></p>	<p><b><i>RM CLIMATE-1 CARBON SEQUESTRATION</i></b></p> <p><i>The City should consider adding the following policies to Plan Santa Barbara Environmental Resources Element:</i></p> <ul style="list-style-type: none"> <li><i>Pursue carbon sequestration through the planting of additional trees, with a goal of 1,000 new trees by 2030.</i></li> <li><i>Contribute to regional efforts toward carbon sequestration, such as revegetation of burned areas and brownfield conversions.</i></li> <li><i>Consider other carbon sequestration technologies as they become available.</i></li> </ul> <p><b><i>RM CLIMATE-2 LANDFILL FUEL CELL</i></b></p> <p><i>The City should consider adding the following policy to Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><i>Work with regional partners toward the further development of methane-fuel cell, methane capture, and energy generation at Tajiguas Landfill, and consider a fuel cell installation at the former Las Positas landfill site.</i></li> </ul>	<p>Less Than Significant</p>

Table ES-5: Class III Impacts –Less Than Significant (Continued)

Global Climate Change		
Impacts	Recommended Measures	Residual Impact Level
	<p><b><i>RM CLIMATE-3 ENERGY-EFFICIENT CITY FACILITIES</i></b></p> <p><i>The City should consider adding the following policy to Plan Santa Barbara Public Services and Safety Element:</i></p> <ul style="list-style-type: none"> <li><i>Continue to implement programs through Sustainable Santa Barbara for retrofitting of municipal systems with energy efficient motors, pumps, and other equipment.</i></li> </ul> <p><b><i>RM CLIMATE-4 RENEWABLE CITY ENERGY SOURCES</i></b></p> <p><i>The City should consider adding the following policies to the Plan Santa Barbara Environmental Resources Element:</i></p> <ul style="list-style-type: none"> <li><i>Consider installation of low-wind speed wind turbines to supply electricity for City operations; interest-free funding could be sourced from Federal Clean Renewable Energy Bonds (CREBs).</i></li> <li><i>Consider installation of solar hot water heaters on City facilities.</i></li> <li><i>Monitor progress of ocean power (e.g., wave energy) pilot projects in the County and elsewhere on the West Coast, and consider pursuing installation of an ocean power project for City use if such projects become commercially feasible during the life of Plan Santa Barbara.</i></li> </ul> <p><b><i>RM CLIMATE-5 STRONGER SOLAR ENERGY OBJECTIVE</i></b></p> <p><i>The City should consider adding the following text to ER9-Solar Energy:</i></p> <ul style="list-style-type: none"> <li><i>Establish a citywide goal of 30 MW of new public and private solar energy capacity by 2030.</i></li> </ul> <p><i>Recommended measure RM ENERGY-2, Residential, Commercial and Industrial Energy Consumption would also apply.</i></p>	

Table ES-6: Class IV Impacts – Beneficial Impacts

Transportation		
Impacts	Recommended Measures	Residual Impact Level
<p><b>IMPACT TRANS-2: REDUCTIONS IN PER CAPITA VEHICLE COMMUTE TRIPS</b></p> <p><i>Policy elements of Plan Santa Barbara would contribute to a reduction in per capita vehicle commute trips.</i></p>	<p><i>No additional measures are required.</i></p>	<p>Beneficial</p>

Table ES-7: Implications of Additional Environmental Analyses

Energy	
Implications	Recommended Measures
<p><b>CITYWIDE TRANSPORTATION FUEL CONSUMPTION AND REDUCTION</b></p>	<p><b><i>RM ENERGY-1 TRANSPORTATION FUEL CONSUMPTION</i></b></p> <p><i>The City should consider adding the following measures to the Plan Santa Barbara Circulation Element to promote trip reduction and reduced fuel consumption:</i></p> <ul style="list-style-type: none"> <li>• <i>Fuel Reduction Objective. Establish a performance-based objective for reduction of transportation fuel consumption by City residents and commuters to the City, such as 15 percent below 2007 levels by 2030<sup>1</sup>.</i></li> <li>• <i>Gas Tax for Reduction of Single-Passenger Commuting. Consider placing a measure on the ballot that would impose a City gas tax of 5 cents, all proceeds from which would go toward regional transportation efforts to reduce single-passenger commuting.</i></li> </ul> <p><i>Mitigation measures MM TRANS-2c, Expand TDM Program and MM TRANS-2f, Parking Management would also apply.</i></p>
<p><b>CITYWIDE ENERGY CONSUMPTION AND CONSERVATION IN BUILDINGS</b></p>	<p><b><i>RM ENERGY-2 RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ENERGY CONSUMPTION</i></b></p> <p><i>The City should consider adding the following to the Plan Santa Barbara Environmental Resources Element to promote energy conservation:</i></p> <ul style="list-style-type: none"> <li>• <i>Green Building Ordinance. Consider further strengthening City green building ordinance requirements toward meeting Plan Santa Barbara Objective ER1, for citywide 50 percent reduction in fossil fuel use in buildings by 2020 and carbon neutrality by 2030.</i></li> <li>• <i>Solar Energy Provisions.</i> <ul style="list-style-type: none"> <li>- <i>Parking Lot Solar Panels. Require solar photovoltaic panels to be installed over surface parking lots of 1/2 acre or more in size.</i></li> <li>- <i>Passive Solar Design Guidelines. Require new commercial and multi-family projects to be consistent with the City Passive Solar Energy Design Guidelines.</i></li> <li>- <i>Requirements for Solar Panels. For all new residential development and redevelopment of four or more units, and all commercial and industrial development or major redevelopment, include rooftop or other solar photovoltaic panels if physically feasible.</i></li> <li>- <i>Incentives for Solar Panels. Provide expedited plan check and reduced permit fees for installation of rooftop solar panels in new residential development less than four units in size and existing residential, indus-</i></li> </ul> </li> </ul>

<sup>1</sup> Quantifying 1990 levels can be challenging due to incomplete or non-comparable data. The 15 percent below baseline is considered acceptable as a substitute by CARB when referring to emissions compliance with AB32 and is thus included as a suggestion, but not a requirement.

Table ES-7: Implications of Additional Environmental Analyses (Continued)

Energy	
Implications	Recommended Measures
	<p><i>trial, commercial, and institutional development.</i></p> <ul style="list-style-type: none"> <li>- <i>Design for Future Solar Panels. For new commercial or multi-family projects, substantial additions to such buildings, and proposals for new equipment on commercial roof-tops, require that the location of a future solar panel be shown on plans, free of roof-top equipment or vent interruptions and with appropriate solar exposure.</i></li> <li>- <i>Outdoor Lighting Standards. Consider establishing additional requirements for energy efficiency of outdoor lighting as part of the Outdoor Lighting Ordinance, which may include the following measures:</i> <ul style="list-style-type: none"> <li>- <i>Full cut-off light fixtures at parking lots and on buildings, provided minimum safety standards are met;</i></li> <li>- <i>Photocells or astronomical time switches on all permanently installed exterior lighting;</i></li> <li>- <i>Directional and shielded LED lights for exterior lighting; and,</i></li> <li>- <i>Exterior and security lights with motion detectors.</i></li> </ul> </li> <li>• <i>Exterior Heat Gain Standards.</i> <ul style="list-style-type: none"> <li>- <i>Establish standards for new development and for substantial redevelopment or rehabilitation (e.g., additions of more than 25,000 sf commercial or 100,000 sf industrial use) to reduce exterior heat gain of non-roof surfaces. Consider the following provisions:</i> <ul style="list-style-type: none"> <li>- <i>Achievement of 50 percent paved surface shading with vegetation for repaved parking lot projects; and,</i></li> <li>- <i>Use of paving materials with a Solar Reflective Index of at least 29, or open-grid paving systems.</i></li> </ul> </li> </ul> </li> <li>• <i>Green Roof Program</i> <ul style="list-style-type: none"> <li>- <i>Provide assistance and incentives for new and existing construction to incorporate green roofs. Potential policies to consider are an informational campaign and expedited plan check for projects incorporating green roofs.</i></li> </ul> </li> <li>• <i>Community Energy Program.</i> <ul style="list-style-type: none"> <li>- <i>Consider the implementation of the following measures as part of ongoing City outreach and incentive programs to promote energy efficiency and conservation in the community:</i> <ul style="list-style-type: none"> <li>- <i>An “energy efficiency challenge” campaign for community resident;</i></li> <li>- <i>A low-income weatherization assistance program;</i></li> </ul> </li> </ul> </li> </ul>

Table ES-7: Implications of Additional Environmental Analyses (Continued)

Energy	
Implications	Recommended Measures
	<ul style="list-style-type: none"> <li>- Energy conservation campaigns specifically targeted to residents and businesses;</li> <li>- Continued participation and support of the green business program of Santa Barbara County;</li> <li>- Exchange program for high-energy-use items (e.g., halogen torchiere lamps); and,</li> <li>- Strengthen the policy requiring energy upgrades at time of property sale.</li> </ul>
Population and Jobs-Housing Balance	
Implications	Recommended Measures
<p><b>CITYWIDE JOB GROWTH AND HOUSING AVAILABILITY</b></p>	<p><b>RM POP-1 IMPROVED JOBS/HOUSING BALANCE</b></p> <p><b>1.a. Growth Monitoring.</b>  <i>The City should consider adding the following new policies to the Plan Santa Barbara Land Use and Growth Management Element and/or Adaptive Management Program:</i></p> <ul style="list-style-type: none"> <li>• <b>Monitor Jobs/Housing Balance and Affordable Housing Supply.</b> <i>Continue to monitor the amount of non-residential growth and consider it in relation to residential growth to assess changes in the jobs/ housing balance and supply of affordable housing, and report findings to the Planning Commission on a regular basis.</i></li> <li>• <b>Growth Pacing.</b> <i>If needed, consider adoption of formal pacing mechanisms (to ensure continued progress on improving the jobs/ housing balance).</i></li> </ul> <p><b>1.b. Job Creation</b>  <i>The City should consider adding the following new policy to the Plan Santa Barbara Economy and Fiscal Health Element:</i></p> <ul style="list-style-type: none"> <li>• <b>Creation of Higher Wage Jobs.</b> <i>Emphasize programs, incentives, and land use changes that would prioritize creation of high-wage jobs in order to improve the balance between low-, middle-, and high-income wage employment opportunities.</i></li> </ul> <p><b>1.c. Locations for Affordable Housing</b>  <i>The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:</i></p> <ul style="list-style-type: none"> <li>• <b>Regional Coordination on Affordable Housing.</b> <i>Continue to coordinate with other South Coast agencies to identify available land for residential development and consider partnerships between local agencies to develop housing for the South Coast workforce. Inventory and consider publicly-owned sites throughout the South Coast’s urban areas with good transit accessibility for such development.</i></li> </ul>

Table ES-7: Implications of Additional Environmental Analyses (Continued)

Population and Jobs-Housing Balance	
Implications	Recommended Measures
	<ul style="list-style-type: none"> <li>• <b>City Affordable Housing Locations.</b> Identify locations appropriate for new affordable housing, and consider the locations for higher-density land use overlays. Utilize policy direction of Plan Santa Barbara in locating appropriate sites, including Housing Element Policies (Policies H1-In-Fill and Opportunity Sites; H6-Promote Affordable and Workforce Housing Production; H11-Mixed Use Housing at Shopping Centers; H12-Rental Incentives; H13-Residential Density Standards; H14-Second Unit Incentives) and Policy LG15-Sustainable Neighborhood Plans.</li> <li>• <b>Student/Faculty Housing.</b> Discuss with SBCC and other interested organizations the potential and obstacles to development of student housing on campus or within walking distance of campus. Provide encouragement and assistance to SBCC in pursuit of any needed legislative or Local Coastal Plan Amendments. Provide assistance in permitting and design of such housing and consider providing financial assistance for construction.</li> </ul> <p><b>1.d. Incentives for Affordable Housing</b>                      The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:</p> <ul style="list-style-type: none"> <li>• <b>Streamline Permit Process.</b> Revise development standards and procedures to streamline the permit process for mixed-use/residential projects that provide more affordable housing than standard City requirements (e.g., 40 percent or more) and that provide a smaller non-residential component (e.g., less than 25 percent of total floor area).</li> <li>• <b>Redevelopment Funding for Affordable Housing.</b> Pursue legislation that would extend the life of the Redevelopment Agency to 2030, and expand the Redevelopment Project Area only for providing affordable housing.</li> </ul>
<b>CITYWIDE JOB GROWTH AND HOUSING AFFORDABILITY</b>	Recommended measure RM POP-1, Improved Jobs/Housing Balance would apply.
Socioeconomic Issues	
Implications	Recommended Measures
<b>EXPOSURE TO ENVIRONMENTAL HAZARDS IMPLICATIONS</b>	<p><b>RM SOCIO-1 INTERIOR NOISE REDUCTION HOME IMPROVEMENT PROGRAM</b></p> <p>The City should add the following new policy to Plan Santa Barbara Environmental Resources Element:</p> <ul style="list-style-type: none"> <li>▪ <b>Financial incentive for environmental justice populations.</b> The City should establish a financial incentive program designed to provide low-interest loans to allow environmental justice populations</li> </ul>

Table ES-7: Implications of Additional Environmental Analyses (Continued)

Socioeconomic Issues	
Implications	Recommended Measures
	<p>located in high noise areas to construct noise control improvements to reduce indoor noise levels below 45 dBA CNEL.</p> <p>Mitigation measures MM AQ-1, Location of Sensitive Land Uses, MM TRANS-2, Reductions in Traffic Demand, and MM NOISE-1, Roadway Noise would also apply, as well as recommended measure RM HAZ-2, Hazardous Materials..</p>
<b>ECONOMIC DEVELOPMENT TRENDS AND AFFORDABLE HOUSING AVAILABILITY</b>	Recommended measure RM POP-1, Improved Jobs/Housing Balance would apply.
<b>AVAILABILITY OF RESOURCES AND PUBLIC SERVICES</b>	<p><b>RM SOCIO-2 MINORITY AND LOW-INCOME SERVING NEIGHBORHOOD COMMERCIAL BUSINESSES</b></p> <p><b>2.a. Non-Residential Growth Limits/Neighborhood-Serving Commercial Uses.</b>                      The City should consider adding to Plan Santa Barbara Policy LG2-Limit Non-Residential Growth, a separate category to the basic 1.5 million square-foot limit as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>Lower-income and/or Minority Population Commercial Services.</b> Commercial services owned by and/or predominantly serving lower-income and/or minority populations.</li> </ul> <p><b>2.b. Sustainable Neighborhood Plans/Neighborhood-Serving Commercial Uses</b>                      The City should add to Plan Santa Barbara Policy LG15-Sustainable Neighborhood Plans, as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>Retention of lower-income and/or minority population commercial services in Sustainable Neighborhood Plans.</b> Retention and/or growth of commercial services owned by and/or targeting lower-income and/or minority populations shall be an integral part of Sustainable Neighborhood Plans.</li> </ul>
	<p><b>RM SOCIO-3 COMMUNITY PARTICIPATION IN PLANNING EFFORTS</b></p> <p>The City should consider adding to Plan Santa Barbara Policy LG15-Sustainable Neighborhood Plans, as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>Public outreach for lower-income and minority populations.</b> Public outreach efforts to provide greater opportunities for lower-income and minority populations to participate in planning decisions that may affect their livelihood, or be an integral part of development of Sustainable Neighborhood Plans and public facilities planning.</li> </ul>
<b>COMMUNITY PARTICIPATION IN PLANNING EFFORTS</b>	Recommended measure RM SOCIO-3, Community Participation in Planning Efforts would apply.



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Note: The Hybrid Alternative Analysis, which was separately bound as Volume IV of the Proposed Final EIR, has been incorporated into Volume I, Section 22.0 (Alternatives Analysis Summary) of the Certified Final EIR.

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## 1.0 INTRODUCTION

*Plan Santa Barbara* is a General Plan update for the city of Santa Barbara. This Program Environmental Impact Report (EIR) evaluates the physical environmental effects associated with the amount, location, and type of future growth and development within the City under policies proposed in *Plan Santa Barbara*. Upon its adoption by City Council, *Plan Santa Barbara* is intended to serve as a City policy guide for the increment of additional future growth and development within the City over the next two decades to the year 2030.

The City's *Draft Policy Preferences* report (January 2009)<sup>1</sup> forms the basis of the project description for the *Plan Santa Barbara* EIR. The policies are built on a framework of sustainability principles intended to provide managed growth based on long-term resource capabilities, and maintain environmental quality, community character, a diverse and healthy population, and a vibrant economy. The *Draft Policy Preferences* report identifies draft goals, objectives, and policies for seven newly organized General Plan elements. These updated policy directives will subsequently be integrated with existing General Plan policies into a single, comprehensive General Plan document. As the Draft Plan has undergone refinement, policy numbers identified in the EIR analysis may have changed in subsequent drafts of the Plan.

Initial plan update components include an updated Land Use & Growth Management Element and Land Use Map, and an updated Housing Element. The *Plan Santa Barbara* policies also provide updated direction and policy amendments for the other General Plan Elements, which will include Economy and Fiscal Health, Environmental Resources, Historic Resources, Community Design, Circulation, and Public Services and Safety. This will provide interim policy direction and will be the basis for comprehensive updates of these Elements in subsequent phases of the *Plan Santa Barbara* process. An Adaptive Management Program (AMP) is also proposed to provide monitoring of policy implementation and effectiveness, so that as needed, policy modifications can be considered in a timely manner.

This Program EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) as discussed below. The EIR was prepared by AMEC Earth & Environmental, Inc. under the direction of city of Santa Barbara Community Development Department/Planning Division staff, with assistance from staff of the Public Works Department, Transportation Planning and Water Resources Divisions.

The EIR evaluates the potential environmental impacts of land use changes under *Plan Santa Barbara* policies over the next 20-year planning period to the year 2030, as well as the Housing Element over its State-mandated seven-year cycle. Analysis of longer-range potential build-out to the year 2050 and beyond is also provided.

The EIR process will include a public review period and comment hearings on the Draft EIR, preparation of a Final EIR, and City Planning Commission action to certify the Final EIR. City Council adoption of CEQA environmental impact findings occurs prior to their approval action on the *Plan Santa Barbara* General Plan policy update.

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<sup>1</sup> The January 2009 *Draft Policy Preferences* report is available online; see Section 29.0, References, for hyperlinks.

## 1.1 EIR Purpose and Legal Authority

The California Environmental Quality Act (CEQA) provides that projects requiring legislative or discretionary approvals, such as the *Plan Santa Barbara* General Plan amendments, undergo environmental review and documentation prior to their approvals (California Public Resources Code [PRC] 21000 *et seq.*). An Environmental Impact Report (EIR) is an informational document for the public and decision-makers to consider the environmental consequences of proposed actions, along with any measures that could feasibly avoid or lessen significant environmental effects. The CEQA Statute (listed under PRC §21000 *et seq.*) and accompanying State CEQA Guidelines (California Code of Regulations (CCR) Title 14 §15000 *et seq.*<sup>2</sup>) provide content and procedural requirements for EIRs. CEQA Guidelines §15064 states that if there is substantial evidence that a project may have a significant effect on the environment, an EIR must be prepared.

A significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CCR §15382).

The purpose of an EIR is to identify the significant effects of a project on the environment, to provide comparative impact evaluation for alternatives to the project, and to indicate the manner in which those significant effects could feasibly be mitigated or avoided (PRC §21002.1[a]). An EIR is also required to consider a project's cumulative impacts in situations where impacts could be individually limited but "cumulatively considerable" in conjunction with "the effects of past projects, the effects of current projects and the effects of probable future projects" (PRC §21083b[2]).

### 1.1.1 Program EIR

Section 15168 of the State CEQA Guidelines provides for the preparation of a Program EIR for a series of actions that constitute one large project and are related geographically, as a logical part in a chain of actions, in connection with rules or plans that govern a continuing program, or as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. In the case of *Plan Santa Barbara*, this includes the current phase of work, including adoption of the proposed new document framework, policy amendments and directives, and initial Element updates. This EIR may also be found to address subsequent phases of the planning process, including restructuring of the City General Plan, updating of additional elements, and consideration and adoption of a range of implementation programs, including ordinance amendments.

Use of a Program EIR provides the City with the opportunity to consider broad policy alternatives and mitigation programs to address citywide cumulative impacts. The CEQA Guidelines (§15168[b]) encourage the preparation of Program EIRs, citing the following advantages:

1. Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual project EIR;
2. Focus on cumulative impacts that might be slighted in a case-by-case analysis;
3. Avoidance of duplicative reconsideration of basic policy issues;
4. Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to address them; and

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<sup>2</sup> Both the CEQA Statute and Guidelines are available online; see Section 29.0, References, for hyperlinks.

5. Reduction of paperwork by encouraging the reuse of data through tiering [i.e., tiering of subsequent environmental document off the Program EIR, as well as incorporating program analysis by reference].

Environmental impact analysis for a general plan looks at the future secondary effects of the development which could occur under the plan's policies for future land uses and growth potential. Impacts of the plan are considered as changes to the environment compared to existing environmental conditions on the ground (not compared to the existing general plan). A comparative analysis of environmental effects of future land use and growth under the existing general plan is provided as the "No Project/Existing Policies" alternative.

Once a Program EIR has been prepared, subsequent activities within the program are evaluated to determine whether additional CEQA analysis is needed. These subsequent activities could be found to be within the Program EIR scope, and additional environmental documents may not be required if the Program EIR adequately addresses impacts of the subsequent activity (CEQA Guidelines §15168[c]). When a Program EIR is relied upon for a subsequent activity, the Lead Agency incorporates applicable mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines §15168 [c] [3]). If a subsequent activity would have effects that are not identified in the Program EIR, the Lead Agency prepares additional documentation, which could be an Exemption or a new Initial Study leading to a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an EIR, as applicable.

### 1.1.2 Criteria for Adequacy of an EIR

CEQA Guidelines §15204 states that "the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of the magnitude of the project at issue, the severity of its likely environmental impacts and the geographic scope of the project."

CEQA Guidelines §15146 further directs that "The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in an EIR.", and acknowledges that the degree of specificity of a construction site will have more detailed analysis than that of a general plan, given the greater accuracy of predicted outcomes of the development project. A Program EIR will by its nature require a broader scope and level of analysis than an EIR for an individual development project.

CEQA Guidelines §15151 identifies the standards for adequacy of an EIR as follows:

*"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental impacts of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not render an EIR inadequate, but the EIR must summarize the main points of disagreement among the experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

CEQA Guidelines § 15126.6 provides guidance for EIR selection and comparative evaluation of a reasonable range of potentially feasible alternatives to the project that would meet most of the project objectives but avoid or lessen any of the significant effects. An EIR need not consider every conceivable alternative to a project. There is no ironclad rule for selection of alternatives other than the rule of reason.

## 1.2 EIR Scope and Content

In accordance with the State and City CEQA environmental review procedures, the City of Santa Barbara issued a Notice of Preparation (NOP) of an EIR for *Plan Santa Barbara* on January 14, 2009, noticing the intent to prepare a full-scope EIR. A public scoping meeting was held before the City's Planning Commission on January 29, 2009. The City received 35 letters of comment from State and local agencies, organizations, and individuals on this NOP (Appendix B). The City then refined the EIR scope of analysis in response to comments received, to focus effort analysis on impacts of most critical public concern. This EIR is organized in sections, as follows:

- Section 1: Introduction, discusses EIR purpose and legal authority, EIR scope and content, agencies involved, and the process for EIR public review and certification, and Plan approval.
- Section 2: Environmental Setting and Existing Policies, provides an overview of current physical and demographic conditions in the City, background and history of the current City General Plan, and a summary description of existing regional and City environmental plans and policies.
- Section 3: Project Description, provides the *Plan Santa Barbara* project description analyzed in this EIR, including Objectives and Policy components.
- Section 4: EIR Growth and Policy Assumptions, identifies the assumptions regarding locations, types and amounts of growth and the expected effects of proposed policies. These assumptions inform and guide the EIR's impact analysis.
- Section 5: Description of Alternatives to the Project, identifies the alternative policy and growth scenarios that are also analyzed for environmental impacts in comparison to *Plan Santa Barbara* impacts, including the required "No Project"/Existing Policies Alternative which considers environmental effects if existing City policies remained and the *Plan Santa Barbara* policies did not proceed; Alternative 1-Lower Growth; and Alternative 2-Additional Housing.
- Environmental Impacts and Mitigation: Sections 6.0 through 16.0 contain environmental analysis of standard EIR issue areas pertaining to the *Plan Santa Barbara* policies and the growth level forecasted to occur over the two-decade plan period to the year 2030. These environmental issue areas include: Air Quality, Biological Resources, Geological Conditions, Hazards (Accident Potential, Hazardous Materials, Wildfire), Heritage Resources (Archaeology, History), Hydrology and Water Quality, Noise, Open Space and Visual Resources, Public Services (Police, Fire, Parks, Schools), Public Utilities (Water, Wastewater, Solid Waste), and Transportation (Circulation and Traffic). For each topic, the analysis includes discussion of existing conditions, methodology and impact significance guidelines, citywide impacts related to the project description, cumulative impacts of the larger region (e.g., South Coast, County, regional air basin), comparative impacts of alternatives, and identified mitigation measures that could avoid or lessen significant impacts. An analysis of potential longer-term impacts beyond the 20-year planning period for *Plan Santa Barbara* is also provided as a reasonable worst case view of impacts associated with full build-out under the plan.
- Additional Environmental Analysis: Sections 17.0 through 21.0 provide additional environmental analysis topics that draw on the earlier analysis of individual impact topics. These include Energy, Global Climate Change, Population and Jobs-Housing Balance (population, housing, employment, growth-inducing effects and land use), Socioeconomic Issues (population diversity, environmental justice effects on low-income and ethnic minority populations, economy) significant irreversible environmental effects, effects found not to be significant, and unavoidable significant environmental effects.
- Section 22.0: Alternatives to the Project, the analysis of alternatives provided in each earlier impact section is summarized, along with discussion of environmentally superior alternatives.

- Sections 23.0, 24.0 and 25.0: provide a proposed mitigation monitoring and compliance program, and document references (report preparers, information sources used in EIR preparation).
- Volume II, Appendices B through L to the EIR are also provided as separate documents, and contain procedural information such as public scoping comments and additional technical information that supports the EIR analysis.
- Volume III, Response to Comments, includes written comments, letters, and e-mails received from the public during the Draft EIR public review period, a list of persons and entities who commented, and written responses to public comments.
- Volume IV contains the Hybrid Alternative Analysis, including a description of the Hybrid Alternative, a comparative impact analysis; and the *Plan Santa Barbara* impact summary tables and Mitigation Monitoring and Reporting Plan. (Incorporated into Volume I in Certified FEIR)

### 1.2.1 Impact Significance Guidelines and Impact Classification

CEQA requires that an EIR analysis identify whether identified environmental impacts are considered significant or not. For each impact section, City guidelines for identifying impact significance are identified, along with notes on methodologies for conducting the impact analysis. For some topics, such as air quality, traffic, and noise, significance guidelines are more quantitative in nature. For other topics, such as biological, archaeological, and visual resources, impact significance guidance is necessarily more qualitative, involving assessing the importance of resources based on a variety of factors, and then characterizing the level of project impact on those resources.

The EIR impact discussions also use the City's system of classifying impact significance levels, as follows: **Class 1** is a significant impact to the environment that remains significant even after mitigation measures are applied; **Class 2** is a potentially significant impact that can be avoided or reduced to an insignificant level with mitigation; **Class 3** is a less than significant impact; and **Class 4** is a beneficial impact. Impact level determinations are made using City impact significance guidelines and criteria for each impact topic.

### 1.2.2 Mitigation Measures, Recommended Measures, and Monitoring

Mitigation measures are identified that could feasibly avoid or reduce the severity of significant environmental impacts. As a citywide Program EIR associated with the City General Plan, mitigation in this EIR is intended to identify programmatic approaches to avoid or reduce potentially significant citywide cumulative impacts as development occurs incrementally over the next twenty years. The mitigation measures are identified as part of the EIR analysis of each impact topic in Sections 6.0 through 16.0.

For impacts identified as less than significant or less than significant with mitigation, the EIR also identifies some Recommended Measures that could further lessen impacts or improve resources. Because they are not required to reduce significant impacts, adoption of Recommended Measures is at the discretion of decision-makers.

CEQA requires that implementation of adopted mitigation measures be monitored for compliance. A draft Mitigation Monitoring and Reporting Program (MMRP) is provided in Section 23. It is intended that monitoring for CEQA mitigation will be coordinated with monitoring established as a part of the *Plan Santa Barbara* Adaptive Management Program monitoring of community indicators of sustainability to help assess whether Plan policies are proving effective toward achieving Plan goals.

Mitigation measures may involve various means of implementation, such as the following:



- Measures incorporated directly into the revised General Plan as new or revised policies or development standards, or in implementing ordinances
- Measures used as standards or community indicators in the new Adaptive Management Program
- Measures implemented in multi-year City operational programs, such as a capital improvements program
- Measures incorporated as standard departmental conditions of approval for individual development projects

City decision-makers will consider recommended mitigation measures and their feasibility prior to adoption of *Plan Santa Barbara*. Feasibility or infeasibility of mitigation may be determined based on economic, environmental, legal, social, and technological factors. The City may choose to incorporate measures or may disagree in whole or in part with a measure or its feasibility and decline its adoption.

### 1.2.3 Consideration of Project Alternatives

This Program EIR provides an opportunity for more comprehensive consideration of environmental impacts and alternatives than would be practical in an EIR for an individual development project. Coupled with consideration of cumulative impacts on a regional scale of analysis, this Program EIR allows for City consideration of broad policy alternatives and program-wide mitigation measures.

CEQA Guidelines (§15126.6[d]) directs the assessment of a range of alternatives to allow for comparative analyses by decision-makers. CEQA requires consideration of a reasonable range of alternatives to a project that: (1) could feasibly attain most of the basic project objectives; and (2) would avoid or substantially lessen significant impacts of the proposed project. An alternative cannot be eliminated simply because it is more costly or if it could impede the attainment of project objectives to some degree. The State CEQA Guidelines also requires that the EIR identify the “environmentally superior alternative” from among the project and alternatives evaluated.

Section 22 examines three alternatives to the proposed project as required under CEQA Guidelines (per CCR §15126.6[e][1]). The ***No Project/Existing Policies Alternative*** considers environmental impacts if the *Plan Santa Barbara* policies did not go forward and existing policies continued. This provides a baseline impact analysis against which to compare impacts of the *Plan Santa Barbara* and alternative policy/growth scenarios. The ***Lower Growth Alternative*** considers policy options with a reduced growth increment to lessen potentially significant local resource impacts. The ***Additional Housing Alternative*** considers policy options with an increased housing component to further address project objectives to lessen the jobs/housing imbalance and associated regional traffic/air quality/energy impacts, and maintain community economic and population diversity.

## 1.3 EIR Lead, Responsible, and Trustee Agencies

***Lead Agency:*** *Plan Santa Barbara* represents a set of legislative amendments to the City’s General Plan to be used as the blueprint for land use and physical development within City jurisdiction over the next 20 years. A Lead Agency for a project is the agency with principal responsibility for approving or carrying out a project (CEQA Guidelines §15367). The city of Santa Barbara is the project proponent for the *Plan Santa Barbara* project with primary discretionary authority to determine whether and how to approve the *Plan Santa Barbara* General Plan policy amendments. The City is therefore also the Lead Agency under CEQA for

preparing and approving environmental review for *Plan Santa Barbara* prior to plan approval (per CCR §15351).

**Responsible Agencies:** In addition to the City, other public agencies have authority over certain aspects of *Plan Santa Barbara*. Under CEQA, those additional agencies with approval authority over aspects of the project are known as “responsible agencies” (CEQA Guidelines §15381). The EIR would be used for CEQA compliance for their plan approval actions as well as for City plan approval actions. The California Coastal Commission (CCC) and California Department of Housing and Community Development (HCD) are responsible agencies for *Plan Santa Barbara*. Any project components that would amend the current certified Local Coastal Plan would be subject to CCC review and certification. Similarly, amendments to the Housing Element require HCD certification.

**Trustee Agencies:** Certain State agencies that exercise general management authority over specified resources of the State held in trust for the people of the State are identified under CEQA as Trustee Agencies when the resources may occur within a project area (CEQA Guidelines §15386). The State Lands Commission (managing navigable waters), California Department of Fish and Game (CDFG), California Department of Parks and Recreation, and the University of California (properties associated with their Santa Barbara campus) are all Trustee Agencies overseeing resources held in the public trust that occur within the City, its sphere of influence, and/or the South Coast region of Santa Barbara County. The CDFG provided comments to the City regarding the EIR scope.

**Other Interested Agencies:** There are a number of additional agencies that may be interested in *Plan Santa Barbara* proposed policies and environmental impacts, although they would have no approval authority over the Plan adoption itself. Some agencies may have permit authority over aspects of subsequent future development or public improvements implementing the Plan. Interested agencies may include the State Attorney General’s Office (climate change issues), Local Agency Formation Commission (LAFCO, sphere of influence/annexations); Santa Barbara County Association of Governments (SBCAG, regional transportation, housing, climate change), Santa Barbara County Air Pollution Control District (SBCAPCD, air quality, climate change), California Department of Transportation (Caltrans, highway improvements), California Native American Heritage Commission (CNAHC, historic and archaeological resources), Santa Barbara County Flood Control District (SBCFCD, flood hazards); local governments including County of Santa Barbara and cities of Goleta and Carpinteria, special districts, and other Federal and State agencies.

## 1.4 EIR Public Review and Certification Process

The following discusses public input to the *Plan Santa Barbara* and EIR process, and outlines EIR process steps.

### 1.4.1 Opportunities for Public Review and Comment

Numerous opportunities for public input have been provided throughout the *Plan Santa Barbara* process, with more to come. The *Conditions, Trends and Issues Report* provided initial background analysis in 2005. The draft report *General Plan Update: Policy Preferences* (City of Santa Barbara January 2009) is the result of an 18-month public participation process, including input from three rounds of community workshops, dozens of small group meetings with community organizations, informational forums, Planning Commission work sessions, Council status reports, a youth survey, a residents telephone survey, and hundreds of written comments, letters, and e-mails received from the public. The City’s *Plan Santa Barbara* website (available at

www.youplansb.org, in English and Spanish) provides an explanation of the process, related documents, a calendar of events and a timeline, videos of meetings, hearings, and workshops, a place to leave comments, sign up for e-mail updates, and learn how to get involved (City of Santa Barbara 2008c). Figure 1.1, *Plan Santa Barbara Process Timeline and Milestones*, is a summary of the first three phases of *Plan Santa Barbara* containing key meetings, workshops, and documents vital to the *Plan Santa Barbara* public process.

The Environmental Impact Report process provides additional opportunities for public information and input on *Plan Santa Barbara*, as identified in the process steps outlined below.

### 1.4.2 EIR Process Steps

The EIR environmental review process consists of the following steps, as specified in the State and City CEQA Guidelines:

***Notice of Preparation and Public Scoping Hearing.*** After determining that an EIR is required, the Lead Agency files a Notice of Preparation (NOP) of an EIR with the Office of Planning and Research (OPR) State Clearinghouse and notifies responsible and trustee agencies, any Federal agency involved in approving or funding the project, and parties previously requesting notice in writing. The City issued a NOP on January 11, 2009, requesting comments on the proposed EIR scope of analysis within 30 days. The City Planning Commission held a public Scoping Hearing on January 29, 2009, and public comments were received until February 12, 2009. Following the public scoping period, the City considered comments received and adjusted the EIR scope of analysis.

***Draft EIR and Public Review Period.*** The Draft EIR is prepared under direction of the Lead Agency (City of Santa Barbara). The Draft EIR is released by the Lead Agency with a Notice of Completion (NOC) to the State Clearinghouse and a public Notice of Availability (NOA). The public is informed of the availability of the Draft EIR through a newspaper or other general circulation publication and/or other media outlets, posting on websites, and/or via direct mailing. A public review period of at least 45 days is required. Comments from the public, community organizations, and agencies are requested on the adequacy of the EIR analysis. A Public Hearing is held by the Planning Commission during the public review period as another opportunity for public comment on the Draft EIR.

***Final EIR and EIR Certification.*** Following the close of the Draft EIR public review period, the Lead Agency prepares the Final EIR, which includes the Draft EIR with any necessary revisions, public comments and a list of persons and entities who commented, and written responses to public comments submitted during the Draft EIR public review period. The City Planning Commission certifies that the Final EIR has been completed in compliance with CEQA and reflects the Lead Agency's independent judgment and analysis (CCR §15090). The Final EIR is then presented to the City Council (the decision-making body for *Plan Santa Barbara*) and the Council must review and consider the information in the Final EIR prior to approving the Plan.

***Project Decision, Findings, and Statement of Overriding Considerations.*** CEQA identifies the Lead Agency's duty when making project decisions to minimize environmental damage where feasible and to balance among competing public objectives. State Guidelines Section 15021 directs that a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

# Figure 1.1 *Plan SB* Process Major Milestones and Timeline

Prepared by **amec**

*Plan Santa Barbara* Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence



<b>Phase I</b>  Commencement (March 2005 through December 2007)	City Council goals set	March 2005
	<i>Conditions, Trends, Issues (CTI)</i> report	September 2005
	1½ year hiatus for Upper State Street Study	2005 – 2007
	Initial Public Outreach meetings	
	City Council, Planning Commission, Architectural Board of Review, and Historic Landmarks Committee meetings	
	Community Workshops Round 1	June 2007
	<i>Community Input Summary Report</i>	December 2007
<b>Phase II</b>  Generation of Development Trends and Policy Options Reports (January through August 2008)	Ongoing public outreach (e.g., Youth Survey)	
	Ongoing Planning Commission/ City Council briefings	
	<i>Development Trends Report 1990-2007</i>	March 2008
	Planning Commission Development Trends work session	April 2008
	Development Trends workshops (Community Workshops Round 2)	
	<i>Draft Policy Options Report</i>	July 2008
	Policy Options workshops (ongoing Community Workshops Round 2)	
Public Opinion Survey	August 2008	
Planning Commission and City Council Initial Review Hearings (September through December 2008)	Planning Commission Policy Options hearings	September – November 2008
	<i>Draft Policy Preferences, Recommendations to City Council</i> report	December 2008
	City Council endorses <i>Plan SB</i> and Environmental Impact Report (EIR)	
<b>Phase III</b>  <i>Plan SB</i> and EIR Review and Adoption Process (January 2009 through 2010)	<i>Draft Policy Preferences, City Council Direction</i> report	January 2009
	Notice of Preparation (NOP) of Program EIR for <i>Plan SB</i>	
	Planning Commission EIR public scoping hearing	late January 2009
	Draft EIR/Draft General Plan amendments public review period	2010
	Planning Commission certification of Final EIR and recommendations to City Council	2010
	City Council adoption of General Plan amendments	2010
<b>Phase IV</b> <i>Implementation and Other Element Updates</i>		

Note: All of the documents prepared to date are available on the City's *Plan SB* website, [www.YouPlanSB.org](http://www.YouPlanSB.org) or at the City Planning Division office located at 630 Garden Street. See Section 29.0, *References*, for hyperlinks to these free downloadable documents.

The Guidelines go on to state: “CEQA recognizes that in determining whether or how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian.”

Upon certification of the EIR, the Lead Agency makes a decision on the project analyzed. CEQA provides that the Lead Agency may disapprove a project because of its significant environmental effects, require changes to the project to reduce or avoid significant environmental effects, or approve the project despite its significant environmental effects if findings and a statement of overriding considerations are first made and adopted.

In order to approve or implement a project for which an EIR has been certified which identifies significant environmental effects, the public agency must make written findings for each of the significant effects, including a brief explanation of the rationale for each finding. When a Lead Agency approves a project which will result in unavoidable significant environmental effects identified in the certified EIR, the Lead Agency shall state in writing the specific reasons (overriding considerations) that support its action, including substantial evidence on the record. When economic, legal, social, technological, or other benefits of a proposed project outweigh the significant unavoidable adverse effects, these effects may be considered acceptable. However, it is noted that currently adopted City Charter/ordinance policies do not allow for overriding considerations for some non-residential projects for some environmental issues, including traffic, water supply, and housing.

The Planning Commission will hold a public hearing on *Plan Santa Barbara* and forward their recommendations to the City Council. Other City advisory boards and commissions may also forward comments and recommendations to Council. The City Council is the City Lead Agency, with authority to adopt the CEQA and planning findings and approve the proposed *Plan Santa Barbara* amendments to the General Plan.

***EIR Mitigation Monitoring and Reporting Program.*** The Lead Agency adopts a monitoring and reporting program for mitigation measures that were adopted or made conditions as part of project approval to mitigate significant effects. As part of the Plan adoption process, the City Council also adopts the Mitigation Monitoring and Reporting Program associated with *Plan Santa Barbara*. This monitoring plan is intended to be coordinated with the Adaptive Management Program of *Plan Santa Barbara*, which also provides for monitoring efforts.

***Notice of Determination.*** After a project is approved, the Lead Agency files a Notice of Determination (NOD) to the State Clearinghouse within five working days of the agency action.

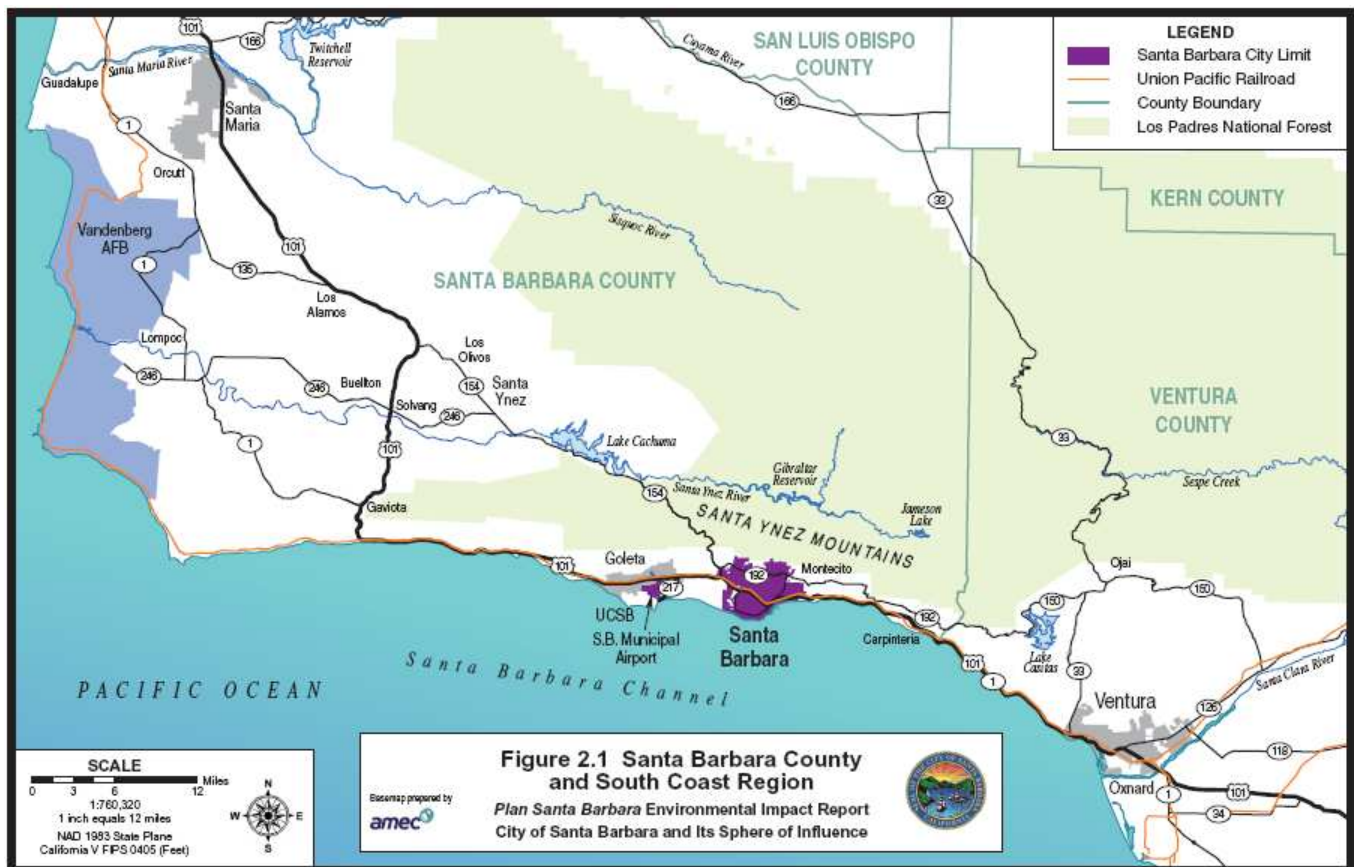
## 2.0 ENVIRONMENTAL SETTING AND EXISTING POLICIES

The following section presents a summary of the current location and planning areas of the city of Santa Barbara and surrounding region, physical setting, existing land uses, demographics, background on development of the existing City General Plan and growth management policies, and an outline of existing regional and City environmental plans and policies.

### 2.1 Location and Planning Areas

#### 2.1.1 City of Santa Barbara

The city of Santa Barbara is located in the State of California on Santa Barbara County’s South Coast; approximately 30 miles north of the city of Ventura and 75 miles south of the city of Santa Maria (refer to Figure 2.1). The City encompasses approximately 12,636 acres (approximately 19.7 square miles) and extends from the Pacific Ocean on the south generally 3 to 5 miles north into the foothills of the Santa Ynez Mountains (AMEC 2009). The City’s boundaries span approximately 5 miles from the Coast Village Road commercial corridor adjacent to the unincorporated community of Montecito on the east, to Hope Ranch and eastern Goleta Valley on the west. The City also includes the 970-acre Santa Barbara Airport, located in the Goleta area approximately 8 miles west of the City proper.



The City General Plan and *Plan Santa Barbara* update process apply to the areas within the incorporated city of Santa Barbara jurisdiction. This EIR project description and project impact analysis applies to the area citywide.

### 2.1.2 State and Regional Planning Areas

The city of Santa Barbara is located within several planning areas that attempt to limit cumulative impacts to resources by coordinating the planning efforts and related public services to distinct municipalities. As a result, the impacts of programs and policies in *Plan Santa Barbara* must be considered within the regional context of these planning areas. For the City, these planning areas include:

- ***State of California:*** Through the Governor's Office of Public Research and the Attorney General, the State provides guidance and direction pertaining to long-time CEQA issues as well as emerging CEQA issues of State importance such as climate change and energy consumption. The California Coastal Commission oversees the Coastal Act of California, certifies the City of Santa Barbara's Local Coastal Plan and amendments to the plan, and retains appeal authority of certain development permits occurring within the State Coastal Zone.
- ***Tri-County:*** Santa Barbara County Office of Emergency Services coordinates with adjoining offices of emergency services in Ventura and San Luis Obispo Counties. The Tri-County Coordinators meet and discuss regional preparedness several times throughout the year. The city of Santa Barbara is located in the South Central Coast Air Basin (Basin) and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD) a regional agency that implements the Clean Air Act. The Basin includes the entire area of San Luis Obispo, Santa Barbara, and Ventura Counties.
- ***Coastal Zone:*** In addition to the California Coastal Commission's oversight role for development of the City's coastal zoned lands, the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) provides multi-jurisdictional coordination efforts in the maintenance, protection, and enhancement of the beaches within Santa Barbara and Ventura Counties. BEACON tests many sand management and engineering strategies for shore protection and makes determinations about the success of each strategy.
- ***South Coast:*** The Metropolitan Transit District (MTD) provides bus services from Carpinteria to Goleta, UCSB and Isla Vista, with connecting services to outlying regions. MTD is a main form of daily commuter mass transit.
- ***Santa Barbara County Association of Governments (SBCAG):*** A regional planning agency comprised of Santa Barbara County and all eight incorporated cities within the county. SBCAG distributes local, State, and Federal transportation funds and acts as a forum for addressing regional and multi-jurisdictional issues.
- ***Local Agency Formation Commission (LAFCO):*** The Commission is a State-created commission responsible for working closely with citizens, the County, cities and special districts within the County on a variety of issues concerning jurisdictional change. LAFCO's statutory purposes include the discouragement of urban sprawl and the encouragement of orderly governmental boundaries based upon local circumstances and conditions.
- ***County of Santa Barbara:*** The County of Santa Barbara provides agency services and facilities for City residents including: the County Flood Control District and Water Agency for management of surface flooding and drainage improvements, County Assessor's Office relating to tax property tax assessments and collections, and County Solid Waste Division for disposal of solid waste at both the Tajiguas landfill and the County Transfer Station. Additionally, coordinated planning efforts occur between the City and County within the City sphere of influence, located within the unincorporated regions of the County, as well as the joint City and County review process established for the Mission Canyon Specific Plan.

## 2.2 Existing Physical Setting

A graphical overview of the existing physical setting of the City is provided in Figure 2.2. The physical conditions existing within the City include the following:

- The City is situated on a coastal plain and the lower foothills of the east-west trending Santa Ynez Mountain Range. Seismicity is typical of Southern California, with a number of smaller faults present within and near the City.
- A coastline several miles long, with beaches that abut both low lying City areas in the Waterfront area and high cliffs along the Mesa.
- The City is located in the South Central Coast Air Basin, which is located in central and southern California, bordered by Los Angeles County to the south and Monterey County to the north.
- Significant areas of open space exist along area beaches and watersheds, in the largely undeveloped Las Positas Valley and within the foothills; robust associated biological communities.
- A zone of high wildfire hazard extends down from the foothills.
- Host to sites of importance to the Chumash people, and numerous historic structures from the late nineteenth century and throughout the twentieth century.
- A transportation system that is comprised of one major U.S. Highway (101), a few State Routes, and a well connected series of arterial streets; the majority of area roads and intersections operate at a high level of service with some notable exceptions.
- A noise environment that is dominated by vehicle noise from U.S. Highway 101, other roads and the Union Pacific Railroad.

## 2.3 Demographics

Major demographic characteristics of the city of Santa Barbara are noted below:

- With over 90,000 residents, the city of Santa Barbara is the County's second largest city, and is the jurisdiction with the largest population on the South Coast.
- As a result of its robust job market and status as a tourist destination, the City receives a significant influx of daytime workers and visitors which can swell the daytime population to more than 130,000.
- The 2000 median age within the City was 34.6 years, compared to the County median of 33.4 years (Census 2000).
- In 2000, slightly fewer than 20 percent of City residents were less than 18 years old and 13.8 percent were senior citizens over 65 years old.
- In 2000, approximately three-quarters of the City's population were considered white with no other race identified in their heritage. The largest ethnic minority was the Hispanic community with just over 35 percent of the population, followed by Asians, making up 2.7 percent of the population. Approximately 4 percent of the population had a mixed racial heritage (Census 2000).
- The largest job sectors in the City include services, government, and retail trade, with Cottage Hospital being the largest employer in the City followed by the County of Santa Barbara, SBCC, and the Santa Barbara School District (City of Santa Barbara 2004b; UCSB 2008).



- The total workforce within the City was estimated at 56,000 while employment was estimated to be 52,700 jobs.
- The unemployment rate was 5.8 percent in 2009, which is considerably lower than the County, State, and national averages (Employment Development Department 2009).

## 2.4 Existing Land Uses

Approximately 96 percent of private land in the City is developed (City of Santa Barbara 2005b). Remaining vacant land consists of scattered smaller parcels throughout the City, with larger vacant properties within the City and its sphere largely located in the foothills, Las Positas Valley, and the North La Cumbre areas. Many of these vacant properties have constraints such as steep slopes, sensitive habitat, limited access, and high fire hazard.

There are also hundreds of parcels throughout the City that are “under-developed”, with less build-out than could be considered for permitting under General Plan and Zoning designations. These parcels include older, often single-story commercial or industrial buildings, larger public and private parking lots, and single-family homes located on larger parcels designated for commercial or multiple-family uses. To a large extent, these underdeveloped parcels would be the focus of development anticipated to occur under *Plan Santa Barbara* over the next 20 or more years. As in recent decades, future development in Santa Barbara is expected to most often involve demolition of existing older development on a site and redevelopment, potentially with more extensive development.

The City’s sphere of influence is the area adopted by the City and designated through the Local Agency Formation Commission (LAFCO) to represent potential ultimate City limits, i.e., areas expected to be eventually annexed to the City over time. LAFCO is the government entity charged with overseeing jurisdictional boundary issues and expansions.

The unincorporated sphere area is generally coterminous with existing City limits on the east, and includes unincorporated lands on the north and west, particularly the communities of Mission Canyon and Hope Ranch, and commercial and residential areas along the west end of Upper State Street and Modoc Road. Some separate unincorporated parcels also occur inside of the City boundary, along north La Cumbre Road and within the Las Positas Valley (refer to Figure 2.2). The City sphere encompasses almost 5,376 acres; however, over recent decades, annexations to the City have focused on limited areas of in-fill development along north La Cumbre Road and lands within the Las Positas Valley. City policy has been to follow the lead of sphere area property owner wishes as to whether or not to process annexations.



*The Milpas Street corridor generally supports neighborhood commercial uses, with two larger shopping centers anchored by Trader Joe’s and Scolari’s Food and Drug Co.*

Commercial uses are concentrated within the downtown central business district centered along several blocks parallel with lower to mid-State Street, and major commercial centers and businesses along Upper State Street. Additional important commercial corridors include Milpas, Haley, and Gutierrez Streets, and Coast Village Road, with smaller neighborhood-serving commercial centers located throughout the City, such as on Cliff Drive on the Mesa and upper De La Vina Street in the Samarkand/Upper State Street neighborhoods. Service commercial and industrial uses are generally confined to the waterfront

**Figure 2.2: Santa Barbara**

and south of Haley Street in the western portions of the Eastside neighborhood. The City currently has more than 1,000 acres of mercially-zoned land with an additional 200 acres zoned for industrial uses.

Residential uses dominate the City and extend from the Mesa shoreline to the Cielito neighborhood high in the foothills. Residential uses range from one acre or larger estate lots in the foothills to predominantly single-family homes in San Roque, the Mesa, Upper Eastside, and Las Positas Valley, to a mix of apartments, condominiums, duplex and single-family homes on the Eastside and Westside.



*Almost half the City's 12,636 acres supports single-family residential neighborhoods, such as these homes on 1/4-acre lots.*

Single-family development is a dominant land use and comprises approximately 53 percent (6,667 acres) of the City's land area. When combined with multiple-family uses (1,137 acres), total residential land uses comprise nearly 62 percent of the City's total acreage. An estimated 37,412 existing units are located on approximately 8,724 acres city-wide (City of Santa Barbara 2005a and 2005b).

## 2.5 Background: City General Plan and Growth Management Tools

The following provides background information on the development of City General Plan policies and other growth management tools over time.

### 2.5.1 The General Plan

Every city and county in the State of California must have an adopted General Plan to guide future growth and physical development. The first city of Santa Barbara General Plan adopted in 1964 identified a future build-out potential exceeding 100 million square feet (sf) of non-residential development (e.g., commercial, industrial, institutional, etc.) and an ultimate resident population between 140,000 and 170,000.

While no overall updates to the General Plan have occurred since that initial adoption, various General Plan Elements were adopted or updated in the 1970s, 1980s, 1990s and 2003-2004 (see Table 2.4). Major amendments to land use and growth control mechanisms were adopted in 1989 (i.e., Measure E), and major policy changes were incorporated into the Circulation Element in 1998.

### 2.5.2 Impacts of Growth Study

The 1971 *City of Santa Barbara Goals Report* assessed the effects of identified future population and build-out on the community, and spurred subsequent City action to reduce build-out potential to ensure a healthy environment. The City conducted an *Impacts of Growth Study* in 1974 as a result of community concern about the quality of life in Santa Barbara and the limited resources available to support projected growth. In response to the study, the City adopted amendments to the General Plan and Zoning Ordinance which reduced build-out potential in residential areas, and maintained commercial zoning designations, resulting in what is referred to as the 1975 residential down-zoning.

### 2.5.3 Variable Density

Following the 1975 residential down-zoning, the City recognized that the residential ordinance made it more profitable to build large homes than small ones; and that redevelopment of properties was resulting in more commercial development than residential, with the loss of existing smaller, more affordable homes. In 1977, the City sought to reverse this trend by adopting the Variable Density ordinance which allows a range of number of units per acre in multiple zones, based on the number of bedrooms, to encourage affordable multi-family residential units.



*New mixed-use developments, such as this project on Chapala Street, have been enabled by the City's variable density ordinance.*

Variable Density applies in Multiple-Family Residential (R-3, R-4) and certain office and commercial zones (C-1, C-2, C-M and R-O), as well as coastal commercial zones that allow residential uses under the Local Coastal Plan (HRC-2 and OC).

Variable Density provisions allow for potentially more units on a building site based on a prescribed set of ratios for number of bedrooms per lot area, rather than the more traditional residential units per lot area. All of the recent mixed-use developments in the City's commercial zones as well as many of the new condominiums and town homes in multi-family zones have been enabled by the variable density ordinance.

### 2.5.4 Measure K and "Living Within Our Resources"

In 1977, the Santa Barbara voters passed a two-part measure that upheld the 1975 down-zoning and required voter approval for land use proposals or legislation that would increase population<sup>1</sup>. In the 1980s, the City proposed a ballot measure known as Measure K that was passed and incorporated into the City Charter as Section 1507. Through a Charter Amendment, Measure K mandated that land use development and policies provide a balance between residential and commercial development and not exceed the capabilities of its public services and physical and natural resources. It represented the birth of the City-mandated goal of "living within our resources."

### 2.5.5 Measure E Non-Residential Growth Limit

The City began a General Plan Update process in 1982 with technical studies, followed by a public participation process in 1988. The following year in 1989, ballot Measure E, a non-residential growth management amendment to the City Charter, was approved by voters. Measure E resulted in the implementation of general plan amendments, ordinances, and guidelines that limit the amount of net new non-residential development within the City to 3 million sf until January 1, 2010<sup>2</sup>, and recognized residential needs as the highest

<sup>1</sup> The provision requiring voter approval for population increases was later determined to not be legal.

<sup>2</sup> In July 2009, City Council extended these non-residential growth limits to January 1, 2013 with an amendment to the implementing ordinance (§28.87.300)

priority. In 1990, the Council adopted amendments to the General Plan and Zoning Ordinance which emphasized mixed-use and higher tial densities in the downtown area and limited overall residential development based on the 1985 Master Water Plan, which envisioned a build-out of 40,005 residential units.

Measure E has been used to regulate the pace of non-residential growth since 1989. Restrictions on such new development have stimulated the redevelopment of existing structures and mixed-use (residential & commercial) development in commercial zones.

Measure E has been effective in regulating and pacing non-residential growth, while at the same time stimulating the redevelopment of aging existing structures and the development of mixed-use projects (i.e., both commercial and residential uses on the same site). The 3 million square feet of additional non-residential floor area was allocated into categories available to different types of projects. The original categories were: Approved Projects, Pending Projects, Vacant Property, Small Additions, and Community Priority.

**Table 2.1: Original Measure E Allocations and Allocations Remaining by Square Feet (sf)**

Allocation Category	Original Allocation	Allocation Remaining
Approved Projects	900,000	0
Pending Projects	700,000	0
Vacant Property	500,000	316,110
Small Additions	600,000	60,000
Community Priority	300,000	32,781
Economic Development	N/A	398,485
<b>Total Measure E</b>	<b>3,000,000</b>	<b>807,376</b>

Source: City of Santa Barbara 2008a.

In 1995, the Economic Development floor area allocation category was created in order to reallocate unused square footage from the “Approved,” “Pending,” and “Small Addition” categories to projects which promote economic development of the City. These changes were enacted in response to the deep economic recession of the early 1990s and increased the flexibility of the City to approve projects under Measure E. Thus, the allocation of development under Measure E has evolved in response to economic conditions, while still substantially limiting non-residential development (refer to Table 2.1).

**Table 2.2: Approved, Pending, and Built Measure E Projects from 1990 to 2007**

Status	Area (sf)
Approved Projects	129,401
Pending Projects	480,311
Building Permit/C of O Issued <sup>1</sup>	1,547,397
<b>Total Measure E</b>	<b>2,157,109</b> <sup>2,3</sup>

Source: City of Santa Barbara 2008a.

<sup>1</sup>Certificate of Occupancy (C of O) is the project status that allows a new structure to be occupied.

<sup>2</sup>Minor projects are included in this data.

<sup>3</sup>The combined allocated and unallocated total square footage is approximately 35,000 sf less than 3 million due to the timing of data on projects.

A total of **2,157,109 sf** of the original Measure E allocation is currently undergoing permit consideration, is approved, or is built, as summarized in Table 2.2.

In addition to the overall 3 million sf limitation, Measure E acknowledges the need to allow minor projects to proceed with additions of 1,000 sf or less. These Minor Additions are not counted toward the 3 million square foot limitation and do not require Development Plan findings. Some Minor Additions represent the first 1,000 sf

of a more extensive Small Addition project. Minor Additions since 1990 have averaged slightly more than 15,000 sf per year and total 260,141 sf over the 17 years from 1990 to 2007 (refer to Table 2.3).

These figures include projects that received Minor Addition square footage only, and also larger projects that used both Minor Addition square footage and square footage from other categories.

**Table 2.3: Minor Additions From 1990 to 2007**

Status	Quantity
Approved Projects	31,859
Pending Projects	39,513
Building Permit/C of O Issued <sup>1</sup>	188,769
<b>Total Measure E</b>	<b>260,141</b>

*Source: City of Santa Barbara 2008a.*  
<sup>1</sup>*Certificate of Occupancy (C of O) is the project status that allows a new structure to be occupied.*

Measure E was incorporated into the City Charter as Section 1508 and implementing ordinance 28.87.300. Since Measure E was adopted, City staff has monitored new non-residential and residential development through biannual reports submitted to the Planning Commission.

**2.5.6 Transfer of Existing Development Rights (TEDR)**

The TEDR Ordinance was adopted in 1992 to provide flexibility for redirecting growth within the growth cap of Measure E and to encourage more housing. The TEDR Ordinance allows the transfer of approved, demolished, or converted (e.g., from non-residential to residential) square footage from a “sending site” to another “receiving” site in the City. Because projects can use a combination of square footage allocations along with a TEDR, the City has processed a number of TEDR projects for projects requesting more square footage than otherwise allowed via their Measure E allowances. Approximately 60,400 sf of development has been approved as part of past TEDR requests.

**2.5.7 Past General Plan Efforts**

The City’s current General Plan contains the seven State-required elements (Land Use, Open Space, Conservation, Housing, Circulation, Noise and Safety, as well as optional elements (Parks and Recreation, Scenic Highways, and Seismic Safety).

Table 2.4 summarizes the history of the General Plan. There have been significant amendments, however the City’s General Plan hasn’t been comprehensively updated since 1964 (City of Santa Barbara 2009).

In 2005, the City initiated the *Plan Santa Barbara* process, which is an update to the City’s 1988 General Plan, GPA-1-90, as since amended.

**Table 2.4: Status of City of Santa Barbara’s General Plan Elements**

Element	First Adopted	Last Amended
Land Use	July 1964	February 1995
Parks & Recreation	July 1964	February 1995
Open Space	July 1964	February 1995
Scenic Highways	July 1964	February 1995
Housing	July 1964	February 2004*
Circulation	July 1964	November 1997
Conservation	August 1979	July 1994
Noise	August 1979	November 1983
Seismic Safety (Safety)	August 1979	-
Local Coastal Plan	May 1981	November 2004
Airport Facilities Plan	1998	March 2003
Airport Industrial Area Specific Plan	October 1997	-

*Source: City of Santa Barbara 2008b.*  
*Note: \*The Housing Element is required to be certified by the state and updated every 5 years. The City’s Housing Element was State-certified in August 2004.*

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## 3.0 PROJECT DESCRIPTION: *PLAN SANTA BARBARA*

### 3.1 Overview

The current *Plan Santa Barbara* General Plan update process was initiated to address the following key issues:

- The January 1, 2010 expiration of City Charter Section 1508 (Measure E), which establishes non-residential growth management provisions for the period 1990 to 2010. In July 2009, City Council extended these non-residential growth limits to January 1, 2013 with an amendment to the implementing ordinance (§28.87.300), to allow sufficient time for the *Plan Santa Barbara* process to develop updated growth management policies for the next period of 2010-2030.
- The mandatory Housing Element update.
- Update and consolidation of environmental and design policies.

The policy framework within *Plan Santa Barbara* focuses on protecting historic resources and community character; increasing the supply of affordable housing to improve the jobs/housing balance; broadening mobility options; maintaining social and economic diversity; and addressing global climate change, energy efficiency, resource protection, and sustainable infrastructure.

*Plan Santa Barbara* is a set of draft General Plan amendments to update goals, policies, and growth management tools to govern development within a sustainable development framework through the year 2030.

Many existing General Plan policies are to remain part of the General Plan. The draft amendments include an updated General Plan Framework to reorganize the existing elements, sustainability principles, a Land Use and Growth Management Element, and a Housing Element update. An Adaptive Management Program would be included to provide ongoing monitoring of policy effectiveness and refinement of policies.

Updated policy directives would also be adopted into other existing General Plan Elements to address these topics: economy & fiscal health, environmental resources, historic resources, community design, circulation, and public services and safety. These directives would be more comprehensively updated in subsequent phases of work. In some cases, implementation of the draft *Plan Santa Barbara* policy amendments would require other actions to extend, refine, or amend other existing City land use and growth control tools. Many existing General Plan and ordinance provisions would remain unchanged.

The central goal and policy of *Plan Santa Barbara* is “Living within Our Resources,” a reaffirmation of the City’s commitment to sustainable development and resource conservation, and a continued focus on protecting quality of life and sense of place within the City. The policy framework within *Plan Santa Barbara* focuses on protecting historic resources and community character, increasing the supply of affordable housing to improve the jobs-housing imbalance, broadening transportation and mobility options, maintaining social and economic diversity, and addressing global climate change, resource protection, and planning for sustainable infrastructure.

The Plan recognizes that the City is largely built out and only a small increment of additional net growth would occur over the next two decades. Affordable housing is identified as the priority land use in the context of limited resources such as water supply and traffic capacity. Policies of *Plan Santa Barbara* would also extend the voter-approved Measure E Charter provisions to limit non-residential development to the year 2030 at the remaining un-built square footage from the original Measure E square footage cap (no more



than 1.5 million square feet for net new development, plus 0.5 million square feet for minor additions, demolition/reconstruction, and annexations).

The proposed policies direct in-fill development at preferred locations within the Mobility Oriented Development Area (MODA) through policy incentives and disincentives, largely under the framework of existing land use and zoning designations. Sustainable Neighborhood Plans are proposed to foster livability through improvements in connectivity and walkability, neighborhood-serving commercial and community services, open space and recreation, watershed protection, trees and gardens. The Adaptive Management Program (AMP) would direct ongoing reassessment of plan performance and refinement of planning tools as needed to achieve overarching goals during the planning horizon to the year 2030.

## **3.2 Project Objectives**

### **3.2.1 Overall**

- Comprehensively update the City General Plan to integrate the principles of sustainable development.

### **3.2.2 Land Use and Growth Management**

- Live within our resources by balancing the amount, location, and type of development with available resources including water, energy, transportation, housing, and food.
- Extend and update growth management programs to effectively manage resources and protect community character while permitting high-priority beneficial development.
- Support sustainable, pedestrian-scale in-fill development oriented to multiple transportation modes.
- Increase the sustainability of neighborhoods by promoting a sense of place with a focal community center and improved connectivity and access to daily necessities including limited commercial activity, transit, community services, and open spaces for gathering and recreation.

### **3.2.3 Economy and Fiscal Health**

- Improve the jobs-housing balance, support local jobs and employees, and support economic and social diversity through land use policies that support housing affordability.
- Promote a strong economy and a stable long-term revenue base necessary for essential services and community enhancements, through land use policies that support business and employee needs, job opportunities, a variety of business sizes and types, educational opportunities, local businesses, and green businesses, and tourism.

### **3.2.4 Environmental Resources**

- Promote reductions in energy consumption, use of fossil fuels, and the City's contribution to global climate change through energy and green building policies, and creative land use patterns and transportation planning.

- Protect and wisely use natural resources, minimize hazards, and provide for present and future environmental, health, and service needs.

### **3.2.5 Historic Resources and Community Design**

- Maintain the unique character and quality of life of Santa Barbara as a desirable place to live, work, and visit, through policies supporting sustainable, well-designed development, social and economic diversity, and a healthy environment.
- Protect and enhance the historic and visual resources of the City and the character of established neighborhoods.

### **3.2.6 Housing**

- Strategically place new housing within the mobility-oriented development area (MODA) and neighborhood centers for ease of access.
- Improve the jobs-housing balance by improving the affordability of housing for all economic levels in the community.

### **3.2.7 Circulation**

- Decrease reliance on the automobile and encourage active lifestyles through policies and improvements to increase the safety, convenience, and integration of multiple transportation modes, particularly within the MODA.

### **3.2.8 Public Services and Safety**

- Provide adequate services and facilities for existing and future residents, and address the long-term effects of climate change on public services and facilities.

## **3.3 Plan Santa Barbara Project Components**

The primary components of *Plan Santa Barbara* are policy updates to the General Plan that strive to improve sustainability, consistent with the existing City policy to “live within our resources”. Sustainable development includes preserving Santa Barbara’s unique character and quality of life for existing and future residents and neighborhoods, allowing for a small increment of additional development balanced with resource availability, maintaining social and economic diversity, increasing affordable housing to improve the jobs-housing balance, and improving mobility options for traffic management and livability.

*Plan Santa Barbara* would re-order General Plan Elements as described below. The Land Use and Growth Management Element and the Housing Element are being redrafted to consolidate and update text, data, and maps from the existing elements and include the new policy directives, for adoption as part of the initial *Plan Santa Barbara* General Plan update. Updated policies in other General Plan Elements will go into effect with adoption of the initial *Plan Santa Barbara* update, and will be incorporated into revised Elements as part of more comprehensive updates in subsequent phases of work. Such updates are likely to include the con-

solidation and editing of text and data from existing elements and the addition of new information as needed to support the policy directives contained in *Plan Santa Barbara*.

The goals, objectives, and policies proposed in *Plan Santa Barbara* are intended to direct the location and type of development within the City through the year 2030, and provide that the small additional amount of growth allowed does not exceed resources to support it.

*Plan Santa Barbara* is a policy document that provides overall direction on the amount, type, and preferred location of a small increment of new development, as well as policy direction to guide an overall update of the City General Plan.

The policies would provide overall guidance for the seven reorganized General Plan Elements comprising the updated comprehensive and integrated City General Plan. The new policies would be integrated with existing City policies and programs.

The following sections describe the updated policy direction for each of *Plan Santa Barbara* proposed General Plan Elements, with a focus on proposed policies that may affect the amount, type, and location of development and related effects on environmental issues such as transportation, resource availability and consumption, and City character.

A complete listing of *Plan Santa Barbara* draft policies is provided in Appendix A.

### 3.3.1 Updated Land Use and Housing Elements

Redrafted Land Use and Housing Elements would be adopted as part of this initial phase of *Plan Santa Barbara* policy updates. The new Elements would include consolidated and updated text from the existing Elements and new policy direction.

#### ***Land Use and Growth Management Element***

The proposed Land Use and Growth Management Element includes an updated Land Use Element Map and policies addressing growth management, land use, and neighborhoods.

***Goals and Objectives*** – The overall goals are to balance the small amount of growth from in-fill development and redevelopment with available resources such as water supply and transportation, and to improve the livability, sustainability, and connectivity of neighborhoods. The objectives are to allow only the amount of development supported by resources, to improve the jobs-housing balance through increased provision of affordable housing relative to jobs, to create Sustainable Neighborhood Plans (SNPs) for a majority of neighborhoods, and to increase use of alternative transportation modes relative to single-occupancy vehicle use.

***Policies*** – This element includes updated policies that provide general direction to govern the small amount, type, and location of new development to be allowed in the City to the year 2030. Policies include measures to conserve resources and prioritize their allocation for affordable housing and community benefit uses, integrate land use and transportation planning, and provide for open space. Several types of future implementation measures are identified, such as zoning ordinance amendments, and preparation of SNPs. Key Land Use and Growth Management policies are discussed below (refer to Appendix D for complete text). *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.*

Commercial, Institutional, and Industrial Development - Policy LG2-Limit Non-Residential Growth would cap the amount of additional non-residential growth, extending and refining the existing Charter Section 1508 growth management components (Measure E non-residential growth cap) to the year 2030, by limiting net new non-residential development to the remaining non-built Measure E square footage (refer to Section 1.2). New allocation categories and their respective square footages for net increases in development would be established (including 82,912 sf for small additions) for a total of no more than 1.5 million sf (Table 3.1). The policy would also continue separate square footage provisions totaling up to 0.5 million sf for minor additions, redevelopment of existing non-residential square footage (no net increase), and annexations (refer to Appendix D).

**Table 3.1: Plan Santa Barbara Proposed Non-Residential Growth Limits to Extend Measure E**

Category	Square Footage
Allocated	600,000
Unallocated (includes small additions)	900,000
<i>Sub-total Measure E</i>	<i>1,500,000</i>
Non-Measure E (e.g., minor additions, demolition/reconstruction, annexations)	500,000
<b>Total</b>	<b>2,000,000</b>
<i>Source: City of Santa Barbara 2008d.</i>	

Housing - Policies LG1, LG3, LG4, and LG5 respectively establish affordable housing as the priority for use of available resources such as water and sewer capacity, encourage housing subject to resource limits, encourage housing development to be located in the MODA (discussed further below), and limit housing development in high fire hazard areas. No numerical caps or goals for the overall amount of residential growth are proposed.

Updated Land Use Element Map – An updated General Plan Map designating land uses and residential densities is to be adopted as part of the Plan Santa Barbara General Plan update. The new map would:

- Provide simplified, consolidated land use designations, including density limits by acre. Residential categories would be combined into “Low”, “Medium”, “Medium-High”, and “High” density designations.
- Amend residential land use designations to guide application of revised variable density provisions.
- Utilize Assessors Parcel boundaries to increase accuracy of density limits by parcel.

The following pages provide further description of the proposed General Plan Map amendments, including:

- Figure 3.1. Current 1975 General Plan Land Use Element Map
- Figure 3.2. Draft Plan Santa Barbara General Plan Map
- Table 3.2. Proposed General Plan Land Use Designations and Associated Zoning Classifications
- Table 3.3. List of Proposed Changes to Land Use Map Designations and Zoning Classifications

Types of Development – Plan Santa Barbara Land Use policies would continue to allow a broad range of non-residential development. Projects with net new non-residential square footage would be required to include community benefit land uses, such as community facilities (park, community center, educational, cultural, youth, garden uses), economic development uses that would expand economic diversity, “green” businesses, small or local businesses, or development for people with disabilities (Policy LG10). Policy LG12 would seek to strengthen the viability of remaining areas with manufacturing uses by narrowing the range of permitted uses in the M-1 and C-M zones. The Land Use policies also encourage development of needed priority housing types, particularly affordable housing. Affordable housing for very low-, low-, moderate-, and middle-income households would be allocated priority for limited resources (e.g.,

**Policy LG1** prioritizes allocation of resources to affordable housing above other uses.

water, traffic capacity) over other uses under Policy LG1-Resource Allocation Priority. Policy LG11-Community Benefit Residential Land Uses, would provide for inclusion of affordable, workforce, rental, or transitional housing for residential and mixed use residential/commercial projects in commercial and multi-family residential zones. *Plan Santa Barbara* proposes to continue the development of residential uses in commercial zones as already long promoted under adopted policies. In addition, as discussed below, the proposed Housing Element’s policies are intended to change the mix and type of residences anticipated to be constructed, emphasizing smaller workforce and affordable housing over market rate housing or commercial uses.



*Recently constructed affordable housing adjacent to the Granada Parking Garage with street-side public open space is located within the proposed MODA and near transit, exemplifying sustainable neighborhood development.*

***Future Growth Locations*** – Non-residential development would continue to be concentrated within the City’s core as this area includes most of the City’s commercial and industrial zones. In addition, the Land Use and Growth Management Element’s proposed policies propose to create various incentives for residential and mixed use residential/commercial development within the City’s core, particularly within the proposed MODA, as set forth under Policy LG9-MODA.

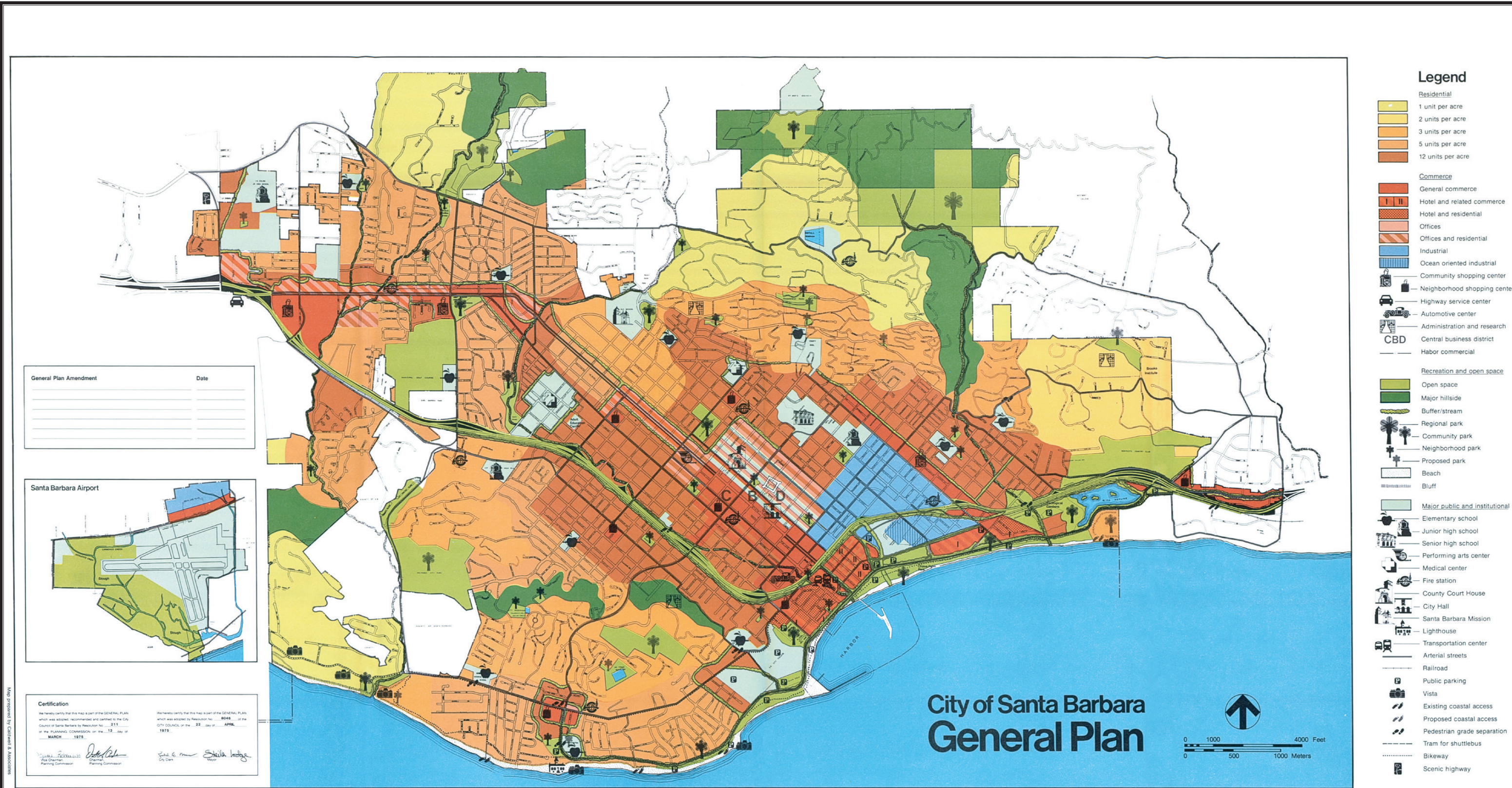
The proposed MODA would encompass some 1,711 acres in the central commercial/mixed use portion of the City, primarily with commercial zoning. This would include the Downtown commercial corridors paralleling State Street, upper State Street, Milpas/Haley, and Gutierrez Street commercial corridors, and some adjacent residential neighborhoods.

The MODA policies are intended to make the downtown more sustainable and livable. The area is to be characterized by a mix of commercial and residential uses clustered around transit stops and within approximately 0.5 mile (easy walking or biking distance) of commercial services, parks and recreational opportunities, and transit. Incentives for development within the MODA would include changes to the variable density ordinance, focused City-funded capital improvements to this area, and potentially reduced residential parking requirements while ample customer parking is maintained.

***Housing Element***

This element would update and revise the goals, policies and programs of the City’s existing Housing Element toward improving the jobs-housing balance, increasing provision of affordable housing, and meeting State-mandated Housing Element requirements.

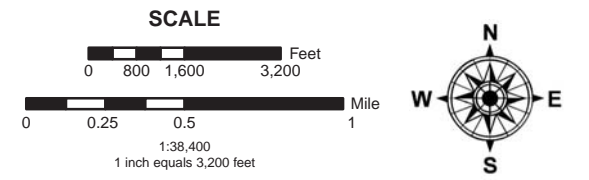
Proposed Housing Element Policies for the small increment of additional growth would promote smaller units, allow increased densities within the MODA, increase Inclusionary Housing requirements, and increase diversity of housing types.



**Figure 3.1 Current 1975 General Plan Land Use Element Map**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Prepared by **amec**

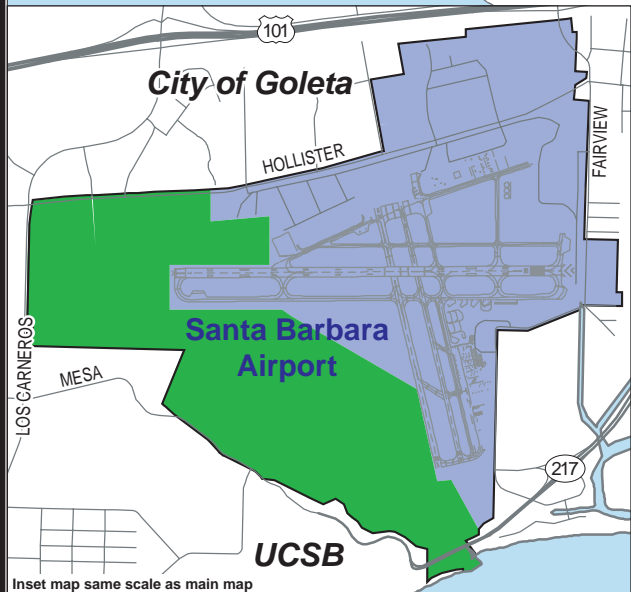
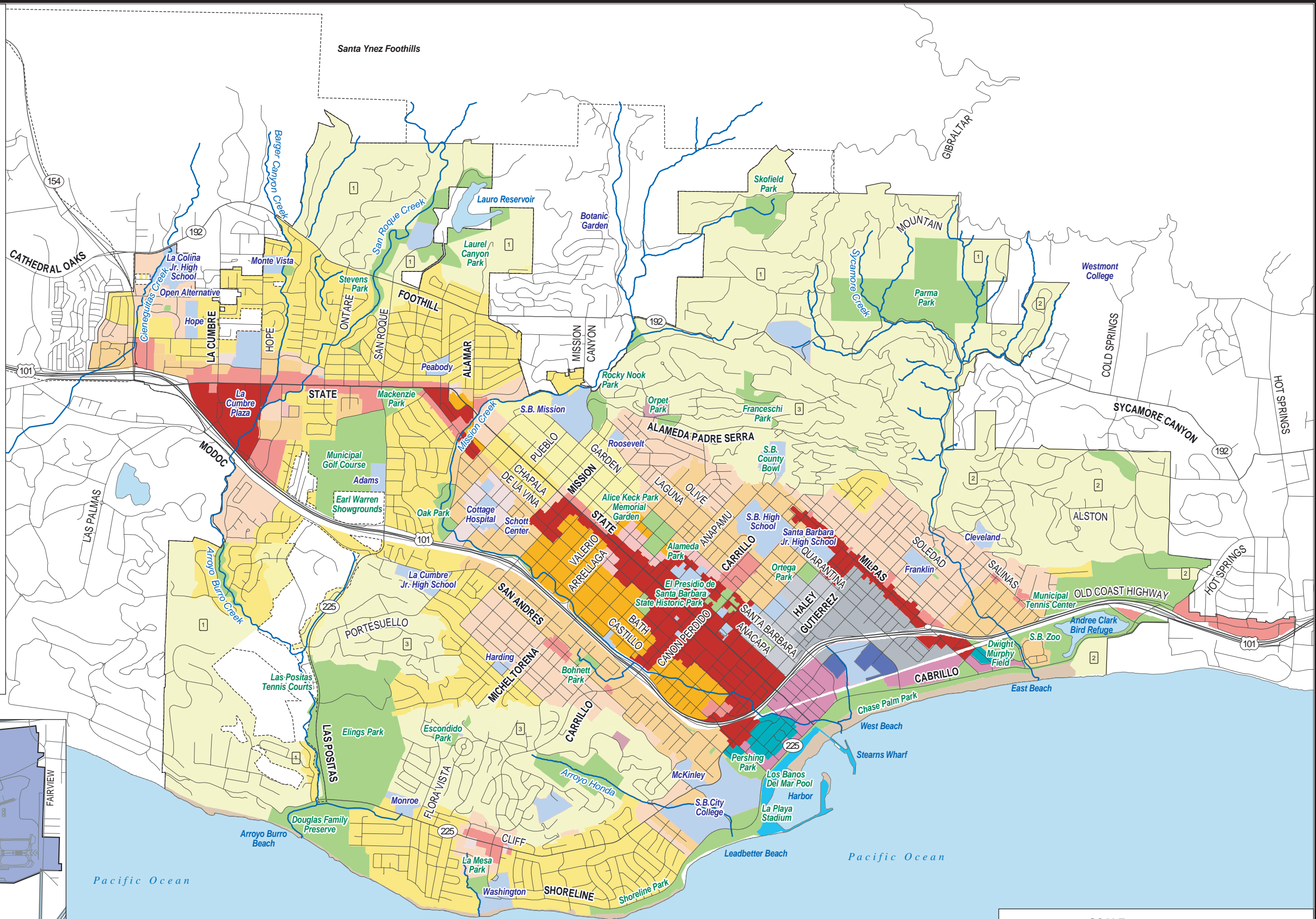


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**LEGEND**

- Sphere of Influence    □ City Limits
- Open Space**
  - Shoreline
  - Parks
  - Creeks
  - Goleta Slough Natural Reserve
- Hillside**
  - # Low Density Residential (Maximum # du/acre)
- Sub-Urban**
  - Low Density Residential (Maximum 3 du/acre)
  - Low Density Residential (Maximum 5 du/acre)
  - Medium Density Residential (12 du/acre)
  - Office Low Impact Research and Development
- General Urban**
  - Medium High Density Residential (15-25 du/acre)
  - High Density Residential (27-34 du/acre)
  - Hotel/Medium High Density Residential (15-25 du/acre)
  - Ocean Related Commercial/Medium High Density (15-25 du/acre)
  - Office/Medium Density (12 du/acre)
  - Office/High Density (27-34 du/acre)
  - Commercial/Medium High Density (15-25 du/acre)
  - Commercial/High Density (27-34 du/acre)
  - Commercial Industrial/Medium High Density (15-25 du/acre)
  - Industrial
  - Ocean Related Industrial
- Institutional & Related**
  - Civic and Hospital
  - Public Schools
  - Harbor-Stearn's Wharf
  - Airport

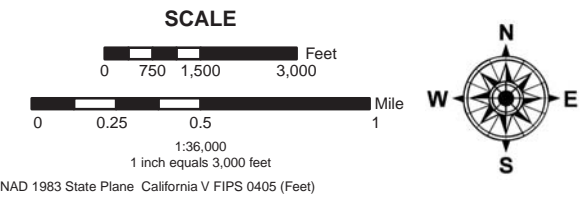
Sources: City of Santa Barbara 2008, 2009, 2010, GIS database.



**Figure 3.2 Draft Plan Santa Barbara General Plan Map**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Basemap prepared by amec





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**Table 3.2: Proposed General Plan Land Use Designations and  
Associated Zoning Classifications**

<b>General Plan Designation</b>	<b>Density Allowed</b>	<b>Zoning Classification</b>	<b>Average Density Allowed</b>
<b>Hillside</b>			
Low Density Residential	Max. 1 du/acre	A-1	No
Low Density Residential	Max 2 du/acre	A-2	No
Low Density Residential	Max 3 du/acre	E-1	No
Sub-Urban			
Low Density Residential	Max. 3 du/acre	E-1	
Low Density Residential	Max. 5 du/acre	E-2, E-3, R-1	
Medium Density Residential	12 du/acre	R-2	No
Office Low Impact Research and Dev.	3 du/acre	E-1 <sup>1</sup> /C-X and R-2/C-X-4.0 <sup>2</sup>	No
<b>General Urban</b>			
Medium High Density Residential	15-25 du/acre	R-3/R-4	Yes
High Density Residential	27-34 du/acre	R-3/R-4 <sup>3</sup>	Yes
Hotel/Medium High Density Residential	15-25 du/acre	R-4	Yes
Ocean Related Commercial/Medium High Density	15-25 du/acre	HRC-1, HRC-2, OC, OM-1/S-P-2 <sup>4</sup>	Only in HRC-2 and O-C where residential allowed
Office – Medium Density	12 du/acre	R-O, C-O	R-O <sup>5</sup> - No C-O - No
Office/High Density	27-34 du/acre	R-O	Yes
Commercial/Medium High Density Res.	15-25 du/acre	C-2, E-3/P-D <sup>6</sup> , C-P, R-O, C-L, C-1, HRC-2 <sup>7</sup>	C-2, R-O, C-1, HRC-2 Yes E-3/P-D, C-P, or C-L - No
Commercial High Density	27-34 du/acre	C-2, E-3/P-D <sup>6</sup>	C-2 - Yes
Commercial Industrial/Medium High Density	15-25 du/acre	C-M	Yes
Industrial	N/A	M-1	No
Ocean Related Industrial	N/A	OM-1	No

<sup>1</sup> KEYT

<sup>2</sup> Riviera Park

<sup>3</sup> Variable Density Ordinance will be amended to include two density tiers, Medium High and High, as reflected on the General Plan Map.

<sup>4</sup> Includes OM-1 parcel w/ specific plan.

<sup>5</sup> Requires a zoning clarification in variable density ordinance because R-O allows variable density in other locations.

<sup>6</sup> Auto dealership area (Calle Real) not proposed to rezone as part of GP amendment.

<sup>7</sup> Small area at Los Patos Way where variable density is currently allowed.

<b>Table 3.3: Plan Santa Barbara General Plan Update Proposed General Plan Land Use Designation and Zoning Classification Changes<sup>1</sup></b>	
1. Areas generally bound by <b>Mission, Highway 101, De La Vina and Santa Barbara</b> (or C-2 zone areas)	LU Designations: Commercial High and Office High
2. <b>Alamar and State Area</b>	LU Designations: High Density Residential
3. Area bound generally by <b>101 Freeway, Chapala, and Mission</b>	LU Designations: High Density Residential or Commercial High
4. <b>Upper State Street Northside</b>	<p>LU Designations:</p> <ul style="list-style-type: none"> <li>• Commercial Medium High designation</li> <li>• Medium High residential consistent with R-O zoning</li> <li>• Office Medium for R-O zone off <b>Verde Vista</b></li> </ul> <p>Zoning:</p> <ul style="list-style-type: none"> <li>• Average Density not allowed in C-P (only 12 du/acre); maintain as neighborhood serving w/mixed use. Rezoning of CP not part of <i>Plan Santa Barbara</i></li> <li>• <b>Calle Real and Pesetas Lane</b> rezone R-2 parcel to R-O, Restricted Office</li> </ul> <p><b>Upper State Southside</b></p> <p>LU Designations:</p> <ul style="list-style-type: none"> <li>• Commercial High; except for single family area bordering <b>De La Vina</b> will be Commercial Medium High</li> <li>• Commercial Medium High consistent with existing C-P zoning</li> <li>• <b>Dealership Parcels</b> – Commercial Medium High designation from 5 du/acre</li> </ul>
5. <b>Cottage Hospital Area</b>	LU Designation: Institutional to Office Medium
6. <b>Garden between Carrillo and Victoria Area</b>	<p>LU Designations:</p> <ul style="list-style-type: none"> <li>• Commercial Medium High for C-2 portion; because surrounded by Medium High residential</li> <li>• Office High along Westside of Garden and surrounding R-O parcels; because surrounded by high density commercial and residential</li> </ul>
7. <b>Milpas Corridor</b>	<p>LU Designations:</p> <ul style="list-style-type: none"> <li>• Industrial to Commercial High along Westside of Milpas</li> <li>• Commercial to Medium Density Residential between east side of Milpas Street and Alisos Street</li> </ul>
8. <b>Coast Village Road</b>	LU Designation: Commercial Medium High – average densities permitted
9. <b>Saint Francis Hospital Area</b>	<p>LU Designation: Institutional to Medium High Density</p> <p>Zoning: C-O to R-3</p>
10. <b>Anacapa/Chapala/101/Ortega Streets</b>	<p>LU Designation: Commercial High</p> <p>Zoning: C-M to C-2</p>
11. <b>Alan Road/Vista Del Mar Drive</b>	LU Designation: Residential, 1 Unit Per Acre to Low Density Residential Maximum 3 du/acre
12. <b>Industrial Area</b>	<p>LU Designation: Industrial designation split into Commercial Industrial/Medium High Density and Industrial.</p> <p>Zoning: Associated zones and boundaries remain (C-M) and (M-1) for respective designations</p>
13. <b>Oceano Drive and Loma Alta Area</b> abutting City College	<p>LU Designation: From 12 du/acre (over R-2/SD-3 zone) to Medium High Density</p> <p>Zoning: From R-2/SD-3 to R-3/SD-3</p>

<b>Table 3.3: Plan Santa Barbara General Plan Update Proposed General Plan Land Use Designation and Zoning Classification Changes<sup>1</sup> (Continued)</b>	
<b>14. Reddick/Bond/Milpas/Quarantina</b>	LU Designation: From Industrial to Commercial High Density
<b>15. Coastal Zone Where Residential allowed</b>	LU Designation: Medium High Density (except for City College area #14 above); consistent with what currently allowed and no increase over historic density allowances
<b>16. Douglas Family Preserve</b>	LU Designation: From 3 du/acre to Open Space Parks
<b>17. Other Locations</b>	Various minor “clean-up” changes to resolve conflicting zones or land use designations boundaries by parcel are also proposed; please see proposed General Plan map
<sup>1</sup> Refer to the proposed Land Use/Zoning classification table for a complete listing and the General Plan map for specific locations.	

In addition to the new policy directives contained in *Plan Santa Barbara*, the revised Housing Element would contain updated information regarding the economic and social characteristics of City households, data on the number and type of housing units produced within the City from 2003-2009, and assessment of City performance in meeting the goals and objectives for conservation and production of housing as set forth in the 2004 Housing Element.

The revised element would also refine the City’s housing needs identified in the Regional Housing Needs Allocation (RHNA), identify new quantified objectives for housing production to meet those needs, and refine and update the programs required to provide new housing within the broad framework of the Goals, Objectives and Policies set forth in *Plan Santa Barbara*.



*Proposed Housing Element policies seek to improve the jobs-housing balance by encouraging construction of new in-fill affordable housing developments such as Casa de Las Fuentes located on West Carrillo Street.*

Goals and Objectives – This element’s goals encourage provision of a wide range of housing types to retain the City’s social, ethnic, and economic diversity and local workforce, with such new housing directed to the MODA and neighborhood centers to improve access and mobility choices. Three objectives would be used to determine the success of these goals: increased housing availability for different levels of affordability, an expanded range of housing types available to different households, and increased density for affordable housing in multi-family and commercial zones offset by reduced unit sizes.

Policies – This element’s proposed policies provide direction for the location and type of new residential development in the City as summarized below. *Plan policy numbers in*

*subsequent drafts of the Plan may have changed from those referenced in the EIR.*

Proposed policies direct measures to promote housing affordable to both lower- and middle-income households, and disincentives to discourage construction of high-end units. Proposed policies, including H2-Market Rate Housing, and H3-Average Multi-Family Residential Unit Size, seek to reverse the recent trend of constructing large, high-end units in mixed-use or multi-family developments in favor of smaller, less expensive market rate and affordable units, through reductions in average unit size balanced by slightly increased densities (see also policies H4 and H5 and refer to Appendix A).

To promote inclusion of reasonably priced housing in market residential and mixed-use commercial developments, proposed Policy H6-Promote Affordable and Workforce Housing Production directs amendments to the City's Variable Density Ordinance to decrease unit sizes and provide incentives for rental housing construction in duplexes and multi-family zones.

Policy H9-Inclusionary Affordable Housing Amendments directs that the inclusionary requirement for provision of affordable housing be increased from 15 percent to 25 percent<sup>1</sup>.

Second residential unit construction would also be encouraged in limited areas within the MODA (Policy H14), and the City would strive to improve provision of affordable housing on a regional basis. As an example, the City would work with Santa Barbara City College (SBCC) to provide on- and off-campus housing to meet student, faculty, and staff housing needs. Policies propose continued programs to provide or assist the provision of housing for homeless shelters and transitional housing, and housing for special needs population.

### 3.3.2 Additional Policy Directives

The following summarizes additional *Plan Santa Barbara* policy updates to be adopted on the topics of economy, environmental resources, historic resources, community design, circulation, and public services. These policies would initially be added to existing General Plan policies, and would provide direction for more comprehensive updates of re-ordered elements in subsequent phases of work.

#### ***Economy and Fiscal Health Element Policy Amendments***

This new Element would include information and data on the City economy and regional economy to support and inform the proposed new set of Goals, Objectives, and Policies adopted as part of *Plan Santa Barbara*.

***Goals and Objectives*** – This element would focus on existing Land Use Element goals for a strong economy with diverse businesses supporting essential services and community improvements; enhance educational and related employment opportunities for residents; encourage green businesses; and recognize the interrelationship of commerce with transportation, housing, and natural resources in supporting a healthy regional economy. Objectives used to measure success in achieving these goals would be: a stable or expanded local economy; stable or increased City revenues; a greater proportion of jobs filled by local residents; and increased regional cooperation on long-term land use, transportation, housing, and economic planning.

***Policies*** – This element's policies generally support focused and sustainable economic and employment development and regional cooperation, including with UC Santa Barbara (UCSB) and SBCC. *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.*

<sup>1</sup> Inclusionary housing programs generally require that new development provide a required percentage of proposed units as "affordable housing", with the remaining market rate units bearing the added cost. The City's existing Inclusionary Housing Ordinance requires that all projects of 10 or more units provide 15% of new housing as affordable to middle income households.

Policy EF2-Environmental Effects of Commercial Growth requires management of commercial growth to protect the environment and the City’s character, and Policy EF4-Jobs/Housing Balance recognizes the role of affordable housing in a healthy economy and provides for development of a regional strategy to balance jobs and housing. These policies complement Land Use and Housing Element policies in promoting resource protection and a priority toward provision of affordable housing as economic priorities. Policy EF10-Infrastructure Improvements prioritizes capital improvements to support business retention and a strong economy, particularly increased mobility options (e.g., rail or transit transfer station). Finally, Policy EF15-Protect Industrially Zoned Areas (along with LG12) would limit non-industrial uses in remaining light industrial zones.

***Environmental Resources Element Policy Amendments***

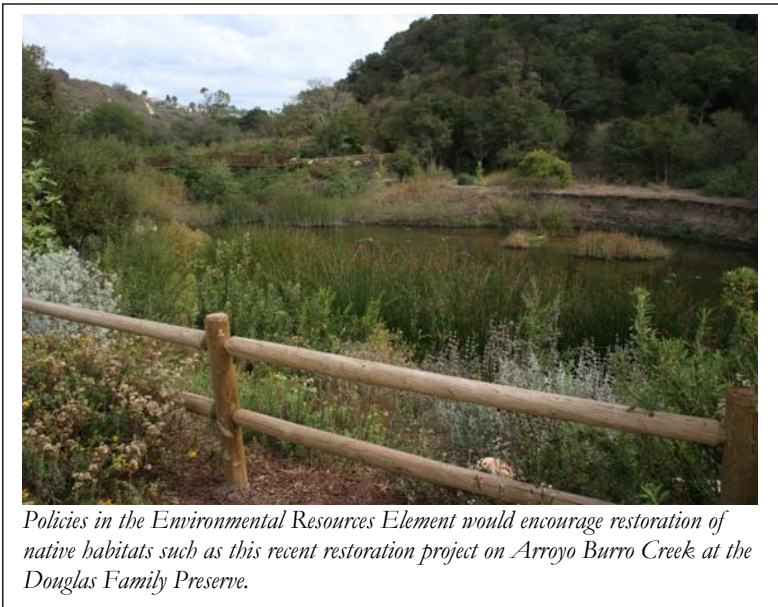
Eight topical areas are addressed: Climate Change, Energy Conservation, Air Quality, Biological Resources, Hydrology/Water Quality/Flooding, Food & Agriculture, Noise, and Visual Resources. Existing and updated Open Space, Conservation, and Noise Elements policies would be combined with new sections and policies on energy conservation, climate change, and food issues.

The new Environmental Resources Element directs the preparation of new programs to address climate change.

Goals and Objectives – Goals include protection and sustainable use of resources, minimizing hazards exposure, and providing for both existing and future service, health, and environmental needs. Key objectives include: achieving a 50 percent citywide reduction in fossil fuel use in buildings by 2020 with carbon neutrality by 2030; providing that natural areas along creeks and elsewhere are retained or expanded with improved or enhanced quality; and reducing greenhouse gas emissions from cars and light trucks to 1990 levels by 2020.

Policies – Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.

An overarching policy in the Environmental Resources Element would require that all public and private construction incorporate measures to minimize contribution to climate change and adapt measures to the anticipated effects of climate change (Policy ER1-Climate Change). Additional policies would require the City to prepare more detailed plans to respond to climate change, include preparation of a Comprehensive Climate Change Action Plan (Policy ER3). This new element’s energy conservation policies also include Policy ER5-Energy Efficient Buildings, which would require that all new construction be consistent with the City’s Green Building Standards and direct the City to facilitate and encourage development of renewable energy resources such as solar and wind power.



*Policies in the Environmental Resources Element would encourage restoration of native habitats such as this recent restoration project on Arroyo Burro Creek at the Douglas Family Preserve.*

Proposed air quality policies direct the City to evaluate and screen proposed residences or other sensitive uses (e.g., day care) within 500 feet of U.S. Hwy 101 (Policy ER12) for up to five years, and pursue programs to reduce emissions from other sources, such as marine shipping.

Proposed biological resources policies provide that the City update its programs, plans, and ordinances to protect, enhance, and restore native and important ornamental trees, and native habitats and wildlife, particularly along creeks and the coast. The element's hydrology, water quality, and flooding policies require integration of the City's Storm Water Management Program guidelines (Policy ER25) into the General Plan and City update of programs and policies to support watershed planning, establish creek setbacks and creekside development guidelines, and prepare master drainage plan and flood-plain mapping updates.

Additional policies promote locally grown food and update City noise standards. Three visual resources policies require policy updates and studies, with initial criteria for evaluation of public scenic views set forth in Policy ER41-Visual Resources Protection.



*Historic Resources and Community Design policies would include new size, bulk, and compatibility standards to address urban design issues and community character, particularly those associated with new multi-story development.*

### ***Historic Resources and Community Design Policy Amendments***

This element would incorporate and update information and policies from the existing City Land Use, Housing, and Conservation Elements on City historic resources and design issues, to support and inform the proposed new set of Goals, Objectives, and Policies to be adopted as part of *Plan Santa Barbara*. Recent discussions at the Planning Commission have proposed splitting this into separate Historic Resources and Community Design Elements.

***Goals and Objectives*** – Primary goals include protection and enhancement of City historic and architectural resources and character; development of buildings at an appropriate size and pedestrian scale; and attainment of an attractive public realm (i.e., streets and paseos) with walkable, well-landscaped streets. The City's success in achieving these goals would be measured by three objectives: retention of the distinctive character of City districts and neighborhoods and enhancement of the public realm; designation of additional historic resources; and community design supporting public health.

***Policies*** – Proposed policies generally direct future City actions focused on protecting the City's small town character, improving urban design, and protecting historic structures. Policy CH8-Commercial and Mixed-use Development Standards and Guidelines requires creation of new mixed-use development guidelines to address smaller unit sizes, building size, bulk, compatibility, useable open space, parking standards, and minimum or maximum densities. *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.*

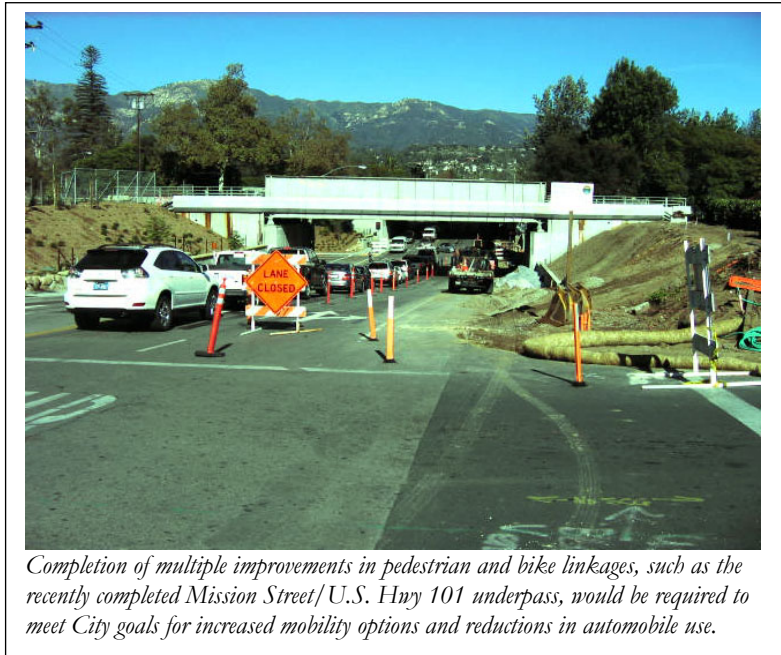
This is supplemented by Policy CH9-Commercial and Mixed-use Building Size, Bulk, and Scale, and Policies CH10 through CH14, which require added review and effort to improve design of new projects in commercial and multi-family zones to protect community character, adjacent neighborhoods, and historic structures. Key design considerations in these policies include ensuring compatibility with adjacent neighborhoods, and lower building heights adjacent to historic structures, and incorporating step-backs of higher levels.

***Circulation Element Policy Amendments***

New policies are proposed to update the 1997 Circulation Element, focusing on increasing mobility options for transit, bikes, and pedestrian users of the City transportation network in order to avoid increases in vehicle congestion and improve sustainability and livability. Amendments to the existing Circulation Element would also include the addition of new information generated during the *Plan Santa Barbara* update process, particularly data from the City’s new Transportation Model.

Meeting the new Circulation Element objective of a 50/50 mode split between single occupancy automobiles and other transportation modes within 10 years would require a range of far-reaching City actions.

*Goals and Objectives* – Goals call for creation of a more multi-modal and integrated transportation system to better connect people and places and decrease congestion; and provision of an interconnected street network to equally serve all transportation modes. Objectives include: upgrades to transit service and facilities; increases in available sidewalk, trail, or bike lane miles; provision of increased linkages between modes; a 50/50 mode share between single-occupant vehicles and all other modes by 2020; and a decrease/no increase in traffic congestion beyond that present in 2008.



*Completion of multiple improvements in pedestrian and bike linkages, such as the recently completed Mission Street/U.S. Hwy 101 underpass, would be required to meet City goals for increased mobility options and reductions in automobile use.*

*Policies* – *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.* Policy updates direct a range of City actions to increase the attractiveness and availability of alternative modes of transportation (Policies C1 through C12), and reassessment of parking requirements (Policies C13 through C20).

Policy C3-Bike Lanes, would prioritize use of existing streets for bike lanes over residential parking and Policy C8, Excess Motor Vehicle Capacity would direct use of excess lane and right-of-way capacity toward pedestrians, buses, and bikes. These policies are intended to create a more balanced transportation network to reduce traffic, as well as contribute towards reduced petroleum energy demand and related air pollution and greenhouse gas emissions.

Proposed parking policies such as Policy C13-Appropriate Parking would discourage employee use of public (on- and off-street) parking downtown and retain parking priority for customers of downtown businesses. Policies also require review and potentially amendments to City parking standards, particularly in downtown residential neighborhoods and for new developments within the MODA (Policies C14 and C16-C19). Policy C22, Trip Generation Rates, would require consideration of all mobility options and surrounding land uses when forecasting a new development’s trip generation characteristics.

***Public Services and Safety Policy Amendments***

Policies address provision of public services and facilities such as water, sewer, fire, police, and emergency preparedness. Information and data on public service and safety issues would be updated and consolidated.



*Goals and Objectives* – This element’s goal is to establish and maintain public services and infrastructure to meet both existing and future service needs in a sustainable manner, and to integrate safety issues and land use planning. Objectives call for updating and integrating long-range infrastructure and service plans with the City General Plan and Capital Improvement Plan, providing infrastructure and service capacity that can meet foreseeable demand, and maintaining and improving conservation management practices.

*Policies* – Policies primarily focus on water supply, waste management, and emergency preparedness. *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.* In particular, the policies require an update to the City’s Long-Range Water Supply Plan (Policy PS1) to address changes in supply from local and State sources, demand changes, possible effects of climate change, and a variety of new and continuing programs to improve and protect yields from existing sources such as conservation, use of recycled water, and existing reservoirs. Three policies with citywide or regional effects include exploration of groundwater banking (i.e., storage of excess surface water in the ground) in other jurisdictions with available storage, possible transfers of agricultural water to the City during droughts, and expanded use of grey water and cisterns. Four proposed waste management policies seek to improve recycling rates, and two policies address emergency preparedness planning.

### **3.3.3 Relationship of Proposed General Plan Policies to City Charter**

Voter-approved City Charter Section 1508 limits net new non-residential growth in the City to 3 million square feet (sf) to the year 2010. This Charter provision expired January 1, 2010; however City Council extended its provisions to 2013 through its implementing ordinance provisions, to provide sufficient time for completion of the *Plan Santa Barbara* process. *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.*

*Plan Santa Barbara* would address this issue through growth management Policies LG1, LG2, and LG3, which would extend limitation of non-residential growth to the year 2030 and emphasize that the small increment of growth in this period should focus on residential development. This policy would also extend separate non-Measure E square footage provisions (0.5 million sf) for minor additions, redevelopment of existing non-residential square footage, and potential sphere of influence area annexations. Policies would also direct this growth toward the MODA.

No numerical caps are proposed for residential growth, to facilitate provision of affordable housing; housing growth would be limited primarily by resource constraints and market conditions. This would address consistency between the Land Use and Housing Elements and State Housing Element regulations. Policy LG2-Limit Non-Residential Growth, would limit the amount of net new non-residential development to the year 2030 to the remaining not-yet-developed Measure E amount (1.5 million sf).

Policy LG3-Future Residential Growth, paired with LG11-Community Benefit Residential Land Uses, would provide that new multi-family and mixed-use residential development include affordable housing and open space. The success of these measures would be monitored, and adaptive management techniques employed to identify the sufficiency of resources capacities to support future residential development before it is permitted.

#### ***Adaptive Management Program***

*Plan Santa Barbara’s* AMP would provide a monitoring, evaluation, feedback, and adaptation mechanism to track progress toward achieving the Plan goals, objectives, and desired outcomes. Adaptive management enables revision of policies and implementation measures throughout the 20-year planning period to proac-

tively make corrections in response to external trends or unintended consequences. The AMP is considered an important tool of *Plan Santa Barbara* for monitoring the success of Growth Management policies which stipulate that growth and development not exceed resource capacities and are sustainable over the long-term.

*Policies* – *Plan policy numbers in subsequent drafts of the Plan may have changed from those referenced in the EIR.* Four AMP policies require identification of appropriate, measurable community indicators, development of a program for regular monitoring (AM1, Monitor), regular assessments of community indicators (AM2, Assess), adjustment of policies and implementation measures in a timely fashion (AM3, Adapt), and provision of public information, education, and training to support understanding and compliance with City General Plan policies (AM4, Inform). The AMP and community indicators are being established during the current Phase III of the proposed Plan development process, and would reinforce *Plan Santa Barbara* Sustainability Principles.



## 4.0 EIR GROWTH AND POLICY ASSUMPTIONS

*Plan Santa Barbara* is a policy-based document that would guide future growth and development within the City through the year 2030, through existing and amended policies and programs that govern growth. Because of the broad nature of many of the new policies and the associated potential changes to City growth control programs, this EIR sets forth a series of more detailed assumptions used to evaluate the policies for environmental impacts. The assumptions pertain to the amount of growth, how the *Plan Santa Barbara* policies would likely be implemented, and their effect on the amount, type, and location of future development.

The growth assumptions account for and reflect the last 20 years of historic development trends, existing City growth controls, the restrictions and incentives in *Plan Santa Barbara's* proposed policy framework, land availability and value, and supporting economic analysis.

As discussed further in Section 4.2 below, the EIR analysis assumes growth over the 20-year *Plan Santa Barbara* planning horizon within the City and adjacent sphere of influence (sphere) to consist of 2,795 new residential units and 2.0 million square feet (sf) of non-residential development (e.g., commercial/institutional/industrial uses) within the City, and 403 new residential units and 178,202 sf of non-residential development in the sphere for a total development amount of 3,198 new residential units, with non-residential development capped at 2,178,202 sf. *Plan Santa Barbara's* environmental impact analyses focuses upon the development projections within the City. Sphere of influence development projections are considered within the cumulative environmental impact analyses, except where noted in the text.

### 4.1 Policy Assumptions for Land Use & Growth Management

The Land Use and Growth Management Element of *Plan Santa Barbara* would have the most direct and substantial effect on the rate, type, and distribution of growth over the next 20 years, as well as the likelihood of the City attaining its sustainability goals. Other key sections of *Plan Santa Barbara*, particularly Housing Element policies, would also have a substantial effect on the nature of future growth. Resultant assumptions regarding growth are set forth below, along with a general analysis of the relationship of key policies to both growth and sustainability. Because of its important relationship to growth and sustainability, the preliminary draft Adaptive Management Program (AMP) is also assessed. In addition to addressing growth through the year 2030 (the time frame for the *Plan Santa Barbara* policies), this EIR also qualitatively assesses the impacts of longer-term build-out through the year 2050 and beyond under an "Extended Range Analysis".

The proposed policies of the Land Use & Growth Management Element, particularly when combined with those of the Housing Element and associated amendments to the Variable Density Ordinance, would affect the distribution, density, and type of growth within the City. Allowed densities within the Mobility-Oriented Development Area (MODA) are proposed to increase, and allowed densities in areas outside of the MODA would decrease. To a certain extent, increases in density within the MODA would be partially offset by decreased maximum unit sizes. In addition, where traffic congestion or substantial resource constraints are present, such policies would discourage or prohibit net new commercial development and encourage residential development, particularly for priority housing types.

Proposed amendments to the Variable Density Ordinance would encourage most additional development to occur in the MODA, and would base density ranges on unit sizes to encourage smaller housing units.

A set of disincentives for development outside of the MODA could focus development in the City's core. Proposed disincentives include reduced availability of the variable density ordinance outside of the MODA, higher development and impact fees, and limited opportunities for second unit development. Under recent historical trends, about half of new residential development occurred within the MODA and half outside the MODA. Based on the proposed *Plan Santa Barbara* policies, development within the MODA is anticipated to increase to 66 percent of citywide residential development (1,845 out of the 2,795 units within the City, not including the sphere) through 2030 and be the focus of future growth within the City.

The EIR assumptions and expected effects of *Plan Santa Barbara's* key Land Use and Growth Management Elements are summarized in Table 4.1.

#### **4.1.1 Proposed Land Use Map**

The proposed amendments to the Land Use Map would not alter the City's existing overall development potential, but would facilitate a change in density patterns within the City. When combined with proposed changes to the City's Variable Density Ordinance, use of the low- and medium-density residential designations in outlying areas would be utilized to effectuate a shift of density from these areas to the new MODA within the City's core without increasing the overall level of development permitted within the City. Companion amendments to the City's zoning map would reflect these changes as well to implement minor "consistency rezones" and ensure that zoning is consistent with the new land use designations as required under State law.

## **4.2 Policy Assumptions for Other *Plan Santa Barbara* Elements**

In addition to the Land Use and Growth Management Element, *Plan Santa Barbara* contains six other elements with some potential to affect the location, rate, and type of growth, with related effects on sustainability. Many of the policies in these other elements are programmatic in nature and direct future actions by the City that may not directly effect the location, type, or rate of growth. Several policies in the Economic and Fiscal Health, Environmental Resources Elements, and Housing Element, could affect growth and related impacts. Several of these policies bear directly on the location and type of growth desired by the City, and would have potential spillover effects on job growth and provision of affordable housing, with possible additional effects on sustainability-related issues such as long-distance commuting, energy consumption and greenhouse gas emissions (refer to Table 4.3 on page 4-5).

#### **4.2.1 Housing Element Update Assumptions**

Proposed amendments to the Housing Element are intended to substantially increase the production of priority housing types, including both affordable and workforce housing, through a combination of development incentives and regulatory exactions. If successfully implemented, this shift toward greater regulatory measures and an enhanced array of incentives is assumed to result in an estimated 35 percent of all new units constructed being affordable to low-, moderate-, or middle-income households.

**Table 4.1: Assumptions for *Plan Santa Barbara* Land Use & Growth Management Element Policies (Policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)**

Policy	Effect on Growth	Effect on Sustainability
<b>LG1-Resource Allocation Priority</b> – Prioritizes the use of available resources capacities for additional affordable housing over all other new development.	May limit non-residential or market rate housing development due to: city-wide constraints (e.g., water); local constraints (e.g., congestion) within areas targeted for incremental growth (i.e., within the Mobility Oriented Development Area MODA).	Encourages affordable housing development; potentially small improvements to: jobs/housing balance, reduced long-distance commuting, U.S. Hwy 101 congestion, and energy use/greenhouse gas emissions; may help maintain City’s socio-economic diversity.
<b>LG2-Limit Non-Residential Growth</b> – Extends City Charter Section 1508 limiting City net new non-residential growth to 1,500,000 sf remaining under Charter.	Limits non-residential growth; indirectly encourages housing development in commercial zones.	Encourages mixed-use in-fill development in commercial zones in the Mobility Oriented Development Area (MODA), within walking/biking distance to jobs and shopping.
<b>LG3-Future Residential Growth</b> – Encourages residential growth, especially affordable housing, in balance with resources availability.	Encourages housing. No substantial change from existing policy, except explicit resource evaluation reference.	Potentially improves jobs-housing balance, resulting in a reduction of energy use/greenhouse gas emissions for commuters while retaining long-term availability of resources.
<b>LG4-Location of Residential Growth</b> – Encourages new residential development in Mobility-Oriented Development Area (MODA) in central portion of City.	Assumption for purpose of impact analysis based on historic growth rate and proposed policies, 66 percent of new residential units would be assumed to develop within the MODA.	New residential development within the MODA would be in close proximity to transit and within walking and biking distances to jobs, services, shopping, and entertainment.
<b>LG9-MODA</b> – Recommends focusing new growth in City core, an area already connected by transit and established pedestrian-bike system.	Encourages mixed-use urban infill in City core; recommends ordinance changes: assumes decreased requirements for residential parking while maintaining customer & employee parking requirements, reduced unit sizes, establishment of more neighborhood commercial uses; encourages development of affordable and workforce housing in MODA.	Infill development of affordable or rental housing proximate to jobs and shopping may reduce local and perhaps long distance commute vehicle trips with commensurate reduction in energy consumption and generation of greenhouse gases.
<b>LG11-Community Benefit Residential Land Uses</b> – New residential development shall include residential and open space community benefit land uses.	New residential development in multi-family and commercial zones must include targeted housing types (e.g., affordable units) and be located nearby or contribute to provision of open space.	New needed types of housing could improve jobs/housing balance, reduce long distance commuting, U.S. Hwy 101 congestion and greenhouse gas emission, and help maintain City’s population and economic diversity. Adequate open space provides for livability and air and water quality benefits.
<b>LG15-SNPs</b> – Encourages creation of Sustainable Neighborhood Plans to increase housing variety, provide local commercial use, improve connectivity and walkable streets, provide for adequate services, open space, recreation, trees, watershed protection, etc.	Long-term implementation measure; when fully implemented may increase diversity of neighborhood uses, services, and facilities.	Over the long-term, may reduce local and regional trips, energy use, and City’s carbon footprint, and improve quality of life for residents.

Sources: City of Santa Barbara 2008d and 2009.

Proposed regulatory measures include increasing the inclusionary housing requirement to 25 percent for all new residential developments, and restrictions on unit size in the MODA. Incentives for production of priority housing within the MODA would include use of the Variable Density Ordinance to increase allowable densities, and decreased parking requirements for residential development (refer to Circulation Element discussion below).

The success of these regulatory measures and incentives is critical to meeting affordable housing production goals because the City will soon lose its major source for funding affordable housing construction with the expiration of the Redevelopment Agency’s Tax Increment Financing in 2015 (refer to Section 19, Population and Jobs-Housing Balance). Also key to the success of these efforts are the effectiveness of proposed amendments to the Variable Density Ordinance described below.

**4.2.2 Variable Density Ordinance Amendment Assumptions**

Since 2000, residential development within the City has been dramatically shifting towards larger, multi-storied, multi-family units, with such units increasingly being developed within the commercial zone, and representing 80 percent of total pending residential units, (City of Santa Barbara, 2005b). Such developments often range between 20 to 40 units. Additional smaller duplex or multi-unit projects continue to be built, often as 1 to 3 unit additions upon a lot with an existing single family residence. As vacant or less developed land continues to become more limited, this trend toward multi-unit housing is expected to continue at a similar pace through 2030, with an expected average residential density of 25 units per acre, and an estimated average of 2 to 4.5 projects developed per year. The proposed amendments to the Variable Density Ordinance are intended to promote smaller units with less water and energy consumption and traffic generation.

Based on the direction provided in proposed new Housing Element policies H2, H4 and H6, the Variable Density Ordinance would be amended to specify number of units with corresponding reductions in average unit size, both within the High Density land use designation in the MODA, and the Medium-High Density land

<b>Allowable Land Use Designations</b>	<b>Average Density Required</b>	<b>Base Density</b>	<b>Provision of 15% Inclusionary Units</b>
MODA: High Density Residential	28 du/ac	23-33 du/ac	26-38 du/ac
Outside MODA: Medium-High Density Residential	18 du/ac	15-22 du/ac	17-25 du/ac

use designation outside the MODA<sup>1</sup>. Smaller unit sizes would be encouraged by basing Ordinance density formulas on square footage of units instead of the existing basis of number of bedrooms, with a maximum unit size of 1,300 sf<sup>2</sup>. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

<sup>1</sup> Use of variable density would still be permitted in MF/commercial zones outside of the MODA; approximately 80 percent of areas zoned for commercial and 46 percent of those zoned for industrial uses are within the MODA; however, average densities would be greater in the MODA than for similarly sized units outside the MODA.

<sup>2</sup> Unit size caps are intended to maximize provision of affordable and workforce housing and minimize construction of large luxury units which occurred in some mixed use projects over the last decade.

**Table 4.3: Additional Policy Assumptions Related to Growth and Sustainability**  
*(Policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

<b>Policy</b>	<b>Effect on Growth</b>	<b>Effect on Sustainability</b>
<b>EF 2-Environmental Effects of Future Growth</b> – Manage commercial growth to protect the City’s environment/community character.	May reduce commercial growth citywide or in some areas due to resource constraints or community character issues.	Would reduce or eliminate commercial development that is not supported by available resources.
<b>EF 15-Protect Industrial Zoned Areas</b> (and LG 12) – Preserve industrial zones for service trades, green businesses, product development companies, etc.	Would limit or prohibit rezone of industrial areas, and narrow range of allowed light manufacturing uses, while not precluding limited residential use.	Would retain industrially-zoned areas, help preserve City’s locally-based services and trades sector job base, and facilitate ability of local residents to live and work in City.
<b>ER 5-Energy Efficient Buildings</b> – Requires new construction/remodels to be designed and built consistent with City green programs.	Would require new development to meet more stringent green building standards. Projects with excessive carbon footprints could be prohibited.	Would increase the City’s sustainability, decrease fossil fuel consumption dependence, and help achieve carbon neutrality by 2030.
<b>ER 12-U.S. Hwy 101 Setback</b> – Would temporarily screen sensitive land uses (e.g., new residential units) within 500 feet of U.S. Hwy 101.	Could reduce area available for in-fill residential development.	May decrease land available for residential in-fill housing in portion of MODA and transit accessible areas. Could reduce future resident exposure to noise/pollutants.
<b>CH9-Building Size, Bulk, and Scale and Pedestrian Amenities-</b> Strengthens provisions requiring new non-residential and mixed-use development to be in scale with existing neighborhoods and provide successful pedestrian walking environment including canopy trees.	Reduced building size, bulk, and scale would potentially reduce the amount of square footage available for expanded or new businesses and residences.	Minimizing size and bulk of new structures would reduce energy consumption. Promotion of canopy trees would lower cooling costs and create more pedestrian-friendly spaces.
<b>CH10-Building Height Limits Downtown Near Residential areas and Historic Structures</b> - Requires lower building height and stepping back of buildings in Downtown adjacent to residential zones and historic structures.	Would establish height limits of 40 feet in El Pueblo Viejo District (EPV) commercial zones and 45 feet outside of the EPV. Limited exceptions would be provided for community benefit projects, including affordable housing.	Would provide incentive for construction of community benefit projects in EPV and disincentive for other development. Could increase provision of priority housing in MODA if incentives are successful, or could decrease density in MODA in conflict with City goals. Could potentially hinder sustainability efforts by limiting construction to smaller, less space-efficient structures.
<b>H2-Market Rate Residential</b> – Provides standards for maximum unit sizes and adequate open space for market rate residential within R-2, multifamily, and commercial zones.	Would change variable density ordinance for market rate projects to provide disincentive for market rate construction of large units. Increases incentive for construction of smaller, more affordable units.	May help improve jobs/housing balance. Encourages housing projects with smaller unit sizes, while maintaining attractiveness through enhanced open spaces. Improves livability of residential neighborhoods. Provides benefits for air quality, water quality, visual aesthetics, biological resources, and historic resources.
<b>H4-Unit Size and Density</b> – Density standards for multi-family/commercial zones would reduce density for large units and increase density for small units (see also H3).	Incentive to reduce size of new units would allow increased density without increasing building size or bulk. Disincentive to create large luxury townhomes/condominiums.	Efficient use of building space for local housing needs. May reduce water and energy use, and increase affordable housing in-fill construction. Help to reduce long-distance commuting, fossil fuel use, and emissions.



**Table 4.3: Additional Policy Assumptions Related to Growth and Sustainability (Continued)**  
*(Policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Policy	Effect on Growth	Effect on Sustainability
<b>H6-Promote Affordable and Workforce Housing</b> – Allows density increases for rental housing in the duplex/multiple family zones. Revises variable density ordinance to limit unit sizes, increase affordability.	Permits increased density of units in MODA /central parts of City for rental housing.	Could provide more affordable and workforce housing in the City closer to jobs. May reduce commute distances, fuel consumption, and emissions.
<b>H9-Inclusionary Affordable Housing</b> – Consider requiring up to 25% inclusionary affordable housing in new residential ownership developments.	May alter unit mix in proposed developments as developers seek to offset costs of providing affordable units.	Could increase provision of affordable housing, and thereby result in some reduced commute distances and associated energy use and emissions.
<b>C13-Central Business District (CBD) Appropriate Parking</b> – Establish on- and off-street requirements to maximize customer parking in CBD, discourage employee use of public parking, manage pricing to insure CBD competitiveness, and change residential parking to maintain customer parking.	May facilitate added retail commercial development downtown. Could discourage some residential developers; however, would not appear to substantially affect overall growth assumed in MODA.	Single most effective transportation-related measure to reduce congestion on downtown streets, with associated potential reductions in vehicle miles traveled (VMT), fossil fuel consumption, and air pollutant emissions.
<b>C18,-9, Reduce Parking Requirements</b> -Reduce parking requirements for residential uses in MODA and permit offsite parking in commercial zones.	Could facilitate development of affordable housing in MODA by reducing construction costs.	Could facilitate reductions in VMT, fossil fuel consumption, and air pollutant emissions by providing homes for zero- or one-car households within MODA, and alternative modes of transportation (e.g., walking, bikes, scooters).

*Sources: City of Santa Barbara 2008d and 2009.*

### 4.2.3 Historic Resources and Community Character and Design Assumptions

A key component of this new element would be proposed guidelines on building height, setbacks, and mass in policies CH8, CH9, and CH10. Full implementation of these policies is anticipated to result in some lowering of building heights in commercial zones within the El Pueblo Viejo Historic District to 40 feet. Although the current maximum allowable height is up to 60 feet, most development in the past has been 45 feet or less. Proposed measures are designed to protect the historic character of Downtown and buffer adjacent neighborhoods from the effects of taller buildings.

The *Plan Santa Barbara* policies propose that Community Benefit Uses (as defined in Land Use and Growth Management Element Policies LG 10 and LG 11) be included in new development. Such uses could include projects that provide community facilities (plazas, recreation, institutional, etc.), selected economic or green development, small or local business expansion, and priority housing types. Projects meeting the definition of providing priority housing would include those with 30 percent of the housing affordable to low- or moderate-income households, available to critical workforce (e.g., firefighters, teachers), rental housing, etc.

Structures would still be subject to design review and measures to protect community character, including stepping back upper stories of buildings, use of variable setbacks, and careful review of the size, bulk, and scale of structures. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

### 4.2.4 Circulation Element Assumptions

Proposed Circulation policies in *Plan Santa Barbara* would generally continue or moderately expand long-time existing Circulation Element Policies and Programs which invest in and encourage broadening of mobility options and choice available to City residents. When a portion of the population uses alternatives to the single-occupant vehicle, such as walking, bicycling, bus, or carpool, vehicle congestion levels are lessened. The City already has existing infrastructure in place in the Downtown core, including sidewalks, bike lanes, and transit service.

The EIR assumes that ongoing expansion of and modest improvements to the local and regional transit, including limited commuter rail, would continue. Expansion of the City’s pedestrian and bike systems and gradual expansion of Transportation Demand Management (TDM) programs, such as incremental increases in use of rideshare and transit passes are also assumed (refer to Table 4.4).

The most substantial change in Circulation Element Policies and resultant effect on reducing congestion and vehicle miles traveled (VMT) would be new parking management strategies. Examples include reduction in parking required for new residential development within the MODA; charging for on-street parking in the Downtown, and changes in pricing and time limits for parking in public garages and parking lots (refer to Table 4.4). Continuation of gradual expansion existing programs to increase mobility would incrementally aid in congestion reduction and reduce overall VMT; however, the effects of proposed changes in parking programs would equal or exceed the effectiveness of all other programs combined. These issues are summarized in Table 4.4 below, expanded on in Section 16.0, *Transportation* and explained in detail in Appendix I.

**Table 4.4: Key Transportation Program Assumptions**

*(Policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Proposed Program - Policies	Effect on Travel	Effect on Sustainability
<p><b>Parking Management</b> - Establish on- and off-street requirements to maximize customer parking in CBD. Reduce parking requirements for residential uses in the MODA. Permit off-site residential parking in commercial zones. <b>Policies C13, C16, C18, C19.</b></p>	<p>Charging for on-street parking and pricing of public off-street parking is the most effective trip reduction program available and could reduce downtown congestion by 15%-25%. Relaxed residential parking requirements would reduce resident car ownership, peak hour trips, and vehicle miles traveled (VMT) in new development.</p>	<p>Reductions in vehicle miles traveled (VMT) and congestion would reduce fossil fuel consumption and associated greenhouse gas and other air pollutant emissions.</p>
<p><b>Bicycle and Pedestrian Facility Improvements</b> - Complete high priority bike and pedestrian improvements to improve mobility. <b>Policies C1, C2, C3, C7.</b></p>	<p>Completing key links in bike and pedestrian networks would improve resident and visitor mobility options and aid in attaining reductions in VMT and congestion.</p>	<p>High quality bike and pedestrian networks would interface with and support local and regional transit, and aid in energy consumption and associated air pollution.</p>
<p><b>Public Transit Improvement</b> - Continue regional coordination to enhance rail and bus options for long-distance commuters. Improve inter-modal connectivity of transit system centers and concentrate residential and commercial growth within MODA. <b>Policies C6, C7, LG4, LG9.</b></p>	<p>Public transit improvements would increase ridership, thus reducing VMT, peak hour trips and related congestion.</p>	<p>Increased transit ridership would reduce VMT and congestion, reducing greenhouse gases and other air pollutant emissions. Improved long-distance transit could aid in reducing congestion on U.S. Hwy 101.</p>

**Table 4.4: Key Transportation Program Assumptions (Continued)**

*(Policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

<p><b>Transportation Demand Management (TDM)</b> - Continue improvements to TDM programs: expand subsidized transit passes, begin car- and bike-sharing programs, continue Safe Routes to School program, increase carpooling and telecommuting.</p>	<p>TDM programs are the second most effective trip reduction program available and can reduce peak hour, commute-related trips by 10%.</p>	<p>Reductions in VMT and congestion would reduce fossil fuel consumption and associated greenhouse gas and other air pollutant emissions.</p>
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### 4.2.5 Adaptive Management Program Assumptions

The City’s commitment to living within its resources is reflected in the initiation of an Adaptive Management Program (AMP) that matches project objectives with specific community benchmarks and indicators to monitor the performance of those objectives. Development of a strong AMP could substantially affect the type, location, and rate of new development by requiring policy adjustments to address emerging issues raised by growth. For example, should traffic congestion grow beyond acceptable levels along a particular transportation corridor, or overall demand for water resources approach supply limitations, both the location and allowable amount of growth could be materially affected to avoid impacts. Such policy adjustments would be designed to address such issues and ensure that new development continues to meet sustainability goals.

## 4.3 Future Growth Assumptions

As discussed above, the policies contained in *Plan Santa Barbara* would provide direction to guide the type and location of desired growth. The overall rate and type of new development would also continue to be affected by market conditions and individual property owner decisions. Most development in the City would involve demolition of older structures and redevelopment, or additions to existing structures. Based on policies, physical conditions, and market factors, a small increment of additional net increase in development is expected to occur within the City over the next two decades of the *Plan Santa Barbara* time frame.

For impact analysis, *Plan Santa Barbara* assumes growth of up to 2,795 new residential units and 2 million sf of non-residential development within the City through 2030. Up to 403 new residential units and 178,202 sf of non-residential growth are assumed in the sphere. The amount, location, and type of development would also be affected by property owner decisions, market conditions, and resource constraints.

The policies contained in *Plan Santa Barbara* would continue existing caps on non-residential development, and would not specifically limit the general location or amount of residential growth beyond those restrictions necessary to protect essential resources. In addition, because the City’s Variable Density Ordinance would allow residentially-zoned sites in the MODA to develop under a wide range of densities, and commercial sites to build out as commercial, residential, or as mixed use projects, precise estimates of actual development are difficult to provide. Further, the extent of requests for annexations within the City’s 5,500-acre sphere of influence is also difficult to precisely predict.

Therefore, in order to assess the potential future impacts of growth permitted under *Plan Santa Barbara*, this EIR uses a set of assumptions regarding the general type, location, and amount of projected future growth, as discussed below.

### 4.3.1 EIR Growth Assumptions

For purposes of impact analysis, a maximum of 2,795 additional residential units and 2 million sf of additional non-residential development are assumed to develop within the City through the year 2030, based on the proposed policies of *Plan Santa Barbara*, the revised Land Use Map, and accompanying ordinance amendments (e.g., Variable Density Ordinance). Up to 403 new residential units and 178,202 sf of non-residential growth is assumed to develop in the sphere. The total growth assumption is up to 3,198 net new units of residential development and up to 2.178 million net new sf of non-residential development over the next 20 years.

These estimates account for long-term historical trends of economic cycles and development rates, and the guidance and limitations contained in the proposed policies and continuation of growth controls. Actual rates of growth that occur in the future will be subject to resource availability, the economy, individual property owner decisions, and other public agency regulations in addition to those contained in *Plan Santa Barbara*.

#### Formulation of EIR Assumptions and Analyses

As part of development of the *Plan Santa Barbara* EIR, a number of assumptions were identified for various issues, ranging from projected residential build-out over the next 20 years to the relative effectiveness of Transportation Demand Management (TDM) measures in reducing traffic congestion. These assumptions were reviewed by EIR preparers to ensure that they were appropriately conservative for use in an EIR. Three examples of this process of vetting such assumptions and using a conservative analytical approach are set forth below.

For example, with regard to the potential effects of TDM programs on reducing traffic congestion, the consultant team exhaustively researched the success of such programs in other communities and recognized potential reductions in vehicle trip generation only where there was strong available data to substantiate such reductions. Where a measure was expected to reduce traffic but adequate quantifiable empirical data did not exist or was unobtainable within the project budget, such as quantification of reductions in commuter-related congestion due to expansion of bike paths or increased transit frequency, the EIR analysis does not assume any reduction in congestion from such programs.

However, the EIR traffic model analysis empirically demonstrates that vehicle trip generation rates are lower for land uses located in the Downtown core and surrounding neighborhoods and districts within the City's grid street system when compared to more outlying suburban parts of the City. This is due to the compact mix of a wide variety of land uses (e.g., retail, employment, residential, recreational), a grid system of closely spaced streets providing alternate routes and designed to be attractive to all transportation users (i.e., drivers, transit riders, bicyclists, walkers), and the accessibility of the Downtown commercial district via bus transit. This does not mean that residents make no vehicle trips, just that a greater portion of residents choose to make a greater portion of their trips using alternative travel modes. The EIR analysis does not assume that everyone in new developments in these areas would walk or ride the bus; it employs trip generation rates that reflect the known lower vehicle trip-making characteristics of this area.

With regard to determining the effects of each scenario on the future jobs/housing balance, EIR assumptions and analyses do not assume that all new units would be affordable or that City programs would successfully meet all housing demand. Rather, based on zoning and proposed policies and programs, the EIR assumes that the majority of units would be multiple-family and that housing production would be roughly in balance with job creation. However, the EIR identifies a significant increase in demand for affordable housing and clearly sets forth the challenges facing the City in meeting such demand.

Projected growth is assumed to include non-residential (primarily commercial) development, and new residential units, with the majority comprised of multiple-family structures such as town homes, condominiums, and apartments (Table 4.5). The majority of this growth is anticipated to occur within existing City boundaries, but would also be assumed to include limited annexations to permit construction of an estimated 403 residences and 178,202 sf of non-residential development (City of Santa Barbara 2008d and City data on sphere growth projections, January 2009). Santa Barbara County Association of Governments forecasts population growth at approximately 3,000 between base year 2005 (89,800) to 2030 (92,800), (SBCAG. 2007b. Regional Growth Forecast 2005-2040. August.). However, this forecast is comparatively lower than SBCAG’s 2008 Regional Housing Needs Allocation (RHNA) for the City of 4,388 housing units over the next five years.

**Table 4.5: Historical and Projected Development in the City of Santa Barbara and its Sphere of Influence**

Type of Development	Historical Development 1990-2007 (17 years)	Growth Assumptions Under <i>Plan Santa Barbara</i> 2008-2030 (22 years)
Single-family ( Dwelling Units)	562 DU	358 DU
Multi-family (DU) <sup>1</sup>	2,145 DU	2380 DU
Second Units (DU)	10 DU	57 DU
Commercial/Institutional (square feet [sf]) <sup>2</sup>	1,963,020 sf	~1,800,000 sf
Industrial (sf)	194,089 sf	~200,000 sf
<b>Citywide Subtotal (within City boundaries):</b>	<b>2,157,109 sf/2,717 DU</b>	<b>~2,000,000 sf/2,795 DU</b>
<b>Sphere of Influence (sphere)<sup>3</sup> :</b>	<b>-</b>	<b>178,202 sf/403 DU</b>
<b>Total (City plus sphere):</b>	<b>2,157,109 sf/ 2,717 DU</b>	<b>2,178,208 sf/ 3,198 DU</b>

Sources: City of Santa Barbara 2008a and 2008d, and City data (January 2009).  
 Notes: ~ indicates approximate values.  
<sup>1</sup> Multi-family residential units include development in the Multi-Family, Commercial, Waterfront, Industrial, and Parks and Recreation zone districts from Table 4 in the Development Trends Report and is subject to verification.  
<sup>2</sup> Commercial sf includes development in the Multi-Family, Commercial, Waterfront, Parks and Recreation, Specific Plan, and Airport zone districts. Commercial uses in the Single Family residential zone are limited to legal non-conforming uses or institutions such as schools or churches. From Table 3 in the Development Trends.  
<sup>3</sup> Sphere of influence refers to approximately 5,580 acres outside of the City proper and includes 403 residential units and 178,202 sf of commercial development under Plan Santa Barbara for the years 2008 to 2030.

**4.3.2 Non-Residential Development Assumptions**

Projected net non-residential development of up to 2 million sf is assumed to occur within the City to the year 2030, and up to 178,202 sf of net additional non-residential growth in the sphere of influence (totaling 2.178 million sf of net new non-residential growth). The City figure includes 500,000 sf associated with non-Measure E projects (e.g., minor additions, reconstruction, and annexations). Based on historic trends, land availability, and the existing ordinance structure, development would be expected to consist of many small additions to existing structures, and a few mid-sized uses and major businesses. Non-residential development permitted under Policy LG2 and the revised Land Use Map and accompanying zoning ordinance would typically replace existing development, limiting net new commercial area. Policy LG1 prioritizes remaining resources (such as water supply and traffic capacity) for affordable housing over other land uses which would also tend to limit the amount of net new non-residential growth.

A wide range of types and sizes of development are permissible and could occur under zoning provisions including: retail outlets, offices, corner stores (500 to 1,500 sf), restaurants (1,000 to 3,000 sf), drug stores (10,000 to 15,000 sf), as well as larger stores and hotels. It is assumed that projected non-residential development would be spread among six different kinds of uses, with institutional development (such as Cottage

Hospital) accounting for about 22 percent of net new non-residential growth, followed by office space which would account for approximately 19 percent of projected net non-residential development (Table 4.6).

	<b>Service Commercial</b>	<b>Retail</b>	<b>Office</b>	<b>Institutional</b>	<b>Hotel</b>	<b>Industrial</b>
Square Feet (sf)	350,000	310,000	420,000	470,000	250,000	200,000
Percentage of Total sf	16.1%	14.3%	19.4%	21.7%	11.5	9.2
<b>Total Square Feet in City</b>	<b>2,000,000</b>					
<b>Total Square Feet in Sphere</b>	<b>178,202</b>					
<b>Total Square Feet</b>	<b>2,178,202</b>					

**4.3.3 Residential Development Assumptions**

The Land Use and Growth Management Element policies address the desired types and general locations of residential growth, and no numerical caps or goals are specified in the policies. Rather, the rate of residential development would be limited by resource constraints, market forces, land availability and costs, development costs, and development regulations.

Based on these factors, residential development trends are projected to continue the historical trend of the last 15 years to focus primarily on construction of new multiple-family homes and mixed use/residential-commercial projects, particularly in commercial zone districts. Estimated net new multiple-family development is assumed to include 1,369 new units in the City’s commercial zones, along with 996 units in the multi-family and duplex zones.

Single-family residential growth is assumed to make up approximately 15 percent of all projected residential growth (373 units). Legal second residential units in single-family zones are not expected to be a substantial component of future growth, assumed to constitute less than 2 percent of future residential growth (57 units).

**4.3.4 Assumptions for Location of Future Growth**

Growth is assumed to be focused within the central areas of the City, but is also expected to potentially include some limited annexations of unincorporated land along upper La Cumbre and State streets and/or in the Las Positas Valley, as well as continued moderate growth at the City’s airport and adjacent specific plan area.

Plan Santa Barbara policies are intended to re-direct the location of future development within the City consistent with community goals and the proposed sustainability framework. Based upon these policy preferences, approximately 80 percent of potential future net non-residential and residential growth is assumed to occur within the MODA. Of this, an estimated 66 percent of projected new residential growth within existing city boundaries (1,845 out of the 2,795 units) is anticipated to occur within the MODA. More than 80 percent of the City’s commercial zones and 46 percent of the industrial zones are located within the MODA, and a large majority of non-residential growth is also anticipated to occur within this 2,325-acre MODA area.

Future growth would be encouraged to occur along transportation corridors.

In contrast, over 90 percent of single family dwellings and park lands, and approximately two-thirds of duplex lands are assumed to be located outside of the MODA (refer to Tables 4.7 and 4.8).

**Table 4.7: Existing City Land Uses and Relationship to the MODA**

Land Use	Total Area (acres)*	Area in MODA (acres)	Percent in MODA
Commercial	1,096	872	80%
Multi-family	1,137	600	53%
Duplex	920	280	31%
Single-family	6,667	361	0.5%
Industrial	203	94	46%
Parks	1,034	62	6%
<b>Total</b>	<b>11,057</b>	<b>2,270**</b>	<b>20%</b>

Notes: \*Does not include airport or sphere; estimated City total of 12,636 acres includes areas without land use designations (e.g., beaches, harbor waters, U.S. Hwy 101 corridor, Caltrans ROW, or airport).

\*\*The individual acreages add up to more than the stated total due to rounding error.

Source: AMEC 2009.

**Table 4.8: Assumptions for Distribution of Potential Future Growth by Land Use**

Land Use	Acreage of Areas Available for Potential Future Growth within City*	Acreage of Areas Available for Potential Future Growth within MODA	Percentage of Areas Available For Future Growth Located Within MODA
Commercial	345	296	86%
Multi-family	56	33	58%
Duplex	39	16	42%
Single-family	11	7	64%
Industrial	5	4	80%
Parks	0.01	0.002	18%
<b>Total</b>	<b>456</b>	<b>356</b>	<b>78%</b>

Notes: \*Only a portion of these 456 acres are project to be developed by 2030; Does not include airport or sphere

Source: AMEC 2009.

Development is assumed to be concentrated in the Downtown and along the Upper State, Haley and Milpas Street corridors, with additional scattered development located throughout the City, particularly on the East and West sides. This assumption is based on the policy direction contained in *Plan Santa Barbara* draft Land Use and Housing Elements, historic development trends in the City, and the availability of lands not built out to allowable levels.

City land use map designations and policies would allow for future growth to occur on many different parcels, and specific parcels that would develop cannot be predicted. The precise location of such growth would be determined by a variety of factors, including property owner decisions, market conditions, environmental constraints, etc., as well as General Plan and growth management policies. For purposes of impact analysis, future growth projections were distributed geographically as a representative example distribution. Approximately 1,678 parcels with low improvement values comprising 459 acres throughout the City were identified as logical possible locations of future net growth<sup>3</sup>. Approximately 78 percent of these parcels (1,306 parcels/358 acres) are located within the MODA<sup>4</sup>. These parcels typically have relatively low environmental constraints and are located close to transportation corridors (see Appendix D, *Representative Distribution Assumptions for Future Growth* regarding undervalued parcels). The particular parcels identified for this analysis are not targeted for growth in the proposed *Plan Santa Barbara* policies or Land Use Map; they are

<sup>3</sup> This analysis of development potential also included sites that had been previously identified as Housing Element opportunity sites.

<sup>4</sup> Over the 20-year *Plan Santa Barbara* horizon, growth could occur anywhere in the City; however, the lower valued parcels identified by the City are considered the most likely locations where the majority of growth could occur.

only a sample representative distribution of the types of areas which may build out overall during the 20-year life of *Plan Santa Barbara*. The distribution of growth to these parcels represents a set of assumptions for purposes of evaluating the types and general locations of environmental impacts for the *Plan Santa Barbara* policies. Only a portion of these parcels would be expected to actually be developed prior to 2030.

Under the distribution of potential growth to these parcels, the large majority (95 percent) of future growth is assumed to occur within commercial (75 percent), multi-family (12 percent) and duplex (8 percent) zones. The remaining 5 percent of potential growth is assumed to occur within single-family, industrial, and parkland areas. A majority of net commercial and multi-family growth (the largest categories for development potential) is assumed to occur in the MODA.

#### 4.4 Extended Range or Full Build-Out under *Plan Santa Barbara*

*Plan Santa Barbara* is an update to the City General Plan policy framework, and an extension of non-residential growth management regulations for an additional 20 years. As such, the focus of analysis within the body of the EIR is on the effects of development over the next 20 years through the year 2030. This approach was also determined to yield the most useful environmental analysis, as forecasts or predictions beyond a 20-year horizon are by nature very programmatic and speculative. The City has few vacant parcels, and development decisions are largely dependent on individual property owner decisions. The changing economic cycles as well as rapidly evolving technology beyond this horizon are unpredictable, as are resultant development trends and environmental effects.

The 20-year planning horizon for *Plan Santa Barbara* clearly would not accommodate theoretical full build-out of the City under its existing and proposed General Plan Land Use Element designations. As such, each section of the EIR also includes a more programmatic description of the potential types of impacts associated with longer-range, full build-out of the City under *Plan Santa Barbara* policies and Land Use Element designations (based on proposed Land Use Element Map and zoning). This would provide a reasonable worst case analysis of the environmental impacts of full build-out.

This scenario would in effect be a continuation of proposed *Plan Santa Barbara* policies past the 2030 plan horizon and into the future. For purposes of analysis, full build-out of the City General Plan through the year 2050 or beyond is assumed to include non-residential growth of 3,208,100 square feet and residential growth of 8,620 units, based on extrapolation of historic growth trends and application of *Plan Santa Barbara* and other existing policies<sup>5</sup>. Although the General Plan Land Use and Zoning designations identify a cumulative potential for substantial additional residential development over this timeframe, these designations alone do not govern the amount of growth, but rather are applied together with growth management regulations. It is assumed that existing voter-approved growth restrictions and *Plan Santa Barbara* growth management policies would continue to be extended through this longer-range time frame.

The analysis looks at longer-range issues, particularly the effects of global climate change which are projected to become more noticeable over time, as well as the consideration of appropriate infrastructure sizing if needed. The transportation analysis for this scenario qualitatively describes longer-term traffic and circulation issues, building on analysis performed in the *Plan Santa Barbara* transportation model.

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<sup>5</sup> Existing City zoning would theoretically allow for substantially higher build-out of commercial uses. However, development is limited within the framework of the Measure E non-residential growth limitations and the replacement limits proposed as part of *Plan Santa Barbara*. Further, limitations are embedded within the design requirements of existing ordinances (e.g., parking requirements), which would preclude maximum build-out of commercial uses in commercial zones. Finally, by restricting commercial uses through these measures and encouraging and permitting residential development in commercial zones through application of the Variable Density Ordinance, City policy has historically and is expected to continue to result in residential development displacing potential commercial uses within commercial zones.



**Table 4.9: Examples of Representative Locations of Potential Future Growth**

The five sites described here are examples of sites that could be possible locations of future growth, including three sites that are currently proposed for development.

Economics and landowner decisions and the City approval process would influence whether any or all of these sites are developed by the year 2030.

In general, these sites include larger surface parking lots and/or older, often single use, one-story buildings, have lower value improvements on site, and have land use and density designations that could allow for redevelopment with added growth.



*The proposed 3-story mixed-used project Arlington Village would include 35 residential condominiums (including 9 affordable/workforce), 10,000 sf of commercial use and underground parking.*



*Approximately 16 acres of surface parking lots surrounding La Cumbre Plaza is an area of substantial potential future growth.*



*The proposed Sandman mixed-use project would include a three-story 106-room hotel with underground parking and 73 condominiums (including 11 affordable units) to replace the existing hotel complex. The applicant is proposing an alternate project consisting of construction of approximately 14,254 sf of office space contained in two buildings and 73 residential condominium units*



*The 4.4-acre 600 block of East Haley Street supports service commercial businesses (e.g., Catholic Charities Thrift Store). However, based on the less developed nature of most of the site (e.g., low use truck yard), this block is a potential area of future growth.*



*The Transit Village project proposed for 1.8 acres at the current MTD Transit Center and adjacent City parking lot would potentially consist of 160 affordable and possibly market-rate residential units, and approximately 12,000 sf of commercial/transit.*

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## 5.0 DESCRIPTION OF ALTERNATIVES TO THE PROJECT

The California Environmental Quality Act (CEQA) Guidelines require that an EIR evaluate a reasonable range of potentially feasible alternatives to the project that would meet most of the project objectives but would avoid or lessen any significant impacts. The alternatives analysis is intended to foster informed decision-making and public participation. The lead agency selects the range of alternatives to be examined.

This EIR provides comparative impact analysis for three alternatives to the proposed project that represent a range of different policy sets and growth assumptions. The three alternatives are (1) the Existing Policies (No Project) Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The alternatives selected were intended to reduce one or more environmental impacts compared to the *Plan Santa Barbara* scenario, and were intended to reflect the range of policy and growth options under discussion by the community during development of the *Plan Santa Barbara* draft policies.

The alternatives are described below, analyzed as a part of each impact section, and the results are summarized in Section 22 *Summary of Comparative Alternatives Analysis*.

Also please see the Hybrid Alternative Analysis, which provides additional analysis of a hybrid alternative.

### 5.1 Existing Policies (“No Project”) Alternative

CEQA requires that EIRs provide a “no project” analysis of environmental impacts that would occur if the project did not proceed. This functions as a baseline impact analysis against which the project impacts and impacts of other alternatives can be compared.

For the *Plan Santa Barbara* project, the Existing Policies Alternative is the “no project” alternative, which evaluates the impacts of additional future growth to the year 2030 assuming continuation of historical growth rates and continuation of the existing City General Plan policy framework.

The Existing Policies alternative recognizes the continuation of existing Measure E limits on non-residential growth, through 2013 as part of existing adopted City ordinance, and based on continuing strong support for this policy by City residents, the EIR analysis of this alternative assumes that such limits would continue to be extended through the planning period to the year 2030.

Under this alternative, the amount of potential residential development would continue to be governed primarily by market forces and private property owner initiative, but subject to the resource protection policies of the City’s existing General Plan and Charter.

#### 5.1.1 Policy Assumptions -Existing Policies Alternative

The following key existing programs, policies, and ordinances are assumed to remain in effect through 2030 under the Existing Policies Alternative:

1. The City’s Variable Density Ordinance would continue to be available for use citywide in applicable multiple-family zones, and allowable densities would continue to be based on the number of bedrooms with no overall unit size restrictions.

2. The existing Land Use Element maps would remain in effect.
3. Height limits would remain at 60 feet in commercial zones downtown and 45 feet in areas outside of downtown.
4. City provision of affordable housing would continue to primarily rely upon Redevelopment Agency tax increment financing to fund construction of such housing until the expiration of this financing tool in 2015.
5. The existing Inclusionary Housing Ordinance would continue to require that developments provide 15 percent middle income units, and City/State bonus density provisions would remain in effect.
6. Production of secondary residential units would be governed by existing ordinance provisions, including detailed permit requirements and provision of off-street parking.
7. Existing parking standards for residential (2 spaces/unit) and commercial parking (4 spaces/1,000 sf) would remain in effect, and public parking management would remain unchanged with respect to fees and time limits.
8. Pedestrian and bike path systems would be gradually expanded, as would support for local and regional transit and transportation demand management (TDM) Programs (e.g., ride share, employee flex-time, telecommuting programs to reduce peak hour and daily traffic).

### 5.1.2 Growth Assumptions - Existing Policies Alternative

Based on extending out historical growth rates, 2,795 additional residential units would be assumed to develop within existing City limits through 2030, with an additional 403 units developed within the sphere of influence (sphere), for a total of 3,198 new units (equivalent to proposed project).

Non-residential development would be slightly higher than under the *Plan Santa Barbara* scenario, with 2,291,700 net new sf assumed to develop within City limits through 2030, and an additional 178,202 sf within the sphere for a total of 2,469,902 sf under the Existing Policies Alternative.

### 5.1.3 General Effects of Policy and Growth Assumptions for Analysis of Existing Policies Alternative

Based on the continuation of existing policies and historical growth rates, the following are key assumptions included in the analysis of this alternative:

1. The Variable Density Ordinance would continue to result in production of market-oriented housing with the majority of units developed as high-end, expensive condominiums.
2. Future growth would be less focused in the central City areas (i.e., the MODA) than under the proposed *Plan Santa Barbara* policies, with some higher density projects allowed outside of the central areas of the City, and lower average densities of 20 units per acre within the central City (compared to 25 units per acre or more for *Plan Santa Barbara*).
3. Approximately 56 percent of all residential growth (1,179 homes) and 69 percent of non-residential growth (2,291,700 sf) would occur within the central City area proposed as the MODA.
4. Because of the upcoming expiration of the Tax Increment Financing and continuation of relatively limited affordable housing requirement and incentive programs, the production of affordable housing would gradually decline from the historical rate of 30 percent of all housing produced over the last 20 years, and would be less than the 35 percent assumed for *Plan Santa Barbara*.

5. Peak hour trip generation and vehicle miles traveled associated with net new development would mirror historical rates, with resultant effects on congestion, energy consumption, and air pollutant emissions.

## 5.2 Lower Growth Alternative

This Alternative would evaluate the impacts of lower future growth to the year 2030 compared with either *Plan Santa Barbara* or with historical growth rates. This impact analysis would permit comparison of the impacts of traditional “slow growth” policies of less development and lower densities with the policies and amounts of growth associated with *Plan Santa Barbara* and the other alternatives.

The Lower Growth Alternative assumes that Measure E limits on non residential growth would be amended to further restrict net new non-residential development to a total of 1,000,000 sf within the existing City limit through 2030; this would include growth allotted to all Measure E and Non-Measure E projects (including small additions, demolition/redevelopment, and annexations).

Under this alternative, the amount of potential residential development would continue to be governed primarily by market forces and private property owner initiative, subject to the additional policies and programs as outlined below.

Evaluation of this alternative would analyze the effectiveness of comparative policies for protecting visual and historic resources, local and regional traffic congestion, water demand, energy consumption, greenhouse gas emissions, jobs/housing balance, and socio-economic issues.

### 5.2.1 Policy Assumptions - Lower Growth Alternative

The following key programs, policies, and ordinances would be associated with the Lower Growth Alternative:

1. Use of the City’s Variable Density Ordinance would be amended to be based on unit sizes rather than bedrooms, similar to the proposed *Plan Santa Barbara* policies; however, it would be restricted from multiple-family zones outside of the central City. Permitted densities would average 15 du/acre, approximately 30 percent lower than under *Plan Santa Barbara* policies.
2. The existing Land Use maps would remain in effect.
3. Height limits would be lowered to 40 feet in the El Pueblo Viejo Design District (EPV) which encompasses much of the central city (refer to Figure 10.1), and would remain at 45 feet in commercial zones outside of EPV, consistent with the Voter Initiative (Measure B) on the November 2009 ballot.
4. More stringent measures to protect historic resources, visual resources, open space, community character, and single-family neighborhoods would be assumed.
5. Existing constraints on second units would continue to limit their development.
6. City provision of affordable housing would continue to rely upon Redevelopment Agency tax increment financing as a primary tool to fund construction of such housing until its expiration in 2015.
7. The existing Inclusionary Housing Ordinance would continue to require that developments provide 15 percent middle-income units and City/State bonus density provisions would remain in effect.

8. Existing residential (2 spaces/unit) and commercial parking standards (4 spaces/1,000 sf) would remain in effect or be increased, with added requirements for more guest parking. Management of public parking lots and on-street parking would remain unchanged.
9. Pedestrian and bike path systems would be gradually expanded, as would support for local and regional transit and TDM Programs.
10. No future increase in water resources is assumed.
11. Measures to promote energy conservation and green building would occur similar to *Plan Santa Barbara* policies.

### 5.2.2 Growth Assumptions - Lower Growth Alternative

Based on proposed height restrictions and lower density allowances, residential growth is assumed to decline to 2,000 new units within existing City limits through 2030, with an additional 403 units developed within the sphere of influence for a total of 2,403 new units (approximately 75 percent of that assumed under the proposed project or with historical growth rates). The total non-residential development would also be substantially lower than under the proposed project, with a total of 1,000,000 sf developed within City limits through 2030 and an additional 178,202 sf within the sphere for a total of 1,178,202 sf under the Lower Growth Alternative (approximately 54 percent of *Plan Santa Barbara* and 47 percent of Existing Policies Alternative/historical growth rates).

### 5.2.3 General Effects of Policy and Growth Assumptions for Analysis of Lower Growth Alternative

Based on identified policy and growth assumptions, the analysis of this alternative anticipates the following effects:

1. The Variable Density Ordinance would continue to allow a relatively even distribution of growth and density throughout the City. The average density of new development under this Ordinance within the MODA would be assumed to be 15 units per acre, more than 45 percent lower than the average MODA density of 28 du/ac under the *Plan Santa Barbara* policies.
2. Lower average densities (maximum 12 units per acre) would be assumed to occur outside the MODA.
3. Approximately 46 percent of all residential growth (914 units) would be assumed to occur within the MODA, as well as 34 percent of non-residential growth within existing City limits (344,415 sf).
4. Because of the expiration of Tax Increment Financing and continuation of relatively limited affordable housing requirement and incentive programs, the production of affordable housing would decline to 20 percent of all housing produced from the historical rate of 30 percent over the last 20 years and the 35 percent assumed for *Plan Santa Barbara*.
5. Peak hour and daily trip generation and vehicle miles traveled (VMT) associated with new development would mirror historical rates, with resultant effects on congestion, energy consumption and air pollutant emissions.

## 5.3 Additional Housing Alternative

This Alternative would evaluate the impacts of more future residential and less non-residential growth to the year 2030 compared with the *Plan Santa Barbara* scenario. This Alternative assumes additional residential in-fill development and a stronger policy emphasis on improving the jobs-housing balance compared to the amounts and balance of residential and non-residential growth assumed under *Plan Santa Barbara* and other alternatives.

The Additional Housing Alternative would restrict non-residential development to a total of 1,000,000 sf within the existing City limits through 2030, including growth allotted to both Measure E and Non-Measure E projects.

The amount of potential residential development would continue to be governed primarily by market forces and private property owner initiative, subject to the additional policies and programs outlined below that more strongly direct type, location, and affordability of new housing. This alternative would address impacts associated with the City meeting the Regional Housing Needs Allocation (RHNA) of 4,300 units.

Analysis under this alternative would permit comparison of impacts such as visual resources, local and regional traffic congestion, energy consumption, greenhouse gas emissions, environmental justice and water demand along with regional and socio-economic issues associated with improvements to the jobs-housing imbalance.

### 5.3.1 Policy Assumptions - Additional Housing Alternative

The following key programs, policies, and ordinances would be associated with the Additional Housing Alternative:

1. Use of the City's Variable Density Ordinance would be restricted in multiple-family zones outside of the central City and amended to be based on unit sizes rather than bedrooms. However, average density of build-out would be assumed to occur at approximately double the density of *Plan Santa Barbara* (50 units per acre). Density increases for rental projects and 100 percent affordable developments would double from maximum density permitted under the proposed project.
2. A new Land Use map would be adopted to restrict higher densities outside of the MODA and facilitate the transfer of density into the MODA.
3. Height limits would remain at 60 feet in commercial zones downtown and 45 feet in areas outside of downtown.
4. Second residential units would be strongly encouraged in single-family residential zones within the MODA, and encouraged in certain areas outside of the MODA (e.g., near City College), with reduced parking requirements for such units and availability of "over the counter" permits for projects meeting set development standards.
5. City provision of affordable housing would rely upon Redevelopment Agency tax increment financing as a primary tool to fund construction of such housing until its expiration in 2015.
6. The Inclusionary Housing Ordinance requirements would be increased to a minimum of 30 percent housing affordable low-, moderate-, and middle-income households for all development.
7. No specific parking requirements for residential development within the MODA would be required, providing applicants the ability to provide parking at the level needed for their specific projects. Av-

erage parking requirements along the MODA transit corridor (i.e., ½ block of Milpas, Upper State, etc.) would be assumed at ½ space/unit maximum; an average of 1 space/unit maximum would be required in rest of MODA; with no guest parking. Pedestrian and bike path systems would be substantially expanded, as would support for local and regional transit and TDM programs.

### 5.3.2 Growth Assumptions - Additional Housing Alternative

Based on allowable density increases and added incentive programs, residential growth is projected to increase to 4,360 new units within existing City limits through 2030, with an additional 443 units developed within the sphere of influence for a total of 4,803 new units (approximately 50 percent more housing built than assumed under *Plan Santa Barbara* or the Existing Policies alternative).

The total non-residential development cap is assumed to be lower than under the *Plan Santa Barbara* scenario, with a limit of 1,000,000 net new sf developed within City limits through 2030, and an additional 178,202 sf within the sphere of influence, for a total of 1,178,202 sf under the Additional Housing Alternative (approximately 54 percent of *Plan Santa Barbara* or 47 percent of the Existing Policies Alternative/historical growth rate).

### 5.3.3 General Effects of Policy and Growth Assumptions for Analysis of Additional Housing Alternative

Based on identified policy and growth assumptions, the analysis of this alternative anticipates the following effects:

1. Similar to *Plan Santa Barbara*, amendments to the Variable Density Ordinance would concentrate growth and density within MODA and would strongly favor production of smaller ‘affordable by design’ units in the MODA.
2. Average density of new development within the MODA would be assumed to be substantially higher at 50 units per acre than that for the *Plan Santa Barbara* scenario. Average densities of new development outside of MODA would be assumed to be higher at 22 units per acre compared to 18 units per acre under Proposed Project.
3. Approximately 49 percent of all residential growth (2,152 units) would occur within the MODA, as well as 35 percent of non-residential growth assumed to occur within existing City limits (468,161 sf).
4. Second unit production would be assumed to increase to approximately 9 percent of all housing produced (400 units), compared to 2 percent under *Plan Santa Barbara*.
5. Student housing would be provided on City College or in close proximity to the Campus to reduce commuting and resultant traffic congestion.
6. Stronger incentives and regulatory exaction programs would be expected to increase production of affordable housing to 40 percent of all housing produced, compared to the historical rate of 30 percent over the last 20 years and the 35 percent assumed for *Plan Santa Barbara*.
7. Parking requirements for new development would be significantly relaxed. No specific amount of parking would be required for new residences in the downtown core allowing individual applicants to set their parking requirements to address their project needs; one-half space per unit for those along transit corridors in MODA and 1 space per unit in the remainder of the MODA. No spaces would be required for second units. Employee parking requirements would be waived within MODA.



8. On- and off-street public parking in the MODA would be priced to encourage turnover and use of alternative transportation.
9. Substantial City investments would be made in the bike and pedestrian systems, TDM programs and local and regional transit. Significant improvements would be made in transit frequency, with 5 to 10 minute peak hour bus intervals and much stronger regional transit, including commuter rail between Santa Barbara and Ventura.
10. Peak hour and daily trip generation and vehicle miles traveled (VMT) associated with new development would be moderately reduced from historical rates with resultant effects on congestion, energy consumption and air pollutant emissions.

## **5.4 Project Alternatives –Summary of Growth and Policy Assumptions**

The following chart provides a summary of growth and policy assumptions used for EIR impact analysis (Table 5.1).

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**Table 5.1: EIR Alternatives: Summary of Policy and Growth Assumptions for EIR Impact Analysis**

	<i>Plan Santa Barbara</i>			No Project/Existing Policies Alternative			Lower Growth Alternative			Additional Housing Alternative		
<b>Growth Assumptions</b>												
Residential Growth to year 2030 (assumptions for EIR impact analysis)	2,795 new units within existing City limits 403 new units within sphere of influence 3,198 total new units			2,795 new units within existing City limits 403 new units within sphere of influence 3,198 total new units			2,000 new units within existing City limits 403 new units within sphere of influence 2,403 total new units			4,360 new units within existing City limits 443 new units within sphere of influence 4,803 total new units		
Non-Residential Growth to year 2030 (Policy limit)	2,000,000 square feet within existing City limits 178,202 sf within sphere of influence 2,178,202 sf total			2,291,700 square feet within existing City limits 178,202.sf within sphere of influence 2,469,902 sf total			1,000,000 square feet within existing City limits 178,202 sf within sphere of influence 1,178,202 sf total			1,000,000 square feet within existing City limits 178,202 sf within sphere of influence 1,178,202 sf total		
<b>LU Policies and Assumptions</b>												
Limits on Non-Residential Growth within City to the Year 2030	Continue existing Measure E policies. Limit non-residential growth to 1.5 million sf, and separate 0.5 million sf for Minor Additions, demolition/reconstruction, and annexations			Continue existing Measure E policies. Limit non-residential growth to 2.3 million sf (remaining unbuilt Measure E sf plus replenished Small Additions category); and separate 0.5 million sf for Minor Additions, demolition/reconstruction, and annexations.			Continue Measure E policies. Limits on non-residential growth reduced to 1,000,000 sf			Continue Measure E policies. Limits on non-residential growth reduced to 1,000,000 sf		
Use of Variable Density Ordinance (Policies)	Revised variable density provisions in MODA to encourage smaller residential unit sizes. MODA boundary will follow Medium-High and High Density residential land use designation. Existing variable density is proposed to be split into different requirements for the Medium-High and High Density land use designations to shift some of the density potential from the periphery of the MODA into the core of the MODA. Variable Density will have different square footage requirements for Medium-High Densities (15-22 du/ac) and High Density (23-33 du/ac). Average densities required are 18 du/ac in the Medium-High Density designation and 28 du/ac in the High Density designation.			Existing provisions based on number of bedrooms, no unit size, which result in larger market rate units, fewer total units. Average density 20 du/ac assumed in MF & Commercial zones in MODA.			Revised variable density provisions in MODA to encourage smaller residential unit sizes. Average density 15 du/ac assumed in MF & Commercial zones in MODA.			Revised variable density provisions in MODA to encourage smaller residential unit sizes. Average density 50 du/ac assumed in MF & Commercial zones in MODA.		
Residential Densities inside and outside the MODA (EIR assumptions for policy application to evaluate impacts)	<u>Zones</u> MF/Commercial R-2 SF	<u>Inside MODA</u> Ave 28 du/ac (High Density) Max 12 du/ac SF Designation removed from MODA	<u>Outside MODA</u> Ave 18 du/ac (Medium-High Density) Max 18 du/ac Ave 3 du/ac	<u>Zones</u> MF/Commercial R-2 SF	<u>Inside MODA</u> Ave 20 du/ac Max 12 du/ac Ave 3 du/ac	<u>Outside MODA</u> Max 20 du/ac Ave 3 du/ac	<u>Zones</u> MF/Commercial R-2 SF	<u>Inside MODA</u> Ave 15 du/ac Max 12 du/ac Ave 3 du/ac	<u>Outside MODA</u> Max 12 du/ac Ave 3 du/ac	<u>Zones</u> MF/Commercial R-2 SF	<u>Inside MODA</u> Ave 50 du/ac Max 12 du/ac Ave 3 du/ac	<u>Outside MODA</u> Max 22 du/ac Ave 3 du/ac
Land Use Maps (Policies)	New land use map to limit higher densities outside MODA and facilitate transfer of density into MODA.			Existing land use map would remain in effect.			Existing land use map would remain in effect.			New land use map to facilitate greater transfer of density into MODA than <i>Plan SB</i> .		
Height Limits (Policy limits)	Height limits of 40 feet in El Pueblo Viejo District (EPV) commercial zones and 45 feet in other zones outside of the EPV (with adjustments to lower heights near historic structures and residential neighborhoods).			Existing building policies per Charter, General Plan and Zoning (60 feet in downtown commercial zones and 45 feet outside downtown).			Lowered to 40 feet in El Pueblo Viejo district, 45 feet in other zones.			Remain at 60 feet in downtown commercial zones and 45 feet outside downtown.		

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## 6.0 AIR QUALITY

**Issues:** *Future development within the City projected to occur to 2030 under Plan Santa Barbara could increase air pollution emissions from mobile and stationary sources. The net increase in emissions would be relatively minor in comparison to ongoing pollution associated with existing development. The projected increase in future population and associated air pollution would not exceed projections in the Santa Barbara County Air Pollution Control District's adopted 2007 Clean Air Plan. However, potential for air quality impacts to residential development near U.S. Highway 101 could require set-backs from the highway for new residential development.*

Air pollution can result in adverse impacts to human health and on the environment, reductions in agricultural crop yields, increased mortality to native trees, and longer term indirect effects such as contribution to warming of the earth's atmosphere.

Pollutants of most concern include particulate matter (PM) (e.g., dust), gases such as oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOC) that contribute to the formation of ozone (O<sub>3</sub> or smog), carbon dioxide (CO<sub>2</sub>), which contributes to global climate change, and toxic contaminants.

Man-made sources of pollution include vehicle emissions, generation and use of electricity, operation of industrial facilities, and new construction. Natural sources include natural offshore oil and gas seeps, wildland fires, and biogenic activities (i.e., plants and soil microorganisms).

### 6.1 Air Quality Setting

#### 6.1.1 Air Basin

The city of Santa Barbara is located within the South Central Coast Air Basin (Basin), which includes San Luis Obispo, Santa Barbara, and Ventura counties (Figure 6.1). San Luis Obispo has the best air quality in the Basin, followed by Santa Barbara County, and then Ventura County.

Geographic features that influence Santa Barbara's air quality include the Santa Barbara Channel (Pacific Ocean) to the south, and the east-west trending Santa Ynez Mountains to the north, with elevations up to 4,707 feet.

#### 6.1.2 Climate

Air quality in the City is influenced by its meteorological conditions. The Mediterranean climate is characterized by warm summers and mild winters with relatively dry



**Figure 6.1 Air Basin Location**

weather. The annual precipitation is on average 16 inches, with most (~95 percent) occurring during the rainy season, which generally spans October through April. The warmest month is September and the coolest month is December (NOAA 2008).

An additional meteorological feature that influences City climate is the semi-permanent subtropical high-pressure cell off the Pacific Coast. This cell creates the typical warm, dry summers and wet winters. Fog is frequently experienced in the City due to the humid marine air coming into contact with the warmer air over land. Fog typically occurs in the early morning or evening, particularly during late spring and early summer.

Inversions, or the trapping of a stable layer of cool air below warmer air, caused in part by the Santa Ynez Mountains to the north of the City, can negatively affect air quality, due to reduced vertical mixing. An inversion essentially creates a cap over the City, reducing the dispersion of pollutants into the upper atmosphere (vertically) or across air basins (horizontally). Surface and upper-level wind flows vary seasonally and geographically, and lack of wind and the right meteorological conditions can lead to an inversion. Surface temperature inversions occur between 0 and 500 feet above the ground surface, and are most common during the winter. Subsidence inversions (1,000 to 2,000 feet above ground surface) are most common during the summer.

Wind patterns can link Santa Barbara and Ventura Counties with the more polluted air of the South Coast Air Basin (Los Angeles area). Air pollutants generated in the South Coast Air Basin can be blown offshore then carried to other coastal cities such as Santa Barbara. In addition, some pollution is transported from the San Fernando Valley (west of Los Angeles) to Ventura County, then into Santa Barbara (California Air Resources Board [CARB] 2008a). The prevailing winds passing through the City do not increase ground-level ozone (smog), and generally serve to transport pollutants offshore. However, atypical wind flow patterns can transport pollutants generated in other areas, such as Los Angeles, into the Basin.

The South Coast Air Basin experiences the Santa Ana northeasterly winds, a different condition than the local “sundowners” in the foothills above the City, primarily during the fall and winter, and sometimes in the spring. These winds bring warm dry winds from the high inland desert of California and Nevada at speeds of 15 to 20 miles per hour (mph) or more, which in turn blow pollutants emitted from coastal cities over the Pacific Ocean. When the wind direction shifts, the pollutants can return to coastal cities, causing a “post-Santa Ana condition.”

### 6.1.3 Existing Ambient Air Quality

***Existing Ambient Air Quality Standards*** - Ambient air quality standards are levels over which air pollutants are potentially detrimental to human health. The Federal government has developed National Ambient Air Quality Standards (NAAQS) and the state of California has developed more stringent California Ambient Air Quality Standards (CAAQS) for the various air pollutants. The U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) develop and implement air quality standards. The Santa Barbara County Air Pollution Control District (SBCAPCD or District) is the local air pollution control district that implements regulations at the local level.

The primary chemical compounds that are considered pollutants emitted into or formed in the atmosphere are ozone (O<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), two types of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub><sup>1</sup>), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), and lead (Pb). Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between NO<sub>x</sub> and volatile organic compounds (VOC<sup>2</sup>) in the

<sup>1</sup> PM<sub>10</sub> describes particulate matter of 10 microns diameter or less, while PM<sub>2.5</sub> describes particulate matter of 2.5 microns diameter or less.

<sup>2</sup> The EPA formerly referred to these compounds as Reactive Organic Gases (ROG). The SBAPCD refers to these compounds as Reactive Organic Compounds (ROC).

presence of sunlight. Ozone can impact public health at higher concentrations by causing respiratory irritation and other affects upon the lungs. It can also affect sensitive plant species by interfering with photosynthesis, and can affect California agriculture and native vegetation. In Santa Barbara County, ozone and particulates are the primary pollutants of concern.

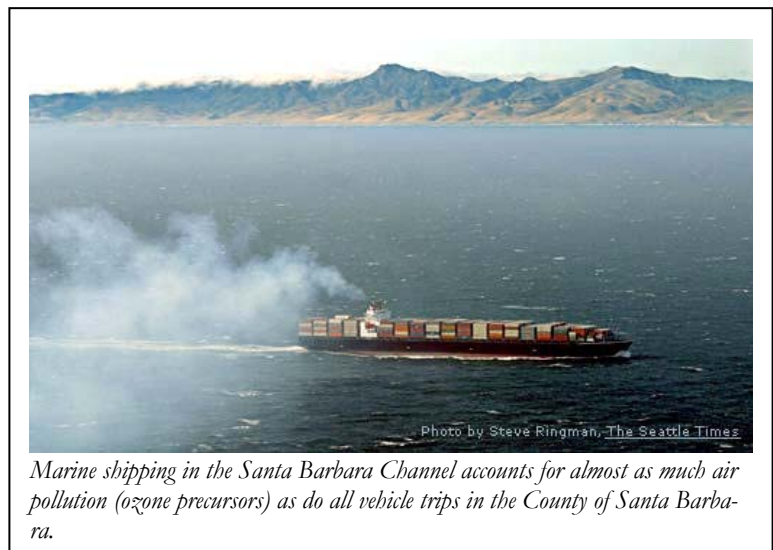
Toxic air contaminants (TACs) are pollutants identified by the U.S Environmental Protection Agency (EPA) and CARB as known or suspected to cause serious adverse effects on human health. These include diesel particulates which can have negative effects on the respiratory health of children (deficits in lung function and development, exacerbation of existing asthma conditions, increased absences at school, and potential lung disease) (City of Santa Barbara 2009). Diesel particulate matter has been determined to be carcinogenic. See Table 6.1 below and Appendix E for standards and descriptions of pollutants.

***Santa Barbara County Air Quality Attainment Status*** - An attainment designation informs residents of an area whether or not the air quality meets standards designated by the State and Federal government for public health. The SBCAPCD prepares the County Clean Air Plan for attaining compliance with State and Federal air quality standards. Santa Barbara County is currently in attainment for the Federal eight-hour O<sub>3</sub> and PM<sub>10</sub> standards, and in attainment for the State one-hour O<sub>3</sub> standard (Table 6.1). The County has exceeded the State PM<sub>10</sub> and State eight-hour O<sub>3</sub> standards.. The County is in attainment for the federal PM<sub>2.5</sub> standard and unclassified for the state PM<sub>2.5</sub> standard (based on monitored data from 2006-2008 (SBCAPCD 2010). Appendix E has more details on ambient air monitoring.

The City has one ambient air quality monitoring station, which measures ozone, NO, NO<sub>x</sub>, NO<sub>2</sub>, CO, PM<sub>2.5</sub>, wind speed and direction, and ambient temperature in the downtown area. SBCAPCD has stated that the one monitoring station is sufficient. There were no monitoring results that exceeded standards for ozone in 2009. No other criteria pollutant standards were exceeded at the Santa Barbara monitoring station in 2009.

#### 6.1.4 Sources of Air Pollution

***Outer Continental Shelf*** - The majority of air pollutants generated on the Outer Continental Shelf (OCS) are generated by large international shipping vessels 10 to 15 miles offshore in the Santa Barbara Channel. Primary pollutants generated are nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC), the pollutants that form ozone. These ships averaged 19 transits per day through the Santa Barbara Channel in 2006, and account for almost one-third of the precursors to ozone pollution in Santa Barbara County. Shipping accounts for almost as much air pollution (ozone precursors) as do



*Marine shipping in the Santa Barbara Channel accounts for almost as much air pollution (ozone precursors) as do all vehicle trips in the County of Santa Barbara.*



**Table 6.1: Santa Barbara County Air Quality Standards and Classification Status, 2007**

Pollutant	Averaging Time	California Standards		National Standards	
		Air Quality Standard	Air Quality Classification	Air Quality Standard	Air Quality Classification
Ozone	8-hr	0.070 ppm	N*	0.075 ppm	A
	1-hr	0.090 ppm	A	-- (revoked)	A
Carbon Monoxide	8-hr	9.0 ppm	A	9.0 ppm	A
	1-hr	20.0 ppm	A	35.0 ppm	A
Nitrogen Dioxide	Annual average	0.030 ppm	A	0.053 ppm	A
	1-hr	0.18 ppm	A	--	--
Sulfur Dioxide	Annual average	--	--	80 µg/m3	A
	24-hr	0.04 ppm	A	0.14 ppm	A
	1-hr	0.25 ppm	A	--	--
PM10	Annual arithmetic mean	20 µg/m3	N	-- (revoked)	A
	24-hr	50 µg/m3	N	150 µg/m3	A
PM2.5	Annual arithmetic mean	12 µg/m3	U	15 µg/m3	U/A
	24-hr	--	--	35 µg/m3	U/A
Sulfates	24-hr	25 µg/m3	A	--	--
Lead	Calendar quarter	--	--	1.5 µg/m3	A
Hydrogen sulfide	1-hr	0.03 ppm	A	--	--
Vinyl Chloride	24-hr	0.010 ppm	--	--	--
Visibility reducing particles	8-hr (1000 to 1800 PST)	--	A	--	--

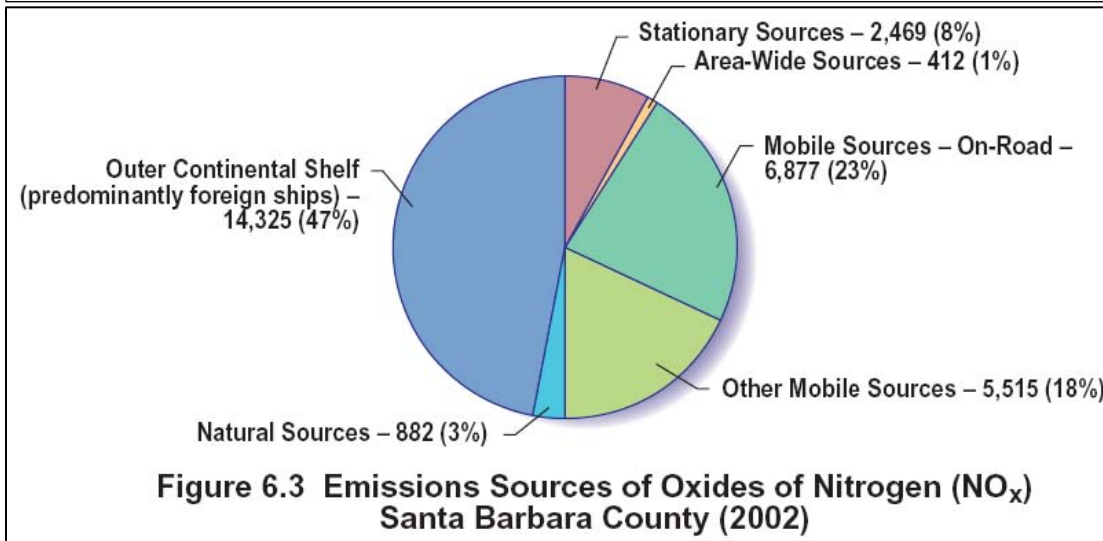
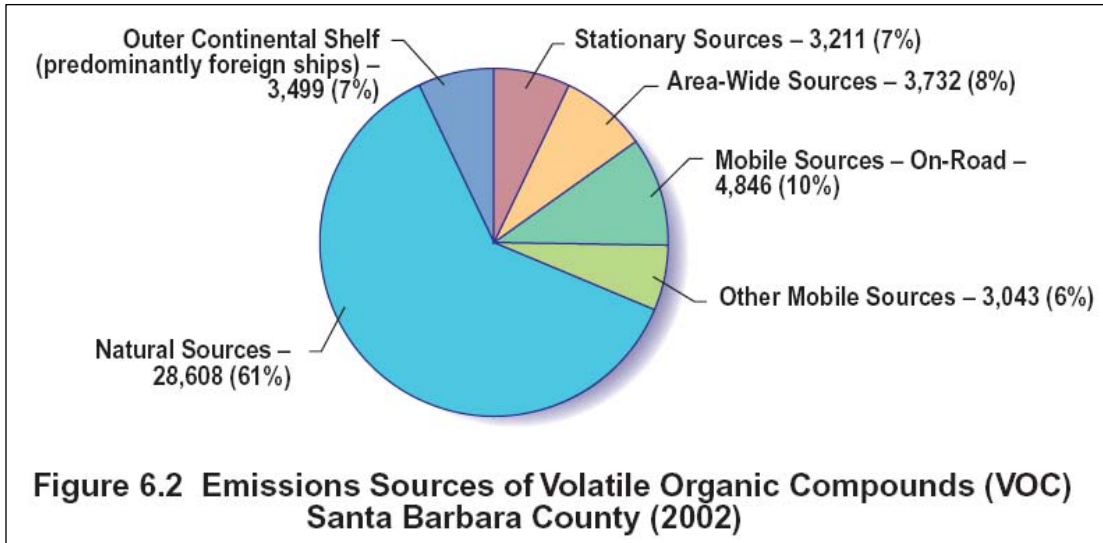
*A= Attainment, N= Nonattainment, U= Unclassified, U/A=Unclassified/ Attainment, µg/ m<sup>3</sup> =micrograms per cubic meter, ppm = parts per million*  
*\* This standard went into effect in June, 2006. Official designations have not yet been announced; SBCAPCD data indicate the County will be considered in non-attainment of this standard.*  
*Source: SBCAPCD 2005.*

all the cars, trucks and buses combined within the County of Santa Barbara. Some of the air pollution from ships is dispersed before it reaches shore, however most of these emissions affect air quality in the City and County (SBCAPCD 2006). Marine shipping has increased over the last decade, including a 10 percent increase in the annual number of marine ships transiting through the Santa Barbara Channel and a 30 percent increase in NO<sub>x</sub> emissions (SBCAPCD 2006). It is possible that increased offshore emissions may impede the County’s ability to comply with State and Federal 8-hour O<sub>3</sub> standards (SBCAPCD 2007a).

In addition to shipping activities, offshore oil and gas extraction (stationary sources) adds to air quality degradation. These stationary sources of air pollution accounted for 7 percent of VOC emissions in the County 2002 (SBCAPCD 2007a). Off-shore oil wells add to the amount of overall marine shipping traffic in the area and the amount of VOCs emitted from routine operational activities (Figure 6.2, Table 6.2). VOC emissions are released from oil wells, valves, fittings, compressor seals, loading of marine vessels and combustion emissions from vapor recovery flares. Stationary sources accounted for 2 percent of NO<sub>x</sub> emissions generated in the Outer Continental Shelf in 2002 (Figure 6.3, Table 6.2).

Sources	VOC	NO <sub>x</sub>
Stationary Sources	3,211	2,469
Area-Wide Sources	3,732	412
Mobile Sources On-Road	4,846	6,877
Other Mobile Sources	3,043	5,515
Natural Sources	28,608	882
Outer Continental Shelf	3,499	14,325

*VOC=Volatile Organic Compound; NO<sub>x</sub>= Oxides of nitrogen; these are the constituent pollutants that react to form ozone.*  
*Source: SBCAPCD 2007a*



**Onshore Mobile Sources** - Automobiles are the largest source of man-made onshore air pollution generated in the City (SBCAPCD 2007a). In addition to personal automobiles, diesel-powered locomotives (trains), commercial and private airplanes, and off-road construction equipment also contribute to emissions from mobile onshore sources.

As gas prices have risen, average annual vehicle miles traveled (VMT) per person in the U.S. has been slightly decreasing (USEPA 2008). However, with the City’s high housing costs and regional South Coast jobs and housing imbalance, substantial long-distance commuting has been maintained, with associated emissions.

A comparison of the 1990 and 2000 Census shows a 20 percent increase in the number of Santa Barbara County residents commuting 30 or more minutes to work. The 2007 Commuter Profile Survey conducted by the Santa Barbara County Association of Governments (SBCAG) Traffic Solutions, a Countywide ride-share organization, shows that countywide carpooling has increased in the last five years. While County commuters drive alone to work alone 71 percent of the time, this is below the national average of 77 percent (SBCAG 2007a).

Due to changes in commute habits, average annual per capita VMT in Santa Barbara County has been declining since the year 2000 (SBCAPCD 2007a). This may in part be due to programs to improve alternative transportation and mobility projects, infrastructure, and support (e.g., for pedestrians, bicyclists, buses, timing of commute trips, etc.).

Transportation Corridors - Although Santa Barbara County has some of the healthiest air in Southern California, the localized effects of living near a freeway can potentially have negative effects on the respiratory health of children and those with respiratory difficulties (CARB 2005a). Diesel particulate matter is of particular concern because it can be spread over wide distances, is small enough to be inhaled deep into the lungs, and is coated with chemicals which have been identified by the EPA as Harmful Air Pollutants and by CARB as Toxic Air Pollutants. Effects of concern for children may include potential deficits in lung function and lung development, exacerbation of existing asthma conditions, increased absences at school, and potentially lung disease (Oosterlee et al. 1996, Brunekreef et al 1997, Gauderman et al. 2004). Although the exact cause of these health impacts is not known, links have been made between high levels of ozone and absentee rates at schools. Diesel particulate matter from equipment such as trains and semi-trucks has been determined to be carcinogenic and toxic. Since diesel particulate matter is a “heavier” particulate, it can increase exposure to people living in close proximity to emissions sources such as a railroad or freeway (CARB 2008b).



Traffic and congestion on U.S. Highway 101 contributes to local air pollution.

According to CARB, diesel particulate matter emissions were estimated to account for 70 percent of the total inhalation risk along transportation corridors in 2001. CARB expects that this contribution to inhalation risk has already declined considerably due to pollution controls that have been put in place since that time, and that future contribution to inhalation risk from diesel particulate matter will be even lower. CARB estimated that the overall inhalation health risk should have declined to 100 cases or less per million persons by 2010 (Refer to Appendix E).

U.S. Hwy 101 is the only freeway in the City, and the only road considered to contain high traffic levels per CARB criteria for diesel particulates (CARB 2005a). No surface streets or any other roads in the city of Santa Barbara meet the definition of high-traffic roads, which are considered roads with 100,000 vehicles per day. Long-distance commuting between the city of Santa Barbara

Average Commute (round trip)	VMT (mi/day)	VMT (mi/yr)	CO <sub>2</sub> (lb/day)	CO <sub>2</sub> (t/yr)
Overall for Tri Counties	16	4,160	13	2
Lompoc to SB	107.6	27,976	87	11
Ventura to SB	54.4	14,144	44	6
Santa Maria to SB	127	33,020	102	13

*VMT = Vehicle Miles Traveled; lb/day = pounds per day, t/yr = tons per year, SB = Santa Barbara, mi = miles, av. = average, Tri Counties = San Luis Obispo, Santa Barbara, and Ventura Counties  
See Appendix E for details on sources and notes.*

and Santa Maria, Lompoc, and Ventura involves approximately 30,000 trips per day, with air pollutant emissions from three to six times greater for such long-distance commutes when compared to the average County commute length (Table 6.3). Further discussion on transportation corridors is included in Appendix E.

Carbon Monoxide (CO) “Hotspots” – In earlier decades, traffic congestion at an intersection or along a roadway could sometimes cause CO accumulation. With improved automobile technology, CO emissions have been reduced dramatically and this has become less of an issue. The County has been in attainment of the State CO standard since 1998 and ambient CO levels in the City and County have declined substantially. For this reason, the SBCAPCD no longer requires analysis of CO “hotspot” emissions (SBCAPCD 2009).

Grading and Construction – Ongoing new development occurs throughout the City and emissions from construction equipment and fugitive dust from grading activities incrementally contribute to air pollution along the South Coast. Heavy construction equipment, including graders and scrapers, bulldozers, trucks, pile drivers, etc. all emit VOC, NO<sub>x</sub> and diesel particulate matter, all of which contribute to the existing pollutant inventory. Fugitive dust generated during grading and clearing activities also contributes to particulate pollutants. Although such emissions are not a major component to air pollution on the South Coast, the City regulates construction emissions according to SBCAPCD recommendations, including requiring use of equipment with newer clean burning diesel engines, control of fugitive dust through water, and other measures.

**Onshore Stationary Sources** - Air pollution derives from a wide variety of stationary sources. Fuel combustion, waste disposal, cleaning and surface coatings, petroleum production and marketing, solvent evaporation, and industrial processes all emit air pollutants. The 2002 emissions inventories reported in the SBCAPCD 2007 Clean Air Plan (CAP) show that 23 percent of VOCs and 16 percent of NO<sub>x</sub> derive from regulated stationary sources in Santa Barbara County. Some of the top stationary sources of VOCs and NO<sub>x</sub> are landfills, onshore oil and gas production, degreasing and coating processes, and pesticide/fertilizers. The more industrial region located south of Haley and north of Chase Palm Park, between Santa Barbara and Milpas Streets, contains some stationary sources, such as automotive repair shops and manufacturing enterprises. Another major stationary source of emissions is electric power generation; however, all electrical power generation is currently located outside of the County and most is outside of the air basin.

**Asbestos (from demolition and renovation)** – Due to the lightweight and fire-resistant nature of asbestos, as well as its resistance to natural degradation, asbestos was commonly used in construction and thermal insulation until approximately 1979. However, when asbestos is broken or crushed, it can become airborne for long periods of time. If inhaled, asbestos can cause serious human health impacts as fibers can become lodged in body tissues. During demolition or renovation projects, asbestos must be removed by a licensed contractor, and is handled and disposed of in accordance with State and Federal standards. SBCAPCD Rule 1001 requires notification and use of licensed asbestos contractors to remove all asbestos prior to demolition.

**Wildland Fires** – The City periodically experiences wildland fires, as discussed in Section 10.0 *Hazards and Hazardous Materials*. Wildland fires can cause severe temporary impacts on air quality due to airborne particulate matter generated from the fire’s ash and smoke. In addition, clean up of ash, soot, and dust from a fire can also affect human health well after a fire event has ended. Houses burnt in a fire can also release asbestos fibers from the building materials, which can remain in the air for long periods of time, potentially creating health risks.

**Odors** – Nuisance odors exist throughout urban and rural areas of the City. These can include odors from restaurants (smoke from wood burning ovens, grills), commercial uses such as auto body or repair shops (oil fumes, paint), garden supply (fertilizer, compost), manure from stables, animal pens, etc. The SBCAPCD tracks nuisance odor complaints, and works with owners of affected facilities and concerned neighbors to minimize or abate such nuisance odors.

### 6.1.5 Sensitive Receptors

Sensitive receptors are populations most likely to incur health effects due to poor air quality. These include children, the elderly, the ill, and those with some chronic medical conditions. Locations of sensitive receptors include schools, parks and playgrounds, hospitals, day cares, assisted living facilities, and residential communities (CARB 2005b). Federal, State and local regulations, including land use plans, can influence the proximity to which a sensitive receptor can be located near a significant source of air pollution.

Current CARB land use guidelines suggest that sensitive receptors not be sited within 500 feet of a high-traffic freeway to avoid prolonged exposure to diesel particulates (CARB 2005a). These guidelines were based on diesel truck traffic levels much greater than those on U.S. Hwy 101 in Santa Barbara. Based on the existing traffic levels along U.S. Hwy 101 within the City, an analysis conducted for the City concluded that significant health risks<sup>3</sup> from diesel particulate matter extended to a maximum of 250 feet from the edge of the highway (City of Santa Barbara 2009, Appendix E). Actual areas of elevated health risk are most likely nearer the highway than this, as this analysis assumed meteorological conditions that lead to elevated particulate matter levels and also modeled the highest traffic portions of the highway within the City. The analysis further concludes that CARB and EPA regulations requiring cleaner-burning diesel engines would have the effect of lowering the area of significant risk to less than 50 feet from U.S. Hwy 101. However, these pending regulations are being challenged by the trucking industry and it is not yet clear when or to what extent the existing truck fleet will be upgraded or replaced to meet such standards.

Sensitive receptors are dispersed throughout the City, and some are located near stationary sources. Residential areas west of Milpas Street, south of Cota Street, and east of State Street are interspersed with auto body shops, gas stations, and businesses that use solvents. In addition, land uses in the Lower State Street area south of Sola Street features a high density of internal combustion (IC) engines, surface coating operations, and other sources of air pollution. The area north of the Santa Barbara Airport also has a high density of facilities using solvents, IC engines, and other sources of air pollution. However, such heavy commercial and light industrial uses are regulated by SBCAPCD permits to minimize emissions and reduce potential for such conflicts. City building codes also provide for separation between residential and non-residential uses where new permits are considered.

### 6.1.6 Climate Change

Global climate change is a gradual change in the average weather of the Earth which is measured by changes in wind patterns, storms, precipitation, and temperature. Scientific consensus has identified that human-related emission of “greenhouse gases” (GHG) above natural levels is a significant contributor to global climate change. Greenhouse gases are gases that trap heat in the atmosphere and regulate the Earth’s temperature, and include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide (N<sub>2</sub>O), chlorofluorocarbons (CFCs), ozone (smog), and water vapor.

In California, primary producers of greenhouse gases are as follows: transportation (40.7 percent), electricity generation (22.2 percent), industry (20.5 percent), agriculture and forestry (8.3 percent), and other (8.3 percent) (CEC 2005). Cars, trucks, buses, and trains are primary sources of man-made greenhouse gas emissions in the City. Other sources of greenhouse gases in the City include landfill emissions (methane), sewage treatment and limited agriculture. Greenhouse gases and climate change are discussed further in Section 18, *Global Climate Change*.

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<sup>3</sup> For sensitive receptors, such as residential uses, a significant impact is considered a ten in one million chance of contracting cancer when the receptor is exposed to the source almost 24 hours per day for 70 years.

## 6.2 Applicable Plans and Policies

Air quality is addressed in adopted City, County, State and Federal plans, policies and regulations. The primary responsibility for regulating stationary sources of air pollution falls under the jurisdiction of the Santa Barbara County Air Pollution Control District, while the California Air Resources Board has regulatory authority over air pollutants from mobile sources, such as motor vehicles and off-road mobile equipment.

### Relevant Plans and Regulations

- **Federal Clean Air Act (CAA)** – first passed in 1977, the CAA and its 1990 amendments require automobiles to lower emissions of criteria pollutants and emissions controls on stationary and mobile sources (e.g., factories, businesses, automobiles). Includes emission standards for hazardous air pollutants (HAPs).
- **California Clean Air Act (CCAA) of 1988** – requires air quality management districts to adopt and enforce regulations to achieve and maintain air quality that is within State air quality standards. Requires preparation of a Clean Air Plan (CAP).
- **Assembly Bill (AB) 1493** – requires California Air Resources Board to define emissions standards for cars and light trucks manufactured after 2009.
- **Global Warming Solutions Act (AB 32)** – requires that by 2020 the State’s greenhouse gas emissions be reduced to 1990 levels. Direct requirements for cities are not specified in the Act; however, one of the eighteen emissions reduction measures focuses on reducing vehicle miles traveled (VMT) through more transit-oriented development. The implementing mechanism for this measure is SB 375.
- **Executive Order S-3-05** – announced greenhouse gas (GHG) emission reduction targets.
- **Senate Bill (SB) 97** - acknowledges that climate change analysis is to occur in conjunction with the CEQA process and that the Office of Planning and Research (OPR) will develop CEQA Guidelines.
- **Transportation Planning (SB 375)** - requires metropolitan planning organizations (MPOs) to include sustainable communities strategies (SCS) as defined in their regional transportation plans (RTPs) for the purpose of reducing greenhouse gas emissions.
- **CA Office of Planning and Research (OPR) Climate Change Scoping Plan** - designed to reduce overall carbon emissions in California.
- **California Air Resources Board GHG Emissions Inventory** - creates GHG emissions limits and requires an emissions inventory for the industries determined to be significant sources of GHG emissions.
- **2007 Clean Air Plan (CAP)** – outlines County growth policies and “smart growth” principles. Facilitates attainment and maintenance of the State ozone standard through actions of cities and the County.
- **SBCAPCD Rule 316** – specifications for storage and transfer of gasoline.
- **SBCAPCD Rule 401-403** – regulates agricultural and prescribed burning.
- **SBCAPCD Rule 201, 202** – requires persons to obtain an Authority to Construct and Permits to Operate when building or operating equipment or facilities that could generate emissions.
- **SBCAPCD Rule 1001** – requires SBCAPCD notification and use of licensed asbestos contractors to remove all asbestos prior to demolition.
- **Santa Barbara County Congestion Management Program** – addressed the problems of increasing congestion on the County’s major highway and road segments.
- **City of Santa Barbara Charter** – includes provisions that review of development shall consider air quality, prohibits exploration or development of oil and gas, and establishes residential and non-residential growth limits.
- **City of Santa Barbara General Plan Conservation Element** – contains goals, policies, and implementation strategies that speak to maintaining air quality above Federal and State standards and reducing dependence on the automobile.

## 6.3 Air Quality Impact Evaluation Methodology

### 6.3.1 Project Components

Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units, 1.8 million square feet of commercial and 200,000 square feet of industrial development. An additional 403 residential units and 178,202 square feet of commercial growth is forecast to occur within the City's sphere of influence; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. Such development would increase the City's population by approximately 8.5 percent (7,675 residents) and add 3,700 new employees. Tourism and visitation are also expected to incrementally increase due to a small increase in the number of new hotels, restaurants and retail space and regional growth such as that at UCSB.

Proposed *Plan Santa Barbara* policies would largely maintain existing land use designations and would direct that most future growth to occur as in-fill development within or around the commercial core of the City. Several proposed General Plan policies and programs address air quality issues, including Policies ER12-Highway 101 Set-Back; ER14-Low-Emission Vehicles and Equipment; ER-15 Marine Shipping Emissions; ER-16 Development Mitigation; ER-5 Energy-Efficient Buildings; ER10-Incentives for Alternative/Advanced Fuel Infrastructure; and ER3-Comprehensive Climate Change Action Plan (refer to Appendix A). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 6.3.2 Impact Evaluation

The Environmental Setting discussion (Section 6.1 above) identifies existing sources of air pollutant emissions within the City and locations of sensitive receptors.

The citywide air quality impact analysis quantifies potential increases in air pollutant emissions as a result of future growth to 2030 under *Plan Santa Barbara* policies. The central focus of this analysis is the consistency of projected development and resultant potential long-term increases in population with the population growth projections used in the 2007 Clean Air Plan. While the emissions calculations discussed below provide details on projected emissions, the standard for analysis in a long-term plan such as *Plan Santa Barbara* is Clean Air Plan consistency. The analysis also considers potential air quality impacts to sensitive receptors near the freeway and in mixed-use areas, evaluates the effect of temporary grading and construction dust and equipment emissions, and addresses odor issues. Projected sphere of influence emissions are included in citywide totals. Greenhouse gas emissions are considered separately in Section 18, *Global Climate Change*.

#### ***Construction Emissions***

Modeling of emissions from construction activities was performed using URBEMIS2007 (version 9.2.4) based on expected residential and non-residential growth. URBEMIS defaults were used for the type and number of construction equipment and construction activity was divided into three Phases (paving, building construction, and architectural coating), and each Phase was assumed to occur over an entire year (2010) as a worst case scenario. Modeling assumed construction would be spaced equally over the 20-year planning horizon. Standard URBEMIS dust mitigation was included in the model run, as the required City dust control measures are typically imposed on all larger developments, such as those that require grading and erosion plans and incorporate standard conditions from SBCAPCD guidelines that would serve to mitigate dust emissions.

### ***Vehicle (Mobile Source) Emissions***

Modeling of emissions from vehicles was performed using the EMFAC2007 ver. 2.3 burden scenario for summer 2010 in the South Central Coast Air Basin. Baseline and projected increases in vehicle miles traveled (VMT) were based on the traffic modeling developed for *Plan Santa Barbara* and its alternatives (refer to Appendix I). PM<sub>10</sub> emissions for mobile sources include exhaust, brake wear, and tire wear, but do not include emissions from entrained road dust from travel on paved roads. The PM<sub>2.5</sub> fraction of PM<sub>10</sub> is assumed to be 0.998 per the California Emission Inventory Development and Reporting System (CEIDARS) for internal combustion.

### ***Area Source Emissions***

Modeling of area source emissions was performed using URBEMIS2007 (version 9.2.4) based on expected residential and non-residential growth. URBEMIS defaults were changed to assume no wood stoves would be included in new residential development and that 90 percent of residences would have natural gas fireplaces. Baseline area source emissions were calculated using commercial and industrial square footage and residential units obtained from the Development Trends Report provided by the City. Emissions estimates do not include stationary source emissions from potential future industrial development, as the nature of these industrial operations is currently not known.

### ***Electrical Use (indirect) Emissions***

Indirect emissions from electricity usage were calculated<sup>4</sup> from energy usage data obtained from Southern California Edison (SCE) and Southern California Gas (refer to Section 17.0, *Energy*) and emissions factors from the USEPA. The percentage of coal and natural gas usage for electricity generation reflects data for Santa Barbara County as a whole, not specifically for the City.

The analysis considers potential direct air quality impacts of increased development, potential land use conflicts, and the ability to attain State and Federal air quality standards. Indirect impacts on air quality include increased energy demand from new development and associated air pollution from power plants (refer also to Section 18.0, *Global Climate Change*). Because electricity generation occurs relatively distant from the City, it is likely that much of the indirect emissions do not enter the South Coast Air Basin. However, because this is unknown, these emissions are included here as a conservative estimate. The *Plan Santa Barbara* General Plan does not influence the frequency or severity of wildland fires, and no assumption regarding this issue is included in this analysis. The potential impact of wildland fires on air quality is referenced in the longer range climate change discussions.

Regional cumulative impacts consider citywide impacts together with the impacts of future development within the City sphere of influence and South Coast. Air quality impacts under alternative growth and policy scenarios are considered in relation to the existing setting and compared with the *Plan Santa Barbara* impacts. Longer-term impacts to air quality through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the proposed City General Plan and longer-term trends (e.g., global climate change).

Existing City policies in the General Plan Conservation Element, as well as ordinances, transportation demand measures in the Circulation Element and 2007 CAP, SBCAPCD rules, and State and Federal regulatory processes are identified in the Applicable Plans and Policies discussion (Section 6.2 above), and are considered in the impact analysis below.

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<sup>4</sup> Energy usage calculations (kWh) for the project and alternatives as described in Section 17.0, *Energy*, were multiplied times standard emission factors for power plants from the USEPA.



Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce impacts to air quality are also considered as part of the impact analysis.

### 6.3.3 Mitigation

When existing policies and regulatory processes and/or proposed *Plan Santa Barbara* policies and programs would not fully address potentially significant impacts, mitigation measures are identified that could feasibly avoid significant impacts. The general mitigation approach is to reduce air quality impacts through revisions or additions to existing or proposed land use, transportation, and energy programs or policies.

### 6.3.4 City Impact Significance Guidelines

The following City air quality impact significance guidelines are based on the State CEQA Guidelines, Santa Barbara County Air Pollution Control District (SBCAPCD) impact significance guidelines; and City policies (Charter, Conservation Element, Master Environmental Assessment).

***Citywide and Localized Area Air Quality Impacts (Project Impacts):*** A significant air quality impact may be identified if any of the following guidelines are exceeded, unless measures are implemented to avoid or lessen the significant effect:<sup>5</sup>

Clean Air Plan: Exceeding adopted Clean Air Plan growth projections and emission forecasts.

Sensitive Receptors: Exposure of sensitive receptors to substantial pollutant emissions.

Health Risks: Exceeding SBCAPCD health risks public notification thresholds.

Odors: Creation of objectionable odors affecting a substantial number of people in violation of SBCAPCD regulations.

***Regional Air Quality Impacts (Cumulative Impacts):*** A significant citywide air quality impact may also constitute a considerable contribution to a cumulative impact to the regional air basin.

## 6.4 Citywide Air Quality Impacts

### IMPACT AQ-1: CITYWIDE GROWTH AND CONSISTENCY WITH CLEAN AIR PLAN

***Consistency of projected City population growth under Plan Santa Barbara with Clean Air Plan population forecasts that relate to attainment of State air quality standards.***

Potential growth and development within the City over the next 20 years has been estimated to increase population by up to approximately 7.4 percent (6,708 residents), add up to 3,700 new employees, and potentially increase tourism and visitation. This estimated increase in population is within the projected population growth for the City identified in the currently adopted County Clean Air Plan (CAP) (SBCAPCD 2007a). The 2002 Regional Growth Forecast (SBCAG 2002) used in the CAP projects that the City would have a population of 101,700 by the year 2030 (Table 6.4). Emissions associated with this level of growth were already analyzed in the Supplemental EIR associated with the Clean Air Plan, and were found to be a less than significant impact.

<sup>5</sup> See response to comment #A9-5, *Santa Barbara County APCD May 17, 2010 Letter*, in Volume III, referencing thresholds used for individual development projects.

The most recent 2007 Regional Growth Forecast predicts a more modest growth in City population; however, this forecast is not yet incorporated into an adopted CAP and so is not used by the SBCAPCD for consistency determinations as part of CEQA environmental review. The current CAP and the 2007 Regional Growth Forecast also do not yet account for the subsequent redistribution of projected housing among South Coast jurisdictions reflected in the 2007 Regional Housing Needs Allocation (RHNA).<sup>4</sup> A 2010 CAP is expected to be released in late 2010, and will incorporate population forecasts from the 2007 Regional Growth Forecast (refer to Table 6.4 for projections). Any potential implications of the assignments of 2007 RHNA on projected regional growth will not be taken into consideration until incorporated into new adopted Regional Growth Forecasts and subsequently incorporated in the 2013 CAP.

**Table 6.4: Comparison of 2030 Population Projections for the City**

	Population Baseline	Population Forecast (2030)	Increase	Average Annual Increase
Plan Santa Barbara Projections*	90,305 (2008)	97,013	6,708	0.34 %
SBCAG Regional Growth Forecast (2002)	89,60 (2000)	101,700	12,100	0.45%
SBCAG Regional Growth Forecast (2007)	89,800 (2005)	92,800	3,000	0.09 %

*Estimated population growth within City, excludes sphere of influence growth.  
Sources: SBCAG 2002, 2007a.*

**Calculation of Plan Santa Barbara Emissions**

As stated above, consistency with the Clean Air Plan is determined by comparing projected growth rates. By this measure *Plan Santa Barbara* is consistent with the Clean Air Plan. Nonetheless, in order to provide information on the potential emissions associated with projected growth to 2030 under *Plan Santa Barbara*, air pollutant emissions were calculated (refer to Table 6.5). Emissions are separated into categories including Vehicle Emissions, Area Source Emissions, Indirect Emissions, and Stationary Source Emissions.

**Table 6.5: Estimated Maximum Daily and Annual City and Sphere Operational Emissions From Plan Santa Barbara in 2030**

Sources	VOC		NO <sub>x</sub>		PM <sub>10</sub>		PM <sub>2.5</sub>	
	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)
<i>Within South Central Coast Air Basin</i>								
Mobile (Vehicular)	1,722.04	306.52	2,592.21	461.41	141.07	25.11	140.79	25.06
Area (Buildings) Sources	200.48	35.69	40.43	7.20	0.15	0.03	0.13	0.02
<b>SubTotal</b>	<b>1,922.51</b>	<b>342.21</b>	<b>2,632.64</b>	<b>468.61</b>	<b>141.22</b>	<b>25.14</b>	<b>140.92</b>	<b>25.09</b>
<i>Outside South Central Coast Air Basin</i>								
Electricity – Indirect	3.26	0.58	50.33	8.96	7.33	1.30	7.33	1.30
<b>Total</b>	<b>1,925.77</b>	<b>342.79</b>	<b>2,682.97</b>	<b>477.57</b>	<b>148.55</b>	<b>26.44</b>	<b>148.25</b>	<b>26.39</b>

*Notes: Emissions estimates do not include stationary source emissions from potential future industrial development, as the nature of these industrial operations is currently not known. PM<sub>10</sub> emissions for mobile sources include exhaust, brake wear, and tire wear, but do not include emissions from entrained road dust from travel on paved roads. Because electricity generation occurs relatively distant from the City, it is likely that much of the indirect emissions do not enter the South Coast Air Basin. However, because this is unknown, these emissions are included here as a conservative estimate. Refer to Air Quality Appendix E for more details on assumptions.  
Sources: URBEMIS 2007 ver. 9.2.4, AP-42 5<sup>th</sup> Ed. 1998, 1996, EMFAC2007 ver. 2.3, see Air Quality Appendix E*

**Vehicle Emissions**

Increases in vehicle use and associated air pollutant emissions are related to population growth. Some types of growth, such as single-family suburban development, are known to create much higher levels of growth, such as single-family suburban development, are known to create much higher levels of vehicle use than that associated with multiple-family urban in-fill development (Allen et. al. 1999; Holtzclaw 1991).

Emissions estimates are based on the overall increase in citywide vehicle miles traveled (VMT). Potential future development within the City and sphere of influence is projected to result in up to a 35.7 percent increase in

	<b>VMT Baseline (year)</b>	<b>VMT Forecast (year)</b>	<b>Increase</b>	<b>Average Annual Increase</b>
<i>Plan Santa Barbara</i> Projections	4,189,348 (2008)	5,683,982 (2030)	1,494,634	1.62 %
SBCAG Projections (Countywide)	9,746,101 (2000)	15,468,646 (2030)	5,722,545	1.96 %
<i>Sources: Febr &amp; Peers 2009, SBCAG 2004</i>				

VMT, amounting to an additional 1,494,634 daily VMT in 2030, with associated mobile source emissions (Table 6.6). The *Plan Santa Barbara* Transportation Model shows that VMT would increase by 1.62 percent annually through the year 2030, which is less than the rate forecast for the County in the SBCAG 2030 Travel Model (SBCAG 2004). Potential increases in long-distance commuting could add substantially to emissions generated under the *Plan Santa Barbara* scenario. These emissions calculations have been completed using the best available data and represent a reasonable worst case forecast of emissions. However, factors such as future technological advances, market conditions, and new regulations all have the potential to affect these forecasts for projections of future emissions from vehicle sources.

The California Clean Air Act requires that local jurisdictions substantially reduce the rate of increase in VMT and numbers of passenger vehicle trips, particularly by employing Transportation Control Measures (TCMs) to reduce such trips (Table 6.7). The CARB defines a substantial reduction as limiting the growth rate of VMT and vehicle trips to the same growth rate as the population. Projections indicate that this may not occur. However, although the population forecast under *Plan Santa Barbara* could result in an annual average VMT growth rate of up to 1.62 percent, much of this growth in VMT would be from increased non-commute trips to and from the City (refer to Section 16 *Transportation*). Commute VMT, internal City VMT, and related increases in emissions could be expected to increase far more slowly. In particular, because *Plan Santa Barbara* strongly focuses on in-fill development in close proximity to jobs, transit, and shopping, almost 66 percent of future residential development is expected to consist of multiple-family units, with average daily trip generation rates as low as three trips per unit, far lower than the average 10 daily trips for a single-family home in a more outlying area. Much of projected future development is estimated to occur in smaller, more energy-efficient multiple-family homes that could generate fewer vehicle trips than development in more outlying areas of the City or typical single-family homes (refer to Section 16, *Transportation* and Section 17, *Energy*).

**Table 6.7: CAP Transportation Control Measures**

<b>TCM 1-4: Travel Demand Management</b> (providing alternatives to single occupancy commuter travel and optimize transportation system performance for commute and non-commute trips), <b>Area-wide Ridesharing</b> (facilitates matching employees with rides and carpooling), <b>Work Schedule Changes</b> (flexible work hours, working from Home)
<b>TCM 5: Public Transportation</b> Clean Air Express Bus, Downtown Waterfront Shuttle expansion, SBMTD express service
<b>TCM 7: Traffic Flow Improvements</b> Caltrans Crosstown Freeway Project, freeway interchanges, Castillo and Montecito St. intersection
<b>TCM 8: Parking Management</b> Residential parking permits required to park in certain areas downtown
<b>TCM 10: Bicycle/Pedestrian 24-hour</b> SBCC – East Campus Bicycle and Pedestrian Project, Crosstown East-West bike lane couplet, Shoreline Dr./Cabrillo Blvd. Bikeway.
<b>TCM 18: Alternative Fuel Program</b> Downtown Waterfront Shuttle expansion, Clean Air Express Bus expansion, bus refurbishment.
<b>TCM 19: Public Education</b> Outreach efforts through Traffic Solutions and other programs describing Santa Barbara Car Free, Don't Top Off, Safe Routes to School, etc.

### ***Area Source Emissions (Buildings)***

Emissions from residential and non-residential buildings are classified by the SBCAPCD as area sources. Emissions from buildings are from natural gas combustion, fireplaces, landscaping, consumer products, and architectural coating use (e.g., paint, varnishes, etc)<sup>6</sup>. Direct emissions from such sources are projected to incrementally increase along with projected growth and development to 2030 under the *Plan Santa Barbara* General Plan, and would account for approximately 10 percent of increases in citywide emissions of VOCs through the year 2030 (refer to Table 6.5).

### ***Indirect Emissions (Electricity Generation)***

Development under *Plan Santa Barbara* would also increase demand for electric power, with associated increases in indirect emissions at power plants. Approximately 50 percent of the City's current electrical power supply is derived from combustion of fossil fuels, primarily natural gas and a small amount of coal-fired power. Based on this mix of energy sources, total indirect power plant-related emissions are estimated to increase by 12 percent (refer to Table 6.5). The majority of the City's electricity is derived from sources outside of the South Central Coast Air Basin. Two natural gas-fired power plants generate air pollutant emissions within the South Central Coast Air Basin and provide electricity to the energy grid, a portion of which may be supplied to the City. These power plants include the Mandalay plant in Oxnard and the Dynegy plant near Morro Bay, the latter of which does not currently directly supply power to the City. The majority of these emissions would not directly affect air quality in the South Central Coast Air Basin; however, they would contribute to overall air quality degradation in other parts of California or the southwest.

### ***Stationary Source Emissions (Generators, Boilers, Industrial Facilities)***

Stationary sources of air pollution include emergency generators, boilers, and industrial facilities holding SBCAPCD air quality permits to operate light industrial, service commercial, or institutional uses. Because the nature and mix of future non-residential development that could occur in the City to 2030 is unknown, it is not possible to quantify emissions from such stationary sources and they are not included in Table 6.5. However, stationary source emissions would be expected to increase under *Plan Santa Barbara* based on projections for development of up to an additional 200,000 square feet of industrial, service commercial, and other commercial and institutional uses by 2030. Development of such uses would be subject to regulations to reduce stationary source emissions; however, such development could add incrementally to increased emissions generated under the *Plan Santa Barbara*.

<sup>6</sup> An estimated 90 percent of new development is not projected to include wood-burning fireplaces or stoves.

*Existing Policies:* Existing City and State policies, programs, and ordinances contain measures to reduce emissions and protect air quality. In particular, City Transportation Demand Management (TDM) Programs, and measures to promote alternative transportation such as creation of new on-road bike paths could help reduce future vehicle trips and associated emissions. The City currently provides bus passes to some downtown employees and works with the MTD to help fund peak hour headways (i.e., bus frequency) in the 10 to 15 minute range for all major bus routes. In addition, the City has vigorously pursued creation of a high quality on-road bikeway system to encourage bike usage, and is implementing its recently created Pedestrian Master Plan to complete key pedestrian links such as the Carrillo Hill and Loma Alta sidewalks. Vigorous implementation of these and other alternative transportation measures have contributed to the City having the highest rate of bike and pedestrian commuting and transit usage of any jurisdiction in the County, meeting or exceeding many of the CAP Transportation Control Measures (TCMs). The recently strengthened State Title 24 efficiency standards would help reduce emissions from stationary sources by reducing electrical power demand, and City programs to purchase hybrid vehicles, install solar panels on City buildings, and ensure that new City buildings meet LEED standards would all help reduce emissions. SBCAPCD rules and programs, such as Rule 323 limits on the VOC content of architectural coatings, and operation of long-distance commuter buses (e.g., Coastal Express), would also reduce the potential for future emissions. In addition, the City Conservation Element policies require community cooperation in regional efforts to improve air quality. These existing policies and regulations would partially reduce any potential project impacts to air quality.

*Proposed Policies:* *Plan Santa Barbara* would accelerate and improve on this already significant City progress of meeting or exceeding CAP TCMs through adoption of new Circulation Element policies aimed at reducing vehicle trips. Based on the analysis contained in Section 16, *Transportation*, the most significant of these proposed policies would be those that improve parking management: C13-Appropriate Parking, which directs establishment of requirements for parking in the Central Business District and C18-Residential Parking Requirements within the MODA, which directs reduced and unbundled parking requirements for MODA area residential development. Policies aimed at promoting in-fill development such as, LG4-Location of Residential Growth and LG9-Mobility Oriented Development Area, and the proposed expansion of TDM Programs would increase usage of alternative transportation. Policies ER5-Energy Efficient Buildings, ER10-Incentives for Alternative/Advanced Fuel Infrastructure, and ER14-Low-Emission Vehicles and Equipment, would all help lower future emissions from stationary and mobile sources. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Projected population growth, development, and increased VMT under *Plan Santa Barbara* are within the projections used in the adopted Clean Air Plan. Because the emissions forecast in the CAP were not considered a significant impact in the Supplemental EIR for the CAP (SBCAPCD 2007b), and growth under *Plan Santa Barbara* would be consistent with the CAP, impacts to regional air quality would be **less than significant (Class 3).**

Although this impact would not be significant, additional measures have been recommended that could further reduce future air pollution emissions (see RM AQ-1 in Section 6.9 below). These include measure RM AQ-1.a to monitor electric car development and require installation of charging stations in major development based on increases in electric vehicle fleet; and measure RM AQ-1.b to promote use of low-emission vehicles by offering reduced parking fees and reserving priority parking in City lots. Further, there are several ways in which mitigation measures elsewhere in this document would reduce emissions. The most effective method available would be implementation of trip reduction programs, particularly parking and transportation demand management and improvements to transit service. These measures are identified as MM TRANS-2 in Section 16.0, *Transportation*, and are also considered recommended measures to reduce impacts

associated with Impact AQ-1. Increased energy efficiency for buildings would also reduce air pollutant emissions, and recommended measures are included as MM ENERGY-2 in Section 17.0, *Energy*.

**IMPACT AQ-2: SHORT-TERM CONSTRUCTION EMISSIONS**

***Potential for air quality impacts from temporary grading and construction activities.***

Future development under *Plan Santa Barbara* would entail grading and construction activities that would occur incrementally over 20 years. Short-term increases in air pollutant emissions result from grading and excavation, demolition of existing structures and facilities, construction (e.g., buildings, roads, and parking areas), and finishing (e.g., landscaping and coatings). Emissions from these activities, particularly operation of heavy equipment such as trucks, graders, scrapers, compressors and generators, would include fugitive dust (PM<sub>10</sub>), exhaust emissions (NO<sub>x</sub>, SO<sub>x</sub>, CO, VOC, PM<sub>10</sub>, and diesel particulates, an identified toxic air contaminant.

***Emissions Calculations***

Construction-related emissions under *Plan Santa Barbara* were modeled based on activity occurring over a single year (2010) and then scaled over the 20-year life of *Plan Santa Barbara*, assuming construction would be spaced equally over the 20-year period (Table 6.8).

This represents a worst case scenario, as the construction equipment fleet mix (i.e., model year of equipment) for the year 2010 is likely to be less efficient than a fleet mix from future years, and therefore generate pollutant emissions at a higher rate. Technological improvements to diesel and gasoline powered construction equipment could likely occur over this timeframe,

which could allow for the use of cleaner burning engines that generate fewer emissions.

Based on this analysis, construction-related annual emissions are not projected to exceed SBCAPCD Rule 202 offset thresholds of 25 tons per year during the construction phases of development. This analysis assumes implementation of standard SBCAPCD emission reduction measures for fugitive dust and construction equipment, including watering of construction areas, managing soil stockpiles, and designating a dust control program monitor (refer to Appendix E for model details, assumptions and emission control measures).

***Impact AQ-2.1. Diesel Equipment Emissions.***

TACs generated by construction activity are typically found in particulate matter from the exhaust of diesel-powered engines. Operation of heavy equipment and vehicles associated with new development would temporarily generate TACs from exhaust of diesel particulate matter (refer to Table 6.8). Pollutant levels from exhaust emissions would fluctuate depending on the level and type of construction activity; however, temporary exposures associated with construction activity would not generally create a substantial risk. Diesel particulate matter can negatively affect human health primarily after an extensive period of exposure.

*Existing Policies:* The CARB has implemented a phased series of regulations aimed at reducing diesel particulate matter from diesel-powered equipment, including construction equipment.

<b>Emissions</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> Dust</b>	<b>PM<sub>10</sub> Exhaust</b>	<b>PM<sub>2.5</sub> Dust</b>	<b>PM<sub>2.5</sub> Exhaust</b>
Construction (tons per year)*	3.70	1.66	3.04	0.08	0.64	0.07
Significance Threshold	25	25	-	-	-	-
Significant?	No	No	No	No	No	No
<i>Notes: * emissions are based on fleet averages from the year 2010, and is therefore a worst case scenario, as fleet efficiency is anticipate to improve by the year 2030; based on URBEMIS model run (refer to Appendix E).</i>						

*Proposed Policies:* Plan Santa Barbara proposed policy ER16 would establish standard construction conditions as ordinance requirements that would apply to all construction projects. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Impacts associated with individual construction projects would occur incrementally over time for short periods, and localized impacts would be reduced through standard measures on a project-by-project basis, thereby addressing the combined citywide effect incrementally over time. Impacts from city-wide diesel construction equipment emissions to the year 2030 would represent a small percentage of total emissions in the County and air basin, and with existing and proposed policies and regulations would be a ***less than significant impact (Class 3)***.

Impact AQ-2.2. Dust and Particulates.

Dust and PM<sub>10</sub> would be generated during new construction from soil disturbance during site preparation (e.g., grading, cut and fill). Fugitive dust consists of particulate matter from soils that escape from a construction site. The amount of particulate emissions generated from fugitive dust varies with the weather conditions (e.g., winds), level and type of activity, and soil composition and water content. Sensitive receptors such as nearby residences and schools located adjacent to a project site could be temporarily impacted by higher concentrations of PM<sub>10</sub>. Impacts from fugitive dust could potentially increase when several construction projects occur in close proximity simultaneously.

There is no City significance threshold for dust and PM<sub>10</sub> emissions, and the calculated emissions (refer to Table 6.8) would not exceed SBCAPCD offset thresholds. This analysis assumes implementation of standard SBCAPCD emission reduction measures for fugitive dust.

*Existing Policies:* Standard City emission reduction measures for fugitive dust including watering construction areas, managing soil stockpiles, and designating a dust control program monitor would further reduce any potential impacts.

*Proposed Policies:* Plan Santa Barbara proposed policy ER16 would establish standard construction conditions as ordinance requirements that would apply to all construction projects and further reduce impacts. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Dust and particulate impacts from soil disturbance to the year 2030 would represent a small percentage of total emissions in the County and air basin, and with existing and proposed policies and regulations would be a ***less than significant impact (Class 3)***.

Impact AQ-2.3. Asbestos and Mercury.

Demolition and removal of existing buildings, parking lots and other improvements can generate dust and possible hazardous emission due to use of hazardous materials used in older buildings. Although the precise amount or location of such demolition cannot be forecasted with accuracy, much of the future construction under Plan Santa Barbara would be expected to be redevelopment and thus involve some level of demolition. Compliance with existing regulations to address removal of asbestos-containing materials and other hazards would address this issue.

*Existing Policies:* Any demolition activity involving asbestos or other hazardous materials such as lead paint and old mercury fluorescent light fixtures would be subject to regulations such as SBCAPCD Rule 1001, which requires notification and use of licensed asbestos contractors to remove all asbestos prior to demolition.

*Impact Significance:* Impacts associated with individual construction projects would occur incrementally over time for short periods, and localized impacts would be reduced through standard measures on a project-by-project basis, thereby addressing the combined citywide effect incrementally over time. Impacts from city-wide construction emissions to the year 2030 would represent a small percentage of total emissions in the County and air basin, and would be a ***less than significant impact (Class 3)***.

### **IMPACT AQ-3: LOCATION OF RESIDENTIAL LAND USES**

#### ***Potential air quality impacts from increased number of residents near freeway and commercial/industrial uses.***

Proposed *Plan Santa Barbara* policies would continue to encourage in-fill mixed-use residential development in the City, sometimes in close proximity to roadways such as U.S. Hwy 101 which carry high traffic volumes, and sometimes adjacent to commercial-industrial uses. Future residents in such locations could be exposed to higher levels of air emissions.

#### ***Impact AQ-3.1. Proximity to U.S. Highway 101.***

Future residents living in new developments near major roads or freeways, particularly children, may be exposed to higher pollutant levels with associated health effects as discussed in Section 6.1 Environmental Setting. However, sound barriers, roadside structures, and dense landscaping which are typically erected between a busy freeway and adjacent residences, can decrease pollutant concentrations immediately behind the barrier (Baldauf et al. 2008).

All urban and rural roads produce some levels of air pollutant emissions. The California Air Resources Board (CARB) performed a review of recent studies pertaining to sensitive receptors and has provided a recommended setback guideline for sensitive receptors of 500 feet from urban roads with 100,000 vehicles per day. For streets with lower volumes of traffic, CARB has identified concerns primarily with streets that carry unusually heavy volumes of truck traffic to intensive industrial land uses such as ports, major distribution centers, refineries, and rail yards (CARB 2005a). Reduced lung function in children is associated with areas of high traffic volumes or with heavy truck traffic, generally on roads that carry 80,000 to 150,000 vehicles per day, and increased asthma hospitalizations are associated with living near heavy traffic and heavy truck volume (Brunekreef 1997, Lin 2002, CARB 2005a). All surface and arterial streets in Santa Barbara carry far lower traffic volumes than these levels, and lack the higher percentage of heavy truck traffic that service industrial areas which have been identified as a concern by CARB. Therefore, within the city of Santa Barbara, this potential impact is confined to U.S. Hwy 101.

In addition, the City prepared an analysis to review potential hazards associated with development near the freeway (City of Santa Barbara 2009). The CARB 500-foot buffer recommendation was based on 2000 information that included higher diesel particulate matter emissions. CARB's newer EMFAC2007 model, which was used in the City's analysis and in this EIR analysis, shows that new vehicle standards, diesel fuel reformulation, and CARB-adopted Diesel Risk Reduction Measures have resulted in lower diesel particulate emissions. As a result, CARB's published health risk maps show that potential cancer risks near freeways would be substantially reduced in 2010 as compared to 2000 levels. Based on these changes since the CARB buffer guideline was developed, as well as the level of traffic and meteorological conditions in the City, the City analysis recommended that the setback could be reduced to 250 feet, while maintaining the policy to track implementation of the phased CARB regulatory program. This City analysis is more current, specific, and detailed for conditions within the city of Santa Barbara than the general statewide guideline set forth by CARB in 2005 and endorsed by the SBCAPCD.



*Existing Policies:* The phased series of regulations that CARB has implemented to reduce diesel particulate emissions, as well as State requirements for reformulation of gasoline and diesel would reduce air quality impacts related to proximity to U.S. Hwy 101. However, economic considerations have at least temporarily delayed CARB implementation of the additional diesel particulate reduction measures that are a key component of reducing pollutant hazards along transportation corridors.

*Proposed Policies:* Proposed *Plan Santa Barbara* policy, ER12-Highway 101 Set-Back, provides direction to establish an interim 5-year screening guideline of a 500-foot setback from U.S. Hwy 101 for siting of residential and other sensitive land uses while tracking the phased State regulatory program to reduce diesel particulate emissions. As part of the project review process for proposed projects within the specified distance, a project-specific study would be required to provide a risk assessment and identify any feasible measures to reduce potential impacts. This policy would help reduce potential future impacts related to sensitive land uses in high-traffic areas. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Under *Plan Santa Barbara* General Plan Policies and the revised Land Use Element map, a small amount new residential growth could potentially occur within 250 feet of U.S. Hwy 101. Based on assumptions of potential future traffic volumes in 2030 and current regulations and technologies and diesel emission modeling rates, diesel particulate emissions could present a potentially serious health risk to residential and other sensitive land uses within 250 feet of U.S. Hwy 101 over the next several years until phased CARB regulations are completed. Existing regulatory standards and ongoing actions, combined with proposed *Plan Santa Barbara* General Plan policies would reduce, but not completely eliminate the impact to a small number of potential future residents. Mitigation measures to limit new development within 250 feet of U.S. Hwy 101 and install landscape screening (refer to MM AQ-1) would further reduce this impact. With application of these mitigation measures, air quality impacts relating to development near U.S. Hwy 101 would be ***less than significant with mitigation (Class 2 impact)***. Mitigation Measures in Section 16, *Transportation* that would reduce trip generation and vehicle miles traveled (VMT) would also serve to reduce future traffic and associated air pollution emissions.

*Impact AQ-3.2. Development within the Commercial Core.*

Development under *Plan Santa Barbara* policies would be largely directed to occur within already urban areas, much of it as mixed commercial/residential uses. Traffic volumes on all City surface streets and arterials are projected to be sufficiently low that air emissions are not of concern for future development. For example, urban roads would typically need to carry in excess of 100,000 trips per day to create a measurable hazard (CARB 2005). Major arterials such as Milpas, Carrillo, Mission and Upper State Streets in Santa Barbara are projected to all carry less than 35,000 trips per day in 2030, well below traffic volumes identified as being of concern. Certain commercial and industrial uses also present a potential health hazard when sited too near sensitive receptors. CARB has developed recommendations for siting of sensitive land uses (e.g., residences, schools, daycare centers) in urban areas (Table 6.9).

<b>Source Category</b>	<b>Advisory Recommendations</b>
Freeways and High-Traffic Roads	Site sensitive land uses more than 500 feet from freeways or urban roads with 100,000 or more vehicles per day <sup>1</sup> .
Distribution Centers	Site sensitive land uses more than 1,000 feet from distribution centers that accommodate more than 100 trucks per day or more than 40 refrigerated trucks.
Dry Cleaners using Perchloroethylene	Site sensitive land uses more than 300 feet from dry cleaners; for operations with two or more machines, provide 500 feet; with 3 or more machines, consult with the SBCAPCD. Do not site new sensitive land uses in the same building with dry cleaning operations.
Gasoline Dispensing Facilities	Site sensitive land uses at least 50-feet from typical gas stations.

<sup>1</sup> A special study conducted for the City (City of Santa Barbara 2009) recommended that a 250-foot buffer would be more appropriate for the City's traffic volume and meteorological conditions. U.S. Hwy 101 is the only roadway in the City that would qualify for this buffer.  
 Source: CARB 2005a.

Such development may also be exposed to nuisance odors from restaurants (smoke from wood burning ovens, grills), commercial uses such as auto body or repair shops (oil fumes, paint) and garden supply outlets (fertilizer, compost). Such odors typically do not constitute a health threat, but inconvenience future residents.

*Existing Policies:* The existing City Zoning Ordinance (Title 28) contains specific measures and locations for siting of residential and non-residential development, which partially reduces potential air quality impacts to sensitive land uses and impacts to residences from industrial development. APCD permits for existing and future development, enforcement of City building code provisions (including adequate separation within mixed use buildings), and the City development review process address potential air quality and odor issues within the City, and would continue to do so within the proposed commercial core under *Plan Santa Barbara*.

*Proposed Policies:* *Plan Santa Barbara* policies to reduce trip generation and VMT (refer to Section 16, *Transportation*) would reduce vehicle emissions in the City, especially within the MODA. Encouragement of low-emission vehicles (e.g., ER14 – Low Emission Vehicles and Equipment) would further reduce air quality degradation in the City. Development of Sustainable Neighborhood Plans (Policy LG15) would encourage development of green space and park areas that would reduce localized pollution impacts. Policy LG12 proposes to narrow the range of permitted uses within the M-1 and C-M manufacturing zones. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing and proposed policies, air quality impacts to development within the commercial core would be ***less than significant (Class 3)***.

In addition, recommended measure RM AQ-1 proposing installation of electric vehicle charging stations and providing parking incentives for low-emission vehicles would further reduce potential air pollutant emissions within the commercial core.

**6.4.1 Greenhouse Gas Emissions**

There is now scientific consensus that greenhouse gases (GHGs) such as carbon dioxide generated by human activity (e.g., fuel combustion) are contributing to a warming of the Earth's atmosphere, and that substantial and difficult to predict changes in global climate will result (IPCC 2007). The recognition of this has led to regulatory action by the State, which in the last few years passed two pieces of major climate-change related legislation. Implementation of these new bills will have far-reaching effects on how the State, counties, and cities conduct and coordinate land use planning efforts, with the hope that GHG emissions and

overall air quality will be substantially improved and that the most deleterious effects of climate change (e.g. sea level rise) can be minimized or avoided.

AB 32 (the Global Warming Solutions Act) requires that by 2020 the State's GHG emissions be reduced to 1990 levels, without specifying in detail the ways in which those reductions occur. The recent passage of SB 375 (Steinberg, Chapter 728, Statutes of 2008) creates a process whereby local governments and other stakeholders work together within their region to achieve the reductions specified in AB 32 through integrated development patterns, improved transportation planning, and other transportation measures and policies. The Santa Barbara County Association of Governments (SBCAG) is initiating the development of a regional plan and emission reduction allocations among local jurisdictions.

Development over the life of *Plan Santa Barbara*, and associated emissions from automobiles, power plants and other sources would incrementally contribute to global climate change through the generation of GHGs. *Plan Santa Barbara* Policies proposes to continue addressing this issue with the development of a Climate Change Action Plan and other policies Refer to Section 18, *Global Climate Change* for a thorough analysis of existing and projected City GHG emissions, as well as recommended measures to reduce those emissions.

## 6.5 Regional (Cumulative) Impacts to Air Quality

Additional air emissions produced by future development in the City would contribute to cumulative air quality impacts to the Air Basin from development throughout the South Coast

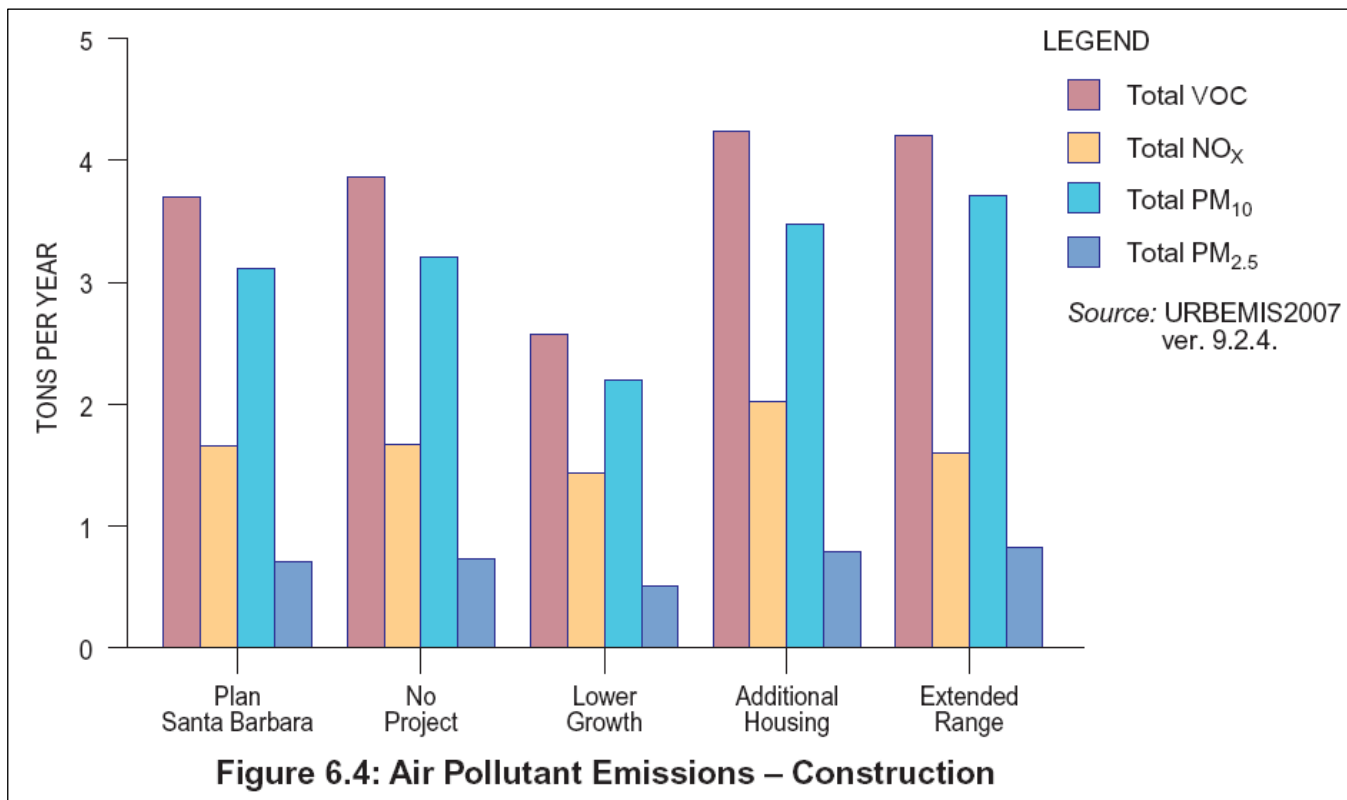
Approximately 400 new housing units and 178,000 square feet of non-residential structures are projected to develop within the City sphere of influence to the year 2030; this growth could occur as annexations to the City, which would then be subject to *Plan Santa Barbara*, or as unincorporated area development. This growth could consist of a greater percentage of single-family homes which could consume higher levels of electricity and natural gas than the smaller multiple-family units proposed within the MODA, and could therefore generate higher levels of indirect emissions (refer to Table 6.5 above). The estimated population growth within the sphere would be 967 people. Development in these more outlying areas could also tend to rely more heavily upon the automobile for transportation, have longer average trip lengths, be served less by transit, and be less responsive to trip reduction measures such as transportation demand management (TDM) (refer to Appendix I, *Transportation*). Existing and proposed policies, including improved TDM and transit, would help to reduce increased emissions; however, this development would contribute to air impacts within the region.

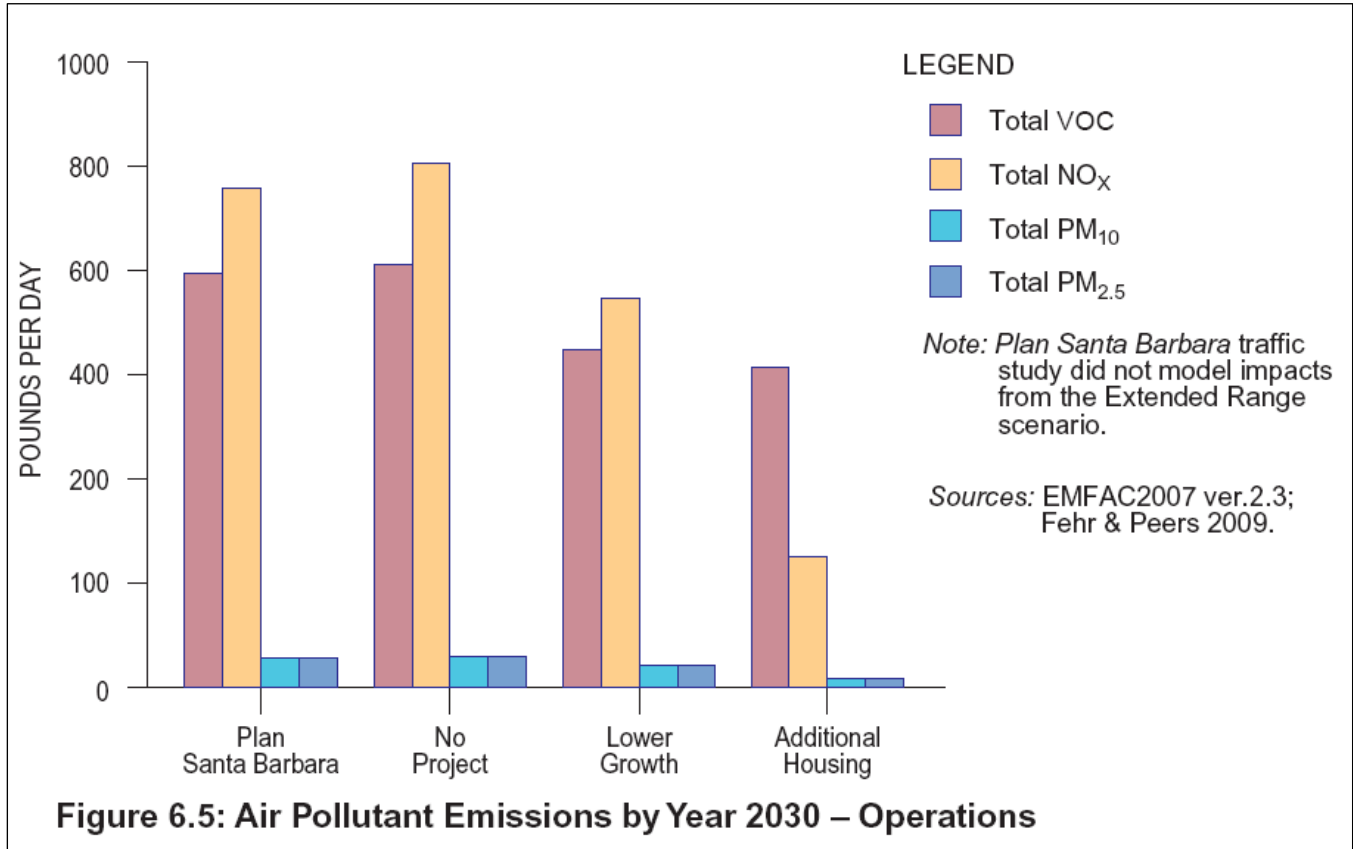
Increased emissions from potential future growth in the City under *Plan Santa Barbara* would combine with increased regional emissions from growth within the City's sphere, the cities of Goleta and Carpinteria, County unincorporated areas, UCSB, as well as that in the North County and San Luis Obispo and Ventura Counties to substantially increase overall emissions within the South Central Coast Air Basin. Similar to growth within the City, regional growth could display variations in emissions levels. In-fill development could occur at UCSB, along the Hollister corridor in Goleta, in downtown San Luis Obispo and Ventura, consisting of lower emission-generating, multiple-family units in areas well served by transit. Growth in more suburban communities and outlying areas, particularly unincorporated communities, could consist of larger single-family homes in areas less served by transit. Overall growth and development of non-residential uses on the South Coast could also contribute to continuation of long-distance commuting associated with the jobs-housing imbalance, due to the extremely limited supply of affordable housing.

Existing and proposed State, regional, and City regulations, policies, and programs that regulate air emissions, encourage energy conservation, and support alternative transportation would reduce the project’s contribution to regional cumulative impacts to air quality. These measures include the California Air Resources Board phased regulations for diesel emissions, the Transportation Solutions Program and regional bus services coordinated by SBCAG (e.g., Coastal Express), Clean Air Plan Transportation Control Measures implemented by local jurisdictions, and energy efficiency standards for new development. In addition, technological improvements such as more hybrid and electric cars, and development of cleaner alternative fuels may influence future mobile emission levels. These measures would reduce but not halt projected increases in regional air pollution. However, the emissions from *Plan Santa Barbara* would be consistent with those analyzed in the adopted Clean Air Plan as not significant, and considered a less than considerable contribution to regional air quality impacts. Refer to Section 6.9 for recommended air quality measures; also refer to Section 16.8, *Transportation* for mitigation measures to reduce VMT and vehicle trips and Section 17, *Energy* for measures to increase energy efficiency in buildings.

### 6.6 Comparative Impacts of Project Alternatives

The three alternatives to the *Plan Santa Barbara* project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. Air quality impacts of each alternative are identified below compared to the existing setting and in comparison to *Plan Santa Barbara* (refer also to Figures 6.4 and 6.5 and Appendix E).





The No Project Alternative would involve projected future construction of an up to an estimated 2,795 additional housing units and 2.3 million square feet of commercial space within the City to 2030, with similar housing growth and slightly greater non-residential development than that projected for the *Plan Santa Barbara* scenario.

Future development would continue under the existing City policy framework, variable density ordinance and Land Use Map. Historic in-fill and mixed-use development trends would be expected to continue; however, the No Project Alternative would not change density and unit size policies within the MODA.

Anticipated development could therefore generally consist of comparatively larger multiple-family homes in the urban core, and some continued development of single-family homes in more outlying areas. With potentially more non-residential development and larger residential structures, energy use and emissions from stationary sources could be greater than that projected to occur under *Plan Santa Barbara* policies.

Development could include less affordable housing, which could result in more long-distance commuting with associated increases in pollutant emissions. In addition, it is assumed that this alternative would not expand parking management and TDM measures, and less development would be expected to occur as higher density/ smaller unit in-fill. Overall traffic volumes within the City are projected to grow by approximately 17 percent by the year 2030 under this Alternative. This Alternative would be expected to increase new vehicle trips by more than 5 percent compared to *Plan Santa Barbara*. Based on a greater amount of non-residential development, less emphasis on trip reduction, and production of fewer affordable units and more larger units, under this alternative, additional air pollutant emissions are projected at 86.77 pounds per day for VOCs (4.31 percent), and 134.29 pounds per day for NO<sub>x</sub> (4.77 percent) as compared to *Plan Santa Barbara*, (refer to Figures 6.4 and 6.5 and Air Quality Appendix E for comparisons). Thus, although the

overall level of development could be similar as projected under *Plan Santa Barbara*, the No Project Alternative could have slightly greater energy use and associated direct and indirect emissions.

Extensive air quality regulation would continue. City policies and programs that could continue to influence reduced air quality impacts include land use policies supporting in-fill mixed-use development, Circulation Element policies and programs supporting alternative transportation use, parking management, transportation demand management, and trip reduction, and energy conservation and green building requirements.

Similar to *Plan Santa Barbara*, a potentially significant impact could result from the siting of residential development adjacent to U.S. Hwy 101. Reduction of this impact would require similar mitigation measures as described below for *Plan Santa Barbara*. Population growth would continue to be consistent with the adopted Clean Air Plan resulting in a less than significant impact (refer to Section 6.8 for mitigation measures and 6.9 for recommended measures).

The No Project Alternative's contribution to regional cumulative impacts associated with increased future emissions would be less than considerable.

### 6.6.2 Lower Growth Alternative

The Lower Growth Alternative policies are projected to result in construction of up to approximately 2,000 new units and 1.0 million square feet of commercial space in the City by 2030, a lower amount of residential and non-residential growth than under *Plan Santa Barbara* policies.

Much of the existing City policy framework would be assumed to continue, including the existing Land Use Map. Policies to constrain densities and building heights and increase parking requirements would be adopted, as well as the reduced unit size, green building, and energy conservation policies proposed under *Plan Santa Barbara*.

Anticipated development would consist of smaller multiple-family homes in the urban core, while development of single- and multiple-family homes in outer areas could be stimulated to meet housing demand. Average per unit energy consumption could be slightly higher than under *Plan Santa Barbara*. However, because the level of residential and non-residential development could be lower than under *Plan Santa Barbara*, overall stationary emissions could also be lower.

This Alternative would be assumed to continue, but not expand transportation demand management programs and those that promote alternative transportation. Thus, this Alternative could exhibit higher average rates of trip generation per unit of development and associated emissions than those projected to occur under *Plan Santa Barbara*. Because this Alternative would not direct most development into the MODA, incrementally greater per unit vehicle trips and trip lengths could occur compared to *Plan Santa Barbara*. This alternative is also projected to result in production of less affordable housing as compared to *Plan Santa Barbara*, which could result in more long-distance commuting with associated emissions. However, due to less residential and commercial development, the Lower Growth Alternative could be expected to generate fewer vehicle trips than *Plan Santa Barbara*, and less overall vehicle miles traveled (VMT).

Thus, impacts to air quality associated with the Lower Growth Alternative could be substantially less than those anticipated under *Plan Santa Barbara*. Operational emissions could be less by 431 pounds per day (22.4 percent) for VOCs and 601 pounds per day (22.41 percent) for NO<sub>x</sub> as compared to *Plan Santa Barbara* (refer to refer to Figures 6.4 and 6.5, and Appendix E for comparisons).

Existing air quality regulations and City policies, including mixed-use land use policies, Circulation Element policies and programs supporting alternative transportation modes, and energy conservation and green

building policies, and smaller unit size policies, would continue to help reduce energy use and air emissions associated with vehicles and structures.

Similar to *Plan Santa Barbara*, a potentially significant impact could result from the siting of residential development near U.S. Hwy 101. Reduction of this impact would require similar mitigation measures as described below for *Plan Santa Barbara*. Existing plans and policies would reduce this Alternative's emissions, and if the recommended measures and mitigation measures described for *Plan Santa Barbara* (especially those in Section 16, *Transportation* and Section 17, *Energy*) were implemented emissions would be further reduced. As with *Plan Santa Barbara*, population growth would continue to be consistent with the adopted Clean Air Plan.

The Lower Growth Alternative's contribution to regional cumulative impacts associated with increased emissions would be less than considerable.

### 6.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to involve construction of up to an estimated 4,360 new units and 1.0 million square feet of non-residential growth within the City by 2030, a substantially higher amount of residential growth and a lower level of commercial growth.

Development is assumed to proceed under the revised Land Use Map and policies to amend the variable density ordinance to restrict unit sizes and allow greater densities within the MODA when compared to those under *Plan Santa Barbara*.

Much of the anticipated development would be expected to consist of smaller, multiple-family homes in the MODA with lower per unit energy use, similar to *Plan Santa Barbara*. Comparatively more development of single-family homes in outlying areas could also occur to provide for the greater amount of housing development. A greater proportion of single-family housing would result in greater consumption of natural gas and electricity as compared to multiple-family housing, which would increase direct and indirect emissions from energy consumption.

More affordable housing is assumed under this alternative (5 percent more) as compared to *Plan Santa Barbara*, which could improve the jobs-housing imbalance and decrease emissions associated with long-distance commuting. This Alternative would substantially expand parking management and transportation demand management programs, and other programs that promote alternative transportation. This Alternative could exhibit substantially lower rates of average trip generation per unit of new development than those projected to occur under *Plan Santa Barbara*. A substantial decrease in commuter trips associated with existing development could also occur, especially within downtown. Average trip length could incrementally increase, as more short-range trips would be met by walking, biking and transit. Therefore, although residential development could be substantially greater under this alternative, emissions would not be expected to increase proportionately, due to assertive trip reduction strategies. Further, improvements to the jobs-housing balance could result in a smaller percentage of commuter trips into the City.

Existing air quality regulations and City policies, including mixed-use land use policies, Circulation Element policies and programs supporting alternative transportation modes, energy conservation and green building policies, and smaller unit size policies, would continue to help reduce energy use and air emissions associated with vehicles and structures.

Overall, under this alternative, emissions are projected to be substantially reduced when compared to *Plan Santa Barbara* due to a greater decrease in overall VMT. NO<sub>x</sub> emissions could be less by 1,784 pounds per

day (66.51 percent) and VOC emissions could be less by 1,096 pounds per day (56.9 percent) (refer to Figures 6.4 and 6.5 and Air Quality Appendix E for comparisons).

Similar to *Plan Santa Barbara*, a potentially significant impact could result from the siting of residential development adjacent to U.S. Hwy 101. This impact may be more severe under this Alternative due to the overall greater quantity of development. Reduction of this impact would require similar mitigation measures as described below for *Plan Santa Barbara*. Existing plans and policies would reduce this Alternative's emissions, and if the recommended measures and mitigation measures described for *Plan Santa Barbara* (especially those in Section 16, *Transportation* and Section 17, *Energy*) were implemented emissions would be further reduced. Population growth, though considerably higher than under *Plan Santa Barbara*, would remain within the projections that were used in the formulation of the adopted Clean Air Plan, thus avoiding inconsistencies.

The Additional Housing Alternative's contribution to regional cumulative impacts associated with increased emissions would be less than considerable.

In summary, the Lower Growth Alternative would have the lowest construction-related emissions due to the lowest level of overall new construction while the Additional Housing Alternative would have the least long-term emissions due to implementation of vigorous trip reduction measures and reduced long-distance commuting due to an improved jobs-housing balance.

## 6.7 Extended Range (2050) Impacts to Air Quality

The Extended Range forecast assumes that non-residential growth of up to 3.2 million square feet and residential growth of up to approximately 8,600 units could occur over this approximately 40-year time frame.

Development would proceed under the proposed *Plan Santa Barbara* policies, including the revised Land Use Map and variable density ordinance amendments for smaller unit sizes with additional densities within the MODA. Anticipated development could consist of smaller multiple-family homes in the MODA, while some development of single-family homes in outer areas could continue as remaining available land within the City and its sphere of influence becomes limited.

As a result, it can be anticipated that per unit demand for electricity and associated indirect emissions could be similar to those projected to occur under *Plan Santa Barbara*. However, under existing regulations and initiatives (e.g., AB 32, new Title 24 standards) it can be anticipated that energy efficiency of new residential buildings will continue to increase. Substantial additional energy consumption from non-residential development could also be anticipated, although such development could also improve in energy efficiency.

Longer-term transportation modes patterns and associated air emissions are difficult to forecast as state and new federal initiatives to meet the challenges of climate change may materially affect both transportation modes and fuel mix. For example, over this 40-year period, new measures to improve rail service, create new hybrid, electric or alternative fuel vehicles, and change patterns of urbanization may substantially change transportation modes and patterns and resultant pollutant emissions. These measures, and the effects on transportation emissions from climate changes and the possible advent of peak oil production, could have the potential to affect transportation and air quality substantially in the decades leading to 2050.

Within the framework under City control during the Extended Range period, parking and transportation demand management programs and promotion of alternative transportation could expand as set forth in *Plan Santa Barbara*. Further growth and development within the City core would foster use of alternative



modes of transportation, reducing emissions. If current trends continue, the use of techniques such as telecommuting and virtual conferencing may materially affect commuting patterns. In addition, potential actions by the City, State, and Federal governments to improve rail service may substantially increase use of this mode to connect the City to outlying communities such as Ventura. Therefore, although overall development could substantially increase over this period, it is difficult to forecast whether transportation emissions would increase commensurately, as transportation use of oil may peak and begin to decrease. However, if trip patterns, fuel mix, and transportation modes remain substantially the same as those projected to occur during the life of *Plan Santa Barbara*, pollutant emissions could increase substantially.

As discussed in Section 18.0, *Global Climate Change*, the gradual acceleration of global climate change could substantially affect air quality, by increasing the levels of ground-level ozone, or smog. Potential decreases in annual precipitation and increasingly erratic weather patterns are projected to increase the frequency, severity, and duration of droughts, increasing the likelihood of wildland fires, which increase the amount of particulate matter in ambient air. In addition, changes in precipitation and droughts could create a more arid climate, resulting in increased generation rates of particulate matter (fugitive dust) during ground disturbance associated with construction, and during high-wind events.

Existing air quality regulations and City plans and policies, together with those in *Plan Santa Barbara* would reduce potential long-term pollutant emissions. Proposed recommended measures would seek to expand the use of zero or low emission vehicles and equipment (RM AQ-1) and reduce the health risk of diesel particulate matter to those living near U.S. Hwy 101. Mitigation measures elsewhere in the document (most notably in Section 16, *Transportation* and Section 17, *Energy*) would have a greater impact on air quality through reduction of vehicle miles traveled and increased energy efficiency of new construction.

However, if reliance on non-renewable fossil fuels for transportation continues, with the associated contribution to climate change, development under the extended range could result in significant impacts due to increased population and VMT. For similar reasons, the Extended Range Forecast contribution to regional cumulative air quality impacts could result in considerable contribution.

Under the extended range, these potential impacts may be offset by the gradual conversion of the vehicle fleet to alternative fuels and vehicle technologies such as electric vehicles.

## 6.8 Mitigation Measures

Additional mitigation measures in Section 16, *Transportation* (MM TRANS-2, Reductions in Traffic Demand) would also serve to reduce potentially significant air quality impacts (i.e., Impact AQ-3.1). These measures include aggressive transportation demand management (TDM) programs, parking pricing and other policies that would reduce single-passenger commuting and reduce potential increases in traffic volumes on U.S. Hwy 101, thus reducing potential health impacts from air quality in the vicinity of the highway. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **MM AQ-1 LOCATION OF SENSITIVE LAND USES**

**Highway 101 Setback:** *The City shall reword Policy ER12-Highway 101 Setback subsection “a” to read as follows:*

- *New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one new unit on vacant properties) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period*

*until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and diesel emission risks reduced. The City will monitor the progress of CARB efforts.*

*The City shall reword Policy ER12-Highway 101 Setback to add the following new subsection:*

- *Pursue funding and installation of sound walls, trees and shrubs along unprotected areas of U.S. Hwy 101 to create a barrier to reduce particulate transmission.*

## 6.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

Additional measures that would reduce air emissions associated with population growth (Impact AQ-1) are MM TRANS-2 measures to reduce trip generation (in Section 16.0, *Transportation*), and MM ENERGY-2 measures to increase energy efficiency (in Section 17.0, *Energy*). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### ***RM AQ-1 REDUCE SOURCES OF AIR POLLUTANTS***

*The City should consider adding the following language to Plan Santa Barbara Environmental Resources Element:*

#### **1.a. Electric Vehicles**

*Policy ER10-Incentives for Alternative/Advanced Fuel Infrastructure:*

- *Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.*

#### **1.b. Low-Emission Vehicles and Equipment**

*Policy ER14-Low-Emission Vehicles and Equipment:*

- *Promote the use of low-emission vehicles (e.g., fuel efficient, small diesel automobiles, small hybrid automobiles, electric vehicles) in the downtown core by offering reduced parking fees in City parking lots and reserving priority parking spaces in all City lots.*



## 7.0 BIOLOGICAL RESOURCES

**Issues:** *Gradual, incremental losses and disturbance to important remaining upland, wetland, and coastal habitats and wildlife species could result in substantial effects to citywide biological resources.*

*Protection of larger, contiguous habitat areas and wildlife corridors, and strengthening creek protection measures would address these issues.*

Natural habitats and wildlife provide many values as part of the larger physical environment and ecosystem, including for air and water cleansing, food chain support, watershed and erosion protection, open space and visual aesthetics to balance with urban built areas, recreation, education and scientific/medical research, and the intrinsic value of native flora and fauna.

### 7.1 Biological Resources Setting

Although largely built out and urban in character, the City contains substantial areas of relatively undisturbed native habitats.

Major and minor streams, particularly many segments of Mission, Arroyo Burro, and Sycamore creeks, retain largely natural channels that support sensitive riparian or streamside vegetation and woodlands and serve as key habitat corridors.

Slopes and hillsides of the Las Positas Valley, Mission Canyon, Mesa, Riviera, and the foothills support oak woodland, coastal sage scrub, chaparral, and grassland habitats with important wildlife values.



*The foothills of the Santa Ynez Mountains support extensive habitats including major creek drainages.*

The City's beaches, shoreline, and offshore marine areas also provide important wildlife habitat along the City's 7-mile coastline.

#### 7.1.1 Habitats

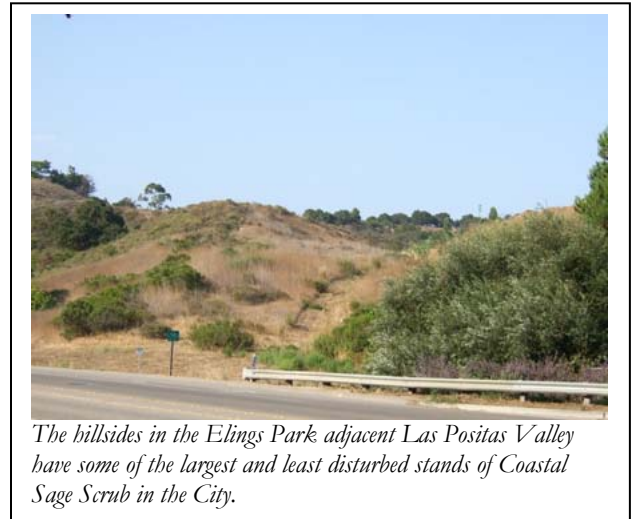
The City and its sphere of influence include a range of upland, wetland or riparian, and coastal communities, many which are considered important due to incremental regional habitat loss over time. The following summarizes the discussion of habitats provided in the City MEA (Figure 7.1).

##### *Upland Habitats*

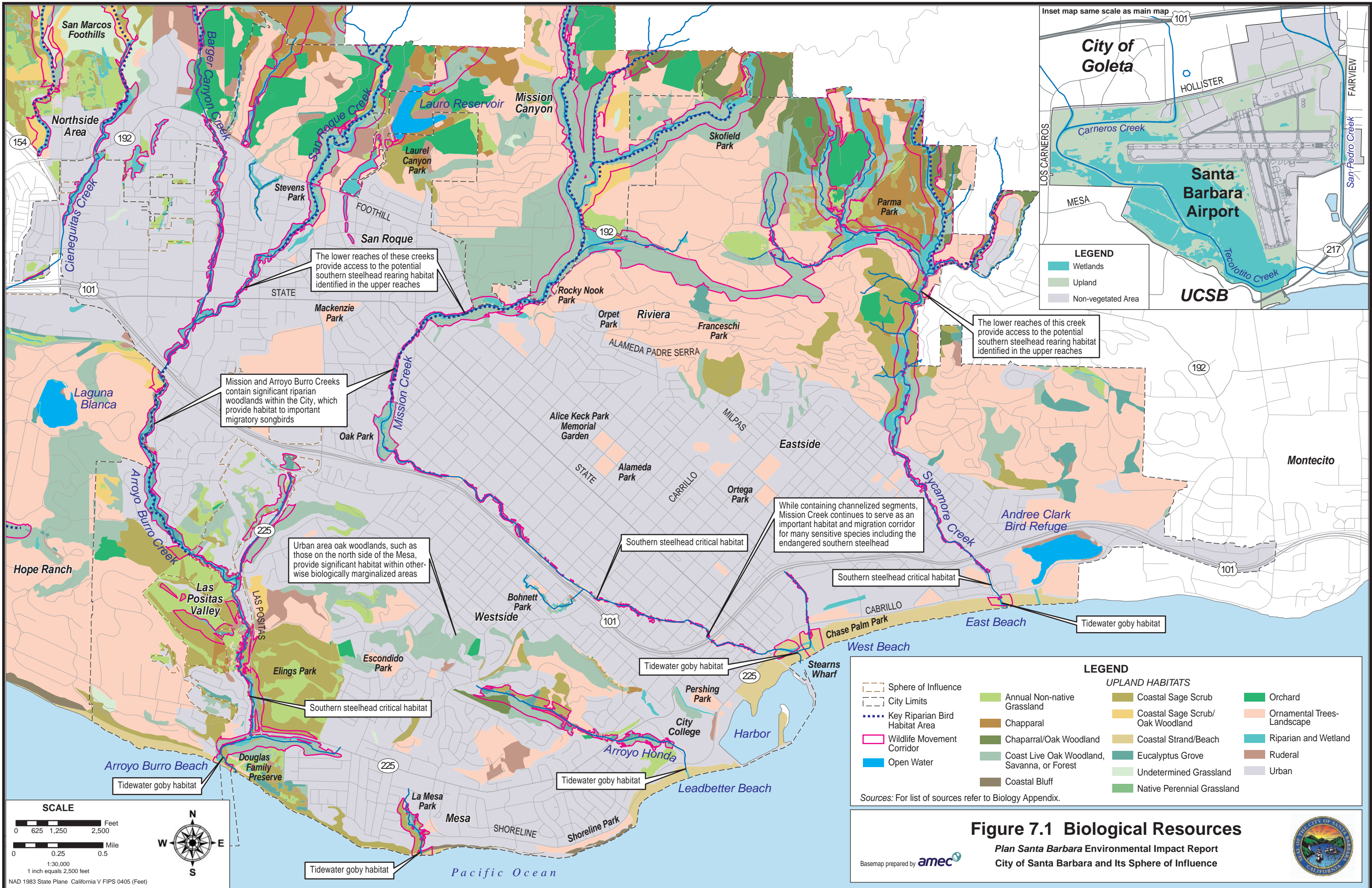
Larger contiguous areas of upland habitats within the City and its sphere of influence are located in the foothills, the Las Positas Valley, Riviera slopes and canyons, and the north side of the Mesa hill. Riparian areas occur along almost all creeks, while wetlands exist within estuaries at creek mouths, particularly at the Gole-

ta Slough adjacent to and within the Santa Barbara Municipal Airport (refer to Figure 7.1). Coastal habitats such as coastal bluff and coastal strand/beach also occur within coastal zone areas. Habitat acreage was calculated based on the City's MEA habitats map.

- **California annual non-native grassland (172.9 acres)** is dominated by introduced and naturalized annual grasses, as well as native and non-native herbaceous species. Biotic factors (precipitation, temperature, canopy cover and topography) vary species composition within grasslands. This naturalized habitat supports many local species of birds and mammals, including sensitive raptors (e.g., white-tailed kite). Annual grassland is typically found on gentle hillsides and mesas in Elings Park and San Marcos Foothills, and scattered in cleared fields on the Mesa, Rivera, and in Mission Canyon.
- **Native perennial grassland (5.4 acres)** are grasslands with at least 10 percent cover of native grasses such as purple needlegrass (*Nassella pulchra*). Once extensive, this habitat is been greatly reduced due to urbanization and grazing and is protected by Conservation Element policies. High-quality native grassland exists within the sphere of influence at the San Marcos Foothills Preserve, with smaller stands at Elings Park and along Arroyo Burro Creek north of Stevens Park. This habitat is considered important due to its highly limited distribution and because it provides high-quality habitat for small mammals and birds, and foraging habitat for raptors.
- **Coastal sage scrub (567.8 acres)** consists of low-growing, drought-deciduous, semi-woody shrubs, limited evergreen species, and annual and perennial grasses. Dominant coastal sage scrub species in Santa Barbara include coyote brush (*Baccharis pilularis*) and California sagebrush (*Artemisia californica*), with more limited stands of lemonadeberry (*Rhus integrifolia*), white sage (*Salvia apiana*), black sage (*S. mellifera*), and purple sage (*S. leucophylla*). The largest contiguous stands of coastal sage scrub are found on the slopes and ridges of the Las Positas Valley, in Parma Park, and in the lower foothills and Mesa hillsides.
- **Chaparral (304.8 acres)** is composed of larger shrub species that typically have stiff, thick, heavy evergreen leaves and are adapted to summer drought conditions and periodic wildfires. Typical species in the City include ceanothus (*Ceanothus* spp.), toyon (*Heteromeles arbutifolia*), scrub oak (*Quercus berberidifolia*), and chamise (*Adenostoma fasciculatum*) at higher elevations. Chaparral can be found on ridges and slopes in the foothills of the Santa Ynez Mountains and is generally restricted to the City's northern boundary.



The hillsides in the Elings Park adjacent Las Positas Valley have some of the largest and least disturbed stands of Coastal Sage Scrub in the City.



**Figure 7.1 Biological Resources**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Basemap prepared by amec



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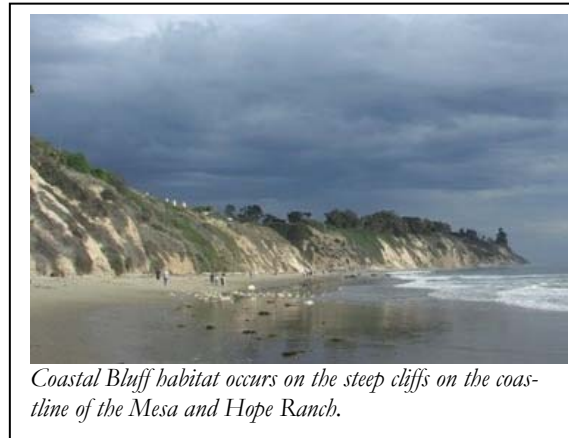
- **Coast live oak woodland, savanna, or forest (945.6 acres)** is dominated by coast live oak (*Quercus agrifolia*). Oak savanna canopies are open and forest canopies are closed. Oaks provide shelter, food, and space for many animals. Oaks are slow growing, long-lived trees with limited recruitment<sup>1</sup>, and do not recover quickly from removal or disturbance. Smaller groves of oaks exist throughout the City, such as in canyons along the Riviera (e.g., near the Santa Barbara Bowl), with larger oak woodlands limited to the north side of the Mesa hill, Douglas Family Preserve, upper Arroyo Burro Creek, in Hope Ranch and Mission Canyon, and on north-facing or shaded slopes throughout the foothills.



Coast live oak woodland is often found on north-facing slopes adjacent to urban uses on the Mesa, Riviera and in the foothills.

- **Coastal bluff (10.6 acres)** habitat supports annual and perennial shrubs and is typically a mix of coastal bluff scrub and ruderal species<sup>2</sup>. Dominant native species include lemonadeberry, California bush sunflower, and saltbush (*Atriplex* spp.). High-quality coastal bluff scrub vegetation exists in Hope Ranch and portions of the Mesa (e.g., Douglas Family Preserve). Past and ongoing disturbances have created many bluffs dominated by non-native ice-plant, pampas grass, and mustard.

- **Coastal strand/beach (162.1 acres)** is found on sandy soil on the shoreline. The City's coastal strand/beach is impacted by recreational use, beach maintenance, the harbor, bike paths, parking lots, and movement of sand by dredging. As a result, this area is dominated by non-native species; occasional native species include sand verbena (*Abronia maritima*) and dune primrose (*Oenothera deltoides*). The low dunes along almost 2 miles of the City Waterfront from Leadbetter Point to the Cabrillo Bathhouse are planted with non-native species, notably the invasive hottentot fig ice plant (*Carpobrotus edulis*). Ephemeral low-tide beaches below the City's coastal bluffs generally do not support coastal strand vegetation due to



Coastal Bluff habitat occurs on the steep cliffs on the coastline of the Mesa and Hope Ranch.

tidal inundation and wave. However, coastal strand provides habitat for sand-dwelling invertebrates and foraging for a many shorebirds, most notably the threatened western snowy plover. The beach also provides access to the rocky intertidal zones that support diverse invertebrate communities and the highly biologically productive kelp beds and reefs.

- **Ruderal (116.9 acres)** are generally disturbed fields (e.g., abandoned cropland) and typically do not include ornamental gardens, grasslands, or eucalyptus groves. Ruderal habitats occur throughout the City in areas with past or ongoing disturbance, such as railroad rights-of-way and landslides.
- **Ornamental trees-landscape (2,420.9 acres)** is found throughout residential areas particularly in Hope Ranch, the Riviera, and foothill neighborhoods. Landscape trees and yards can provide nesting, roosting, and foraging opportunities for native and migratory birds, as well as foraging or corridor habitat for larger terrestrial species. These areas can also include a large number of native oak trees, and riparian and native habitats, though the presence of human activity can limit the biological value of ornamental trees-landscape areas.

<sup>1</sup> Recruitment generally refers to the likelihood of a successful reproduction.

<sup>2</sup> Ruderal refers to primarily weedy, non-native species found in disturbed areas.



- **Invasive species (acreage unknown)** include non-native plants which can spread rapidly to displace native habitats and which are often of low value to native wildlife. Such species include giant reed, Russian thistle, pampas grass, bamboo, nasturtium, periwinkle, poison hemlock, castor bean, ivy, fennel, ice plant, and mustard. Because many of the open space and habitat areas within the City are bordered by urban development or have been subject to past disturbance, such species are frequently present.

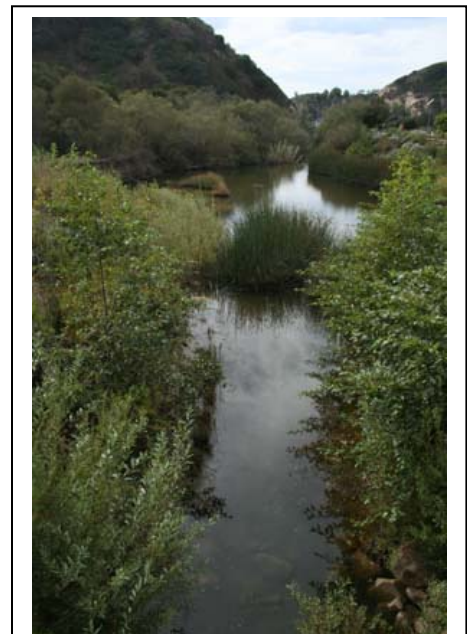
### ***Creek, Wetland, and Marine Habitats***

Wetlands include areas characterized by saturation with water for a sufficient duration to establish specified physical, chemical, and biological characteristics. Wetlands exhibit a prevalence of vegetation adapted for life in saturated soil. Wetlands are essential to the survival of many threatened or endangered species and other wetland-dependent species. Wetlands also have value to the public for flood retention, storm abatement, aquifer recharge, water quality improvement, and aesthetic qualities.

The following creek and wetland habitats exist within the city of Santa Barbara and its sphere of influence (City of Santa Barbara 2007):

- **Riparian Habitats (265 acres)** range from low-growing herbaceous and scrub areas to major woodlands. Typical shrub species include willows (*Salix* spp.), mulefat scrub (*Baccharis salicifolia*), and blue elderberry. Riparian woodlands also support trees such as California sycamore (*Platanus racemosa*), cottonwoods (*Populus* spp.), oaks, alders, willows, and lower growing shrubs and herbs. Such woodlands consist of an overstory of large trees (e.g., sycamore, cottonwood) that lines creeks and provides shade, habitat, and nesting sites for resident birds, migratory birds, and other wildlife such as reptiles.

Riparian habitats occur along the major and minor drainages, with mature riparian woodland extending from the foothills into the urban area within the watersheds of Mission, Sycamore, and Arroyo Burro creeks. Limited portions of these creeks have been channelized in the urban area. Mature forests of oaks and sycamores exist on all of these creeks in the heart of the urban area, typically transitioning to willow woodland or scrub near the coast. Minor creeks, such as Arroyo Hondo and Lighthouse typically support riparian willow scrub, with introduced species such as eucalyptus and pampas grass also present. The larger creeks serve as wildlife corridors which link urban area open spaces such as Elings Park and the Douglas Family Preserve to foothill wildlands. Additionally, San Pedro and Las Vegas Creeks cross the eastern margin of the City's Airport for approximately 0.5 miles before emptying into the Goleta Slough near Goleta Beach.



*Arroyo Burro Creek and its riparian areas provide a valuable habitat and migration corridor between the Pacific Ocean and the Santa Barbara foothills.*

- **Wetlands and Marshes (15.3 acres)** include both freshwater and salt water habitats; streamside wetlands, ponds, lagoons, and estuaries. Freshwater wetlands in the City are limited and are typically found in depressions, at springs and along the margins of slow-moving streams such as lower Arroyo Burro Creek. Representative species include cattail and water cress. Brackish marshes are found at coastal estuaries or lagoons such as the mouths of Mission Creek, the Andre Clarke Bird Refuge, and the margins of the Goleta Slough which may be subject to tidal influence. Typical vegetation includes bulrush (*Scirpus* spp.), cattail (*Typha* spp.), and spreading rush (*Juncus patens*).

Fresh and brackish water marshes are used by many wildlife species, especially waterfowl, amphibians, reptiles, and foraging and nesting birds. The City contains several important estuaries, including small areas at the mouth of Mission and Sycamore creeks and the Goleta Slough at the Santa Barbara Airport. These partially enclosed coastal waters with a connection to the sea, receive both freshwater and tidal influence. They are highly biologically productive habitats and are used by many fish species, including the federally endangered tidewater goby, as nursery grounds.

- Goleta Slough**, the South Coast's largest wetland, is largely located within and surrounded by the Santa Barbara Airport. The Slough within the Airport supports approximately 430 acres of salt, brackish, and freshwater marsh habitats. Dominant vegetation includes pickleweed, saltgrass, and alkali wetlands, with brackish or freshwater wetland along upper wetland margins and within several creeks that traverse this wetland. The upper Slough transitions to upland communities including oak woodlands, coastal sage scrub, and annual grassland. The Slough supports rare, declining, and migratory wildlife and is one of the four significant regional habitats in the Goleta Valley (Santa Barbara County 1993). Goleta Slough is the only large area in the City with tidal-influenced creeks and salt water or brackish water marsh. It supports sensitive and special interest bird species.
- Nearshore Marine** habitats off the City's coast include sand flats, rocky reefs, and kelp forests. Cold, nutrient-rich upwelling in the Santa Barbara Channel supports abundant marine life. Nearshore habitats are dominated by smaller marine species, though large mammals such as the California sea lion, Pacific common dolphin, and grey whale are not uncommon. Santa Barbara's nearshore habitat from Hope Ranch to Leadbetter Beach is primarily rocky reef, which can be partially covered in sand during summer months. Nearshore rocky reefs support smaller fish, such as sculpins and blennies, and invertebrates such as the commercially important spiny lobster. Tidepool habitat is abundant along the coastline between Leadbetter Point and Arroyo Burro Beach, and supports invertebrates such as anemones, mollusks (e.g., limpets, snails), and crustaceans (e.g., mussels, crabs). Kelp forests, an important and diverse marine habitat, are abundant off the Mesa and provide habitat, forage, and nursery grounds for species such as white seabass, kelp bass, and numerous perch and rockfish species. The sand flats off the City's Waterfront generally support a lower density and diversity of species than rocky reefs and kelp forests, but still provide habitat for a range of fish and invertebrate species and transient marine mammals. Nearshore marine areas also support foraging by seabirds and shorebirds such as the brown pelican, sandpipers, and gulls.



*The California red-legged frog is a federally threatened species that uses ponds or pools for breeding during the wet season and is known to exist in San Antonio Creek in the North-side Area of the City's sphere of influence.*

*Image: CDFG*




*Nearshore rocky reefs are habitat to the commercially important spiny lobster.*

### **Special-Status Habitats**

Special-status habitats support high wildlife density or diversity and/or are in substantial decline. Habitats described here include habitats tracked by the California Natural Diversity Data Base (CNDDB) RareFind3 (CDFG 2008); areas that are regulated waters, wetlands, and streambeds; natural habitats within the coastal zone;

areas identified in the City Conservation Element; areas that may qualify as Environmentally Sensitive Habitat Areas (ESHAs); and areas that qualify as critical habitat designated for species that are federally listed or proposed for protection.

- ***Sensitive Upland Habitats*** - No sensitive habitats are mapped by CNDDDB within the City. However, sensitive habitats generally tracked by CNDDDB do exist within City limits or the sphere of influence. These include: native perennial grassland, coastal sage scrub that provides habitat for special-status species, chaparral, and oak communities.
- ***Riparian and Wetland Habitats*** - Riparian and wetland areas are particularly important as one of the most highly productive habitats in the arid portions of California, and due to a steep decline in their extent over the last century. The CNDDDB, California Coastal Act, City Local Coastal Plan, and Conservation Element identify riparian and wetland habitats as sensitive, which are protected by multiple Federal, State, and local regulations. Such regulations are implemented and enforced by the U.S. Army Corps of Engineers, California Department of Fish and Game (CDFG), California Coastal Commission, and the City.
 



*Estuaries along the City's Waterfront and adjacent dune areas provide valuable habitat but are often dominated by invasive species.*
- ***Coastal Zone Habitats*** - Within the coastal zone, riparian woodlands, wetlands, oak woodlands, native grasslands, and other selected native habitats may be identified as ESHAs. No ESHAs have been designated by the City or California Coastal Commission within the city of Santa Barbara. ESHAs can include:
  - Areas in which plant or animal life, or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and that could be easily disturbed or degraded by human activities and developments;
  - Habitat for species and plant communities recognized as threatened or endangered by the State or Federal government;
  - Plant communities recognized by the State of California (in the Terrestrial Natural Communities Inventory) as restricted in distribution and very threatened;
  - Habitats of limited distribution recognized to be of particular habitat value (e.g., wetlands, riparian vegetation, eucalyptus groves associated with monarch butterfly roosts, oak woodlands, and savannas); and
  - Critical Habitat, defined as specific areas that have been found to be essential to the conservation of a federally listed species, and which may require special management considerations or protection. Critical habitat designated by the U.S. Fish and Wildlife Service (USFWS) for the federally endangered southern steelhead trout and tidewater goby exists within the City (refer to Figure 7.1).

### 7.1.2 Special-Status Species

Special-status species are plant, fish, and wildlife species with limited distribution or abundance, are particularly vulnerable to human disturbances, or have special educational, scientific, cultural, or historic interest. Species are considered special status if they are protected under Federal or State Endangered Species Acts, listed as CDFG “Species of Special Concern” or “Fully Protected Species,” tracked by CNDDDB, listed in California Native Plant Society’s *Inventary of Rare and Endangered Plants*, or considered to be of special interest by local expert biologists. Special status species include:

- **Listed Species:** Species listed as endangered, threatened, or rare under the Federal and/or State Endangered Species Acts, regardless of any other status of the species.
- **Special-Status Species:** Species that are not listed, but are designated as State Fully Protected or CDFG Species of Special Concern for wildlife, California Native Plant Society (CNPS) List 1A (Presumed Extinct in California), or CNPS List 1B (Rare, Threatened, or Endangered in California and elsewhere) for plants.
- **Species of Interest:** Species identified as International Union for Conservation of Nature and Natural Resources (IUCN) Least Concern, CNPS List 4.2, CNPS List 4.3, locally rare, species of local interest, or regionally rare by a qualified biologist.



*Santa Barbara Honeysuckle is a rare species that grows on south-facing, coastal slopes in areas such as the San Marcos Foothills and Lauro Reservoir.*

#### *Plant Species of Interest*

No Federal- or State-listed rare, threatened, or endangered plant species exist within the City limits or sphere of influence. There are 27 special-status plant species tracked and mapped by CNDDDB (CDFG 2008) in the city of Santa Barbara and sphere of influence (refer to Figure 7.1; Table 7.1).

#### *Special-Status Wildlife Species*

There are 30 special-status wildlife species mapped by the CNDDDB in the city of Santa Barbara and its sphere of influence (refer to Figure 7.1; Table 7.2). Known locations for these species have also been mapped in the City’s MEA.

### 7.1.3 Special Wildlife Areas

Habitats for wildlife nesting, foraging, congregation, and movement by special status species are important wildlife areas. These include riparian corridors (Arroyo Burro, Mission, Cieneguitas, San Roque, Arroyo Honda, Laguna, Lighthouse, and Sycamore Creeks), and habitat for potential southern steelhead rearing, tidewater gobies, and riparian birds.



*Southern steelhead spawn in upper Mission Creek above the Natural History Museum and in Rattlesnake Creek. Image: Santa Barbara Independent*

Table 7.1: Special Status Plant Species			
Common Name	Status (Federal/State/Local)	Preferred Habitat	Potential for Occurrence
<b>Special Status Plant Species</b>			
Black-flowered figwort <i>(Scrophularia atrata)</i>	1B.2	Chaparral, coastal dune, riparian scrub	San Marcos Foothills
Coulter’s saltbush <i>(Atriplex coulteri)</i>	1B.2	Coastal dunes, coastal bluff scrub, grasslands	Oak Park
Davidson’s saltscale <i>(Atriplex serenana var. davidsonii)</i>	1B.2	Coastal sage scrub	Arroyo Burro Beach
Nuttall’s scrub oak <i>(Quercus dumosa)</i>	1B.1	Coastal chaparral, coastal scrub	Skofield Park, Riviera, Mission Canyon, Franceschi Park
Mesa horkelia <i>(Horkelia cuneata ssp. puberula)</i>	1B.1	Dune, coastal chaparral	Hope Ranch
Santa Barbara honeysuckle <i>(Lonicera subspicata var. subspicata)</i>	1B.2	Coastal sage scrub, oak woodland	San Marcos Foothills, Lauro Reservoir, Westside neighborhood
Catalina mariposa lily <i>(Calochortus catalinae)</i>	4.2	Coastal chaparral	San Roque Creek, Riviera
Cliff aster <i>(Malacothrix saxatilis)</i>	Species of interest	Coastal slopes and ridges, coastal scrub	Montecito, Arroyo Burro Beach, Arroyo Burro Creek, Hope Ranch
Coulter’s goldfields <i>(Lasthenia glabrata ssp. coulteri)</i>	1B.1	Tidal marsh, vernal pools	Goleta Slough
Hoffmann’s bitter gooseberry <i>(Ribes amarum var. hoffmannii)</i>	3	Coastal slopes, riparian	Mission Canyon, Skofield Park, Riviera, Sycamore Creek
Hoffmann’s sanicle <i>(Sanicula hoffmannii)</i>	4.3	Coastal sage scrub, chaparral, oak woodland	Mission Canyon
Island morning glory <i>(Calystegia macrostegia ssp. amplissima)</i>	4.3	Rocky slopes, canyon walls	Skofield Park
Southern tarplant <i>(Centromadia parryi ssp. australis)</i>	1B.1	Grassland, ruderal	Goleta Slough
White-flowered sticky phacelia <i>(Phacelia viscida var. albiflora)</i>	Species of interest	Coastal sage scrub, oak woodland	Lauro Reservoir, Mission Canyon
<p>CNPS 1B = “rare, threatened, or endangered” in California or elsewhere by the California Native Plant Society                      .1 = Seriously endangered in California                      .2 = Fairly endangered in California                      CNPS 2 = rare or endangered in California, more common elsewhere by the California Native Plant Society                      CNPS 4 = plant of limited distribution by the California Native Plant Society                      FE = Federal Endangered                      FSC = Federal Species of Concern                      SE = California Endangered                      Source: CNDDDB 2009.</p>			

Table 7.2: Special Status Wildlife Species			
Common Name	Status (Federal/State/Local)	Preferred Habitat	Potential for Occurrence
<b>Invertebrates</b>			
Monarch butterfly ( <i>Danaus plexippus</i> )	CNDDDB G5 S3 (Wintering sites)	Occupy diverse habitats, but roost in eucalyptus groves	Mesa, Arroyo Burro Beach, Hope Ranch, Las Positas Valley
<b>Reptiles</b>			
Silvery legless lizard ( <i>Anniella pulchra pulchra</i> )	None/CSC	Beach dunes, dune scrub	Hope Ranch, Las Positas Valley
Southwestern pond turtle ( <i>Clemmys marmorata</i> )	None/CSC	Freshwater riparian areas with slow moving water, wetlands	Lauro Reservoir, Lower Mission, Sycamore and Laguna Creeks; Goleta Slough and potentially other creeks
<b>Amphibians</b>			
California red-legged frog ( <i>Rana draytonii</i> )	FT/CSC	Emergent riparian vegetation and still or slow-moving freshwater areas	San Marcos Foothills and potentially along other creeks in City
<b>Fish</b>			
Southern steelhead ( <i>Oncorhynchus mykiss</i> )	FE/CSC	Perennial freshwater creeks	Mission Creek (Upper and Lower), Sycamore Creek, Arroyo Burro Creek
Tidewater goby ( <i>Eucyclogobius newberryi</i> )	FE/CSC	Estuaries and brackish lagoons	Sycamore Creek, Andree Clark Bird Refuge, Mission Creek, Arroyo Burro Creek, Goleta Slough
<b>Mammals</b>			
Big free-tailed bat ( <i>Nyctinomops macrotis</i> )	None/CSC	Trees, rocky cliffs and outcroppings	Lower Mission Creek
Gray Whale ( <i>Eschrichtius robustus</i> )	Delisted	Nearshore marine, marine	Santa Barbara Harbor, near-shore marine
Ring-tailed cat ( <i>Bassariscus astutus</i> )	None/CFP	Chaparral, forest, and riparian	Arroyo Burro Creek, Mission Creek, Sycamore Creek
<b>Birds</b>			
Short-eared owl ( <i>Asio flammeus</i> )	None/CSC	Prairie, grasslands	San Marcos Foothills, Andree Clark Bird Refuge, Santa Barbara Harbor
Sharp-shinned hawk ( <i>Accipiter striatus</i> )	None/CWL	Oak woodland and forest	Andree Clark Bird Refuge, Arroyo Honda
American peregrine falcon ( <i>Falco anatum peregrinum</i> )	Delisted	Rocky outcroppings, forest, grasslands	Andree Clark Bird Refuge, Santa Barbara Harbor
Burrowing owl ( <i>Athene cunicularia</i> )	None/CSC	Grasslands, dune scrub	San Marcos Foothills
White-tailed kite ( <i>Elanus leucurus</i> )	None/CFP	Grasslands, large trees	San Marcos Foothills, Cienguitas Creek, Hope Ranch, Las Positas Valley, Goleta Slough
Bank swallow ( <i>Riparia riparia</i> )	None/ST	Riparian, cliffs	Arroyo Burro Beach, West Beach, Andree Clarke Bird Refuge
California brown pelican ( <i>Pelecanus occidentalis californicus</i> )	Delisted	Coastline cliffs, beach	Santa Barbara Harbor

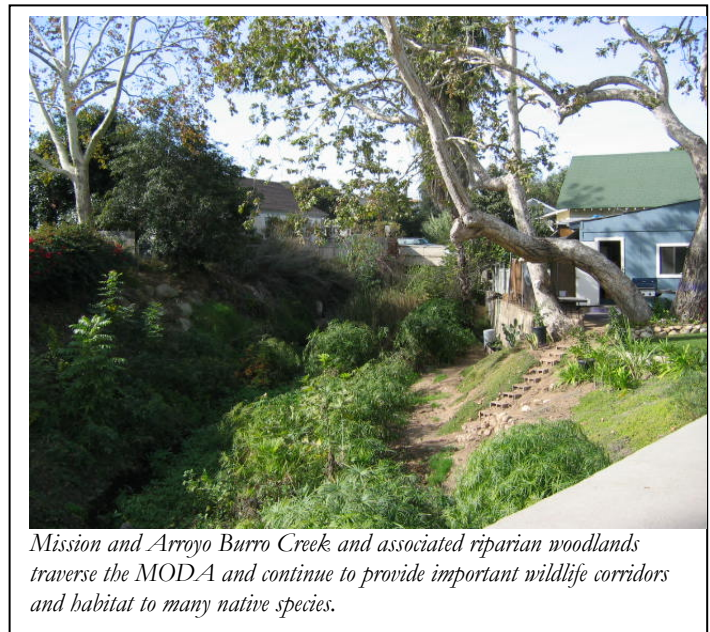
**Table 7.2: Special Status Wildlife Species (Continued)**

Common Name	Status (Federal/State/Local)	Preferred Habitat	Potential for Occurrence
California least tern <i>(Sternula antillarum browni)</i>	FE/SE	Estuaries, marsh, lagoons	Andree Clark Bird Refuge, Santa Barbara Harbor, Goleta Slough
Light-footed clapper rail <i>(Rallus longirostris levipes)</i>	FE/SE	Estuaries, marsh, lagoons	Goleta Slough
Western snowy plover <i>(Charadrius alexandrinus nivosus)</i>	FT/CSC	Dune, dune scrub, estuaries, marsh	Santa Barbara Harbor, Goleta Slough
California black rail <i>(Laterallus jamaicensis)</i>	None/ST	Coastal salt marsh, freshwater marsh	Lower Mission Creek

*CNDDDB G5 S3 = California Natural Diversity Data Base, Global rank: demonstrably secure, common; State rank: California restricted range*  
*CSC = California Species of Concern; SE = California Endangered; ST = California Threatened; SCD = State Candidate Delisting*  
*FE = Federal Endangered; FT = Federal Threatened*  
*CWL = CDFG Watch list ; CFP = CDFG Fully Protected*  
*Source: CNDDDB 2009.*

The Andree Clark Bird Refuge supports as many as 192 bird species including migratory waterfowl and wading birds. The Goleta Slough located on Airport lands supports an extensive variety of plant and animal species. Reaches of Mission, Sycamore, San Roque, and Arroyo Burro creeks are designated as southern steelhead critical habitat or rearing habitat. Tidewater Goby habitat has been mapped at the mouths of Sycamore, Mission, Laguna, and Arroyo Burro creeks. Threatened snowy plovers forage and roost along Waterfront beaches.

**Movement Corridors** - Movement corridors allow animals to move between larger habitat areas and may be bordered on either side by urban land uses of low value to wildlife (e.g., homes and businesses). Most movement corridors within the City are riparian zones. These areas provide nearly continuous pathways of native and natural vegetation used by wildlife species to move through the area, mostly in a north-south direction, often between open foothill lands and larger urban open spaces (e.g., Elings Park). These riparian corridors likely experience recurrent aquatic, riparian, or upland species movement and are crucial to many species. Migration corridors encourage preservation of plant and animal populations by allowing greater access to food sources and a larger gene pool. Barriers to movement include disturbed or urban areas, larger roads, particularly U.S Highway 101, and bridges where abutments constrain flow.



*Mission and Arroyo Burro Creek and associated riparian woodlands traverse the MODA and continue to provide important wildlife corridors and habitat to many native species.*

Other wildlife movement corridors include upland habitat, or a combination of vegetation in upland and riparian habitats. Although not all these areas are lengthy, some provide east-west connections through oth-

erwise urban and ornamental landscapes within urban and suburban settings. Such corridors are limited and are extremely valuable to wildlife. The principal upland habitat corridors in the City include:

- Native vegetation on upper Olive Street that provides an east-west connection to oak and riparian woodland in Mission and Rocky Nook parks.
- An unnamed drainage in Hope Ranch connected via oak woodland and coastal sage scrub in an east-west direction to a point west of Arroyo Burro Creek. Arroyo Burro Creek and its tributaries combine to provide near continuous connections between the foothills and Arroyo Burro Beach.
- Oak and riparian woodland in Oak Park that connect with Mission and Rocky Nook parks to the north via Mission Creek.
- An east-west trending band of coastal sage scrub and oak woodland (including Franceschi Park) that runs between Mission and Rocky Nook parks and Sycamore Creek.
- Eucalyptus groves, oak woodland, and coastal sage scrub that provide an approximately east-west non-continuous corridor between Sycamore Canyon and the eastern City limits.
- An unnamed drainage between Barger Canyon and San Roque creeks that provides a short east-west connection of habitats between the vicinities of Grove Lane and Foxen Drive.

***Potential Steelhead Rearing Habitat*** - Segments of Mission, Arroyo Burro, and Sycamore creeks support aquatic habitat with pools that are important for federally threatened southern steelhead trout spawning. Southern steelhead migrate up larger South Coast streams in the winter to spawn, leaving behind young fish to rear for one or more years in the creek before migrating to the ocean. Permanent pools are critical to steelhead survival, particularly during the summer and fall dry season. Resident rainbow trout occur in upper Mission and Sycamore creeks.

***Tidewater Goby Habitat*** - The federally endangered tidewater goby resides year-round in brackish water at the mouths of Mission, Sycamore, and Arroyo Burro creeks, and in Laguna Channel below the tidal gates. Lagoons at these Creek mouths are closed by sandbars in the summer and fall and are open in the winter due to runoff and tidal influence. Tidewater gobies reside in these lagoons, even when the water appears to be stagnant and warm. Their populations vary greatly during and between years, depending upon the suitability of habitat at the mouths of these creeks. Tidewater gobies recently were found to be present in Tecolotito and Carneros Creeks in Goleta Slough on Santa Barbara Airport property after not being reported in the Goleta Slough for more than 30 years (City of Santa Barbara 2006).

***Western Snowy Plover Critical Habitat*** - The western snowy plover is a federally threatened and State species of special concern. The Pacific coast population of the western snowy plover breeds on the Pacific coast from southern Washington to southern Baja California, Mexico. Wintering birds may remain at their breeding sites or move north or south to other wintering sites along the Pacific coast. There are no known locations of nesting sites or nests for this species within the City. UCSB's Coal Oil Point supports nesting plover sites due to the presence of suitable habitat and proactive management. The USFWS has designated Leadbetter Beach as critical habitat for this species. There is the potential in the future for more City beaches to be designated as Critical Habitat during the planning period of *Plan Santa Barbara*.

***Key Riparian Bird Habitats*** - Santa Barbara's creeks and riparian woodlands support abundant and diverse bird species, particularly during the spring and fall migrations, when migrant species can find food, water, and shelter as they travel north or south. In the winter, creek side vegetation attracts wintering species, which can find food in non-native blooming species along creeks, such as eucalyptus, bottlebrush, and Cape Honeysuckle. In the spring and summer, a variety of nesting birds utilize the riparian corridors, such as warblers, vireos, wrens, flycatchers, and sparrows. In the fall, the lagoons at the mouths of Arroyo Burro, Mission, Sycamore, and Laguna creeks are important habitats for water birds and shorebirds, such as skim-



mers, gulls, plovers, cormorants, geese, and ducks. The upper reaches of Arroyo Burro, Mission, and Sycamore creeks provide excellent habitat for birds. Lighthouse Creek and Arroyo Honda attract a wide complement of wintering birds. Their close proximity to the ocean lures migratory birds, some of which stay on through the winter due to the availability of food.

***Oak and Specimen Trees*** - Oak woodland habitats occur along creek corridors and hillsides within the City and provide important wildlife nesting and foraging areas. Isolated oaks and specimen trees occur throughout the City's urban areas. Oaks are vulnerable to changes in habitat which can impact surface soils, moisture, or root systems. Specimen trees are defined as healthy, structurally sound, and well-developed individuals for the species and are considered to be important if of noteworthy size, historic significance, or special location. These trees are also considered important biological resources.

#### 7.1.4 Climate Change

Climate change is projected to affect natural habitats and wildlife through shifting rainfall patterns, altering plant communities, more frequent and intense floods, droughts (Wilkinson and Rounds 1998). Vegetation is being influenced by higher atmospheric carbon dioxide levels, with increased photosynthesis generating more plant matter and increased fuel loads, heightening fire hazards in many regions. Plants cannot migrate quickly enough to keep up with the rate of climate change, which could increase the rate of extinctions (Oechel et al. 1998).

Climate change has the potential to affect all of the natural habitats in the City - chaparral, oak woodlands, and coastal sage scrub may eventually be converted to other habitats by more frequent fires; coastal wetland could be inundated by higher sea levels and water quality could decline in streams which support steelhead.

California's wetlands are vulnerable to climate change, as some 90 percent of the State's original coastal wetlands have been lost to development (Barbour et. al. 1993). Rising sea level could inundate coastal wetlands, and development surrounding wetlands in coastal communities such as Santa Barbara may prevent wetlands from migrating inland with the sea. Sensitive resident and migratory species, dependent on already environmentally-pressured estuaries at one time or another in their life cycles, could decline further (Wilkinson and Rounds 1998).

Prehistoric episodes of climate warming were much slower than today's rapid rate of change. Animals cannot adapt quickly enough or easily migrate through urban and agricultural development. For example, populations of some butterflies have been observed to be dying out in their southern ranges and extending their northern limits. In the western U.S., a 0.7° Celsius (C) rise in average temperatures has resulted in a 105 kilometer (km) northward shift in the range of one butterfly species. With most species less mobile than butterflies, rapid climate change will not allow animals to shift. Species already pressured by human encroachment will be further stressed, and the number of threatened and endangered species in California could rise significantly (Oechel et al. 1998).

## 7.2 Applicable Plans and Policies

Biological issues are addressed in adopted Federal, State, County, and City plans, policies, and regulations (refer to Relevant Plans and Regulations below). The City General Plan and Local Coastal Plan provide key policies for biological resource protection and are administered by a range of City departments, particularly

the Community Development, Public Works, and Fire departments, as well as the Parks and Recreation Department's Creeks Division.

State and Federal regulations also apply to biological resource protection, particularly for wetlands, riparian areas, water quality, and threatened or endangered species. Heightened State review occurs over these issues within the coastal zone. Primary State agencies with direct interest in, and potential authority over biological issues include the California Coastal Commission, which regulates development within the coastal zone (refer to California Coastal Act Sections 30001, 30231, 302338(c), and 30240); the CDFG, which has jurisdiction over creeks and wetlands for actions that involve alterations to streams or lakes; the State and Regional Water Quality Control boards which regulate wastewater discharges to both surface water and to groundwater. The Water Boards also regulate storm water discharges from construction, industrial, municipal, and agricultural activities.

Federal agencies with potential authority over biological resources include the U.S. Army Corps of Engineers which regulates jurisdictional waters of the U.S., including wetlands; the USFWS which administers the Federal Endangered Species Act; and the National Marine Fisheries Service (NMFS) which regulates marine resources.

#### Relevant Plans and Regulations

- **Federal and State Endangered Species Acts** - provide regulations that define “take” of an organism, appropriate methods to mitigate such action and address related critical habitat issues.
- **Federal Clean Water Act (CWA), Section 401** - Regulates and requires certification for any activity that may result in discharges into navigable waters.
- **Federal CWA, Section 402** - Mandates some types of construction to comply with the National Pollutant Discharge Elimination System program.
- **Federal CWA, Section 404** - Authorizes the U.S. Army Corps of Engineers to regulate discharge of fill into waters of the U.S., including wetlands.
- **Porter-Cologne Water Quality Control Act** - Provided the State Water Resources Control Board with ultimate authority over State water rights and water quality policy and established nine Regional Water Quality Control Boards.
- **Coastal Zone Management Act of 1972** - Encourages coastal states to develop and implement coastal zone management plans.
- **Marine Mammal Protection Act (MMPA)** - Prohibits the taking of marine mammals and enacted a moratorium on the import, export, and sale of any marine mammal or marine mammal part.
- **Migratory Bird Treaty Act of 1918 (16 USC 703-712)** - governs the taking, killing, of migratory birds, their eggs, parts and nest, and requires harvests to be limited to levels that prevent overuse.
- **CEQA** - requires agencies to consider environmental consequences of actions and avoid or mitigate adverse consequences to fish or wildlife species if feasible.
- **State Fish and Game Code** - Section 1600 requires obtaining agreements from CDFG for disturbance to riparian areas, and alteration to the bed, bank, and channel of streams.
- **California Coastal Act** - Contains regulations that require protection, maintenance and where feasible, enhancement of the overall quality of the coastal zone environment.

**Relevant Plans and Regulations (Continued)**

- **City of Santa Barbara Conservation Element** - requires enhancement and preservation of critical ecological resources (e.g., marine resources, major drainage channels, endangered species habitat, perennial grassland, oak woodland and specimen trees).
- **City Local Coastal Plan** - Implements Coastal Act policies which require protection of ESHAs and other sensitive biological resources.
- **Santa Barbara Municipal Code Title 22 Environmental Policy and Construction, Chapter 15.20 Tree Preservation, and Section 22.10.060 City Vegetation Removal Ordinance** - requires protection and/or replacement of healthy specimen trees and significant vegetation.

## 7.3 Biological Resources Impact Evaluation Methodology

### 7.3.1 Project Components

The evaluation of biological resources impacts considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth under the revised Land Use Element Map designations and *Plan Santa Barbara* policies. Proposed policies would promote in-fill development within the MODA, and some additional incremental development could occur on more outlying lands where biological resources are concentrated (refer to Section 3.2, *Plan Santa Barbara* Project Components). Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units and 2.0 million square feet (sf) of non-residential development. An additional 403 residential units and 178,202 sf of commercial growth is forecast to occur within the City's sphere of influence in areas such as the foothills and Las Positas Valley; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development.

*Plan Santa Barbara* policies and programs to protect key biological resources include Policies ER17-Native and Other Trees and Landscaping ordinance provisions; ER18-Urban Tree Protection and Enhancement program; ER19-Protection of Wildlife and Native Vegetation policies and design guidelines; ER21-Multi-Use Plan for Coast; ER22-Native Species Habitat Planning guidelines; ER26-Creek Setbacks and Restoration standards and guidelines; and ER27-Creekside Development Guidelines. These programs could improve City protection and management of biological resources. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 7.3.2 Important Biological Resources

The Biological Resources analysis has been prepared using data compiled by URS Corporation for the updated City Master Environmental Assessment (MEA). This includes review and compilation of data from dozens of existing environmental documents and special studies, aerial photographic interpretation, and targeted field work.

Existing wildlife and vegetation is qualitatively assessed to identify important biological resources. This review considers the types, amounts, quality, and regulatory status of resources within the context of both citywide and regional ecological communities. The City Master Environmental Assessment (MEA) maps (City of Santa Barbara 2008) identify general locations of existing wildlife and vegetation resources within the

City. The Environmental Setting discussion (refer to Section 7.1 above) identifies important biological resources within the City, including habitats and migration corridors; and special status and protected wildlife and plant species.

### 7.3.3 Impact Evaluation

Potential future development under *Plan Santa Barbara* policies is evaluated qualitatively to consider whether it would substantially affect important biological resources within the City, based on the impact significance guidelines below. Regional cumulative impacts consider the citywide impacts together with other similar impacts of future development within the City, sphere of influence, and the South Coast. Biological resource impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with the *Plan Santa Barbara* impacts. Longer-term impacts to biological resources through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the City General Plan and longer-term trends (e.g., global climate change).

The analysis considers potential direct impacts of development on loss or damage to habitats (upland, riparian and wetland, and coastal), migration corridors, and special status plant and animal species. Indirect impacts are considered resulting from population increases and ongoing vehicle activity, noise, lighting, pet populations, storm water runoff changes, landscaping using invasive plants, and vegetation clearing for fire prevention. This analysis is based on a review of existing City planning documents (e.g., MEA maps and data), past environmental documents and field surveys, review of aerial photographs, and limited windshield surveys of areas likely to be subject to future development.

Existing City, State, and Federal policies and regulatory processes that serve to avoid or reduce potentially significant biological resource impacts are identified. City policies in the General Plan, Coastal Plan, Storm Water Management Plan, Ordinances, Design Guidelines, Parks Department and Creeks Division programs, and State and Federal regulatory processes are identified in the Existing Policies and Regulations discussion (refer to Section 7.2 above), and considered in the impact analysis below.

Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce biological resources impacts are also identified as part of the impact analysis.

### 7.3.4 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards, or changes to other existing City General Plan policies, programs or procedures. General mitigation approaches are to avoid development impacts to biological resources through revisions to proposed programs or adoption of new programs, new project design measures, provision of on-site mitigation through resource restoration, protection, or replacement, or off-site mitigation to offset impacts.

### 7.3.5 City Impact Significance Guidelines

The following City impact significance guidelines for biological resources are based on City policies (General Plan Conservation Element, MEA), and the State CEQA Guideline (§15065) that directs identification of a potentially significant impact when a project has the potential to "...substantially reduce the habitat of a fish

or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species,..."

***Citywide or Area-Specific Biological Resources Impacts (Project Impacts):*** A significant biological resource impact may result from loss or substantial disturbance to important vegetation and/or fish or wildlife in the following ways, unless measures are implemented to avoid or lessen the significant effect:

- ***Habitat:*** Substantial loss or disruption of vegetation or wildlife habitat identified as important by plans, policies, or regulations, including wildlife migration corridors, riparian habitat, wetlands, including, but not limited to federally protected wetlands defined by Section 404 of the Clean Water Act, California Department of Fish and Game (CDFG) Code, and specimen trees.
- ***Protected Species:*** Substantial loss or disturbance to plant or animal species (candidate, sensitive, or special status) protected under Federal, State, or City policy or regulation.

***Regional Biological Resources Impacts (Cumulative Impacts):*** If a Citywide impact combined with similar impacts within the regional area for biological habitats or species (South Coast) would result in substantial habitat or species impacts as identified by the above guidelines, the Citywide impact, if not mitigated, may be considered a considerable contribution to cumulative impacts.

## 7.4 Citywide Biological Resources Impacts

Adoption of *Plan Santa Barbara* policies and the resulting projected amount, type and location of future growth could directly impact biological resources. Development outside of the urban core and MODA could displace portions of existing upland habitats (e.g., grasslands, oak woodlands) and increase disturbance to remaining habitats and associated wildlife. Development within the MODA could displace or disrupt biologically resources such as upland or creek wildlife corridors, riparian habitats, and oak woodlands. Indirect impacts to habitats and wildlife could also be anticipated from increases in human activity, traffic, polluted runoff, and water demand.

### IMPACT BIO-1: UPLAND HABITATS AND SPECIES

***Potential future development could displace or disturb important upland habitats and special status species.***

Potentially significant effects could include temporary disturbance during construction, incremental direct loss of habitat, fragmentation of larger open areas and wildlife corridors, and disturbance of special status wildlife or vegetation species.

#### ***Impact BIO-1.1. Coastal Sage Scrub.***

Coastal sage scrub is a declining natural community throughout the South Coast and in southern California. An estimated 568 acres of intact stands of this habitat exist on hillsides throughout the City, with the largest areas of relatively undisturbed habitat occurring in the Las Positas Valley and in the foothills. Potential incremental development within and adjacent to scrub habitats in the City could include single-family homes, minor land divisions, public facilities or recreational uses, and secondary facilities including driveways, water lines, and landscaping.

Potentially significant impacts of future development could include temporary construction disturbance, incremental direct loss of habitat, and fragmentation of larger habitat and corridors. Long-term habitat and species disturbance could also occur due to human activities such as vehicle use, noise, lighting, pets, landscaping with invasive plants, and periodic vegetation clearing for fire management. Removal or fragmentation of coastal sage scrub habitats could impact special status wildlife such as the Allen's hummingbird and silvery legless lizard, and more common species such as the brush rabbit, and Bewick's wren. Special status plant species impacted may include Davidson's saltscale, Nuttall's scrub oak, Santa Barbara honeysuckle, Hoffmann's sanicle, and white-flowered sticky phacelia.

*Existing Policies:* Existing U.S. Fish and Wildlife Service (USFWS) and CDFG regulations provide protection for special status species and their habitats. Existing City Conservation Element policies direct the preservation of habitats of rare and endangered species, but do not currently specify protection of coastal sage scrub or wildlife corridors. The City MEA biological guidelines provide guidance for protecting all upland habitats as part of environmental review and conditions of development approval addressing construction impacts and long-term impacts.

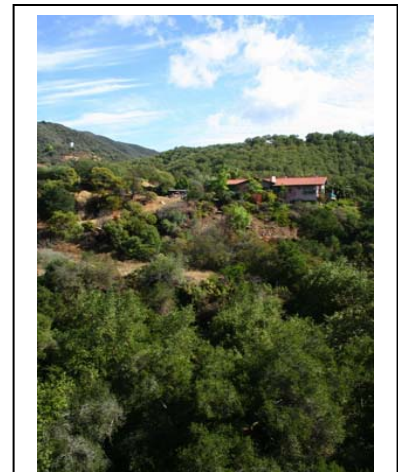
*Proposed Policies:* Proposed *Plan Santa Barbara* policies ER19-Protection of Wildlife and Native Vegetation and ER22-Native Species Habitat Planning provide general direction to prepare policy and guidelines for habitat and wildlife protection. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Mitigation measures MM BIO-1, Important Upland Habitat Protection and MM VIS-1, Open Space Protection and Restoration (detailed in Section 13.8) would augment proposed *Plan Santa Barbara* programs ER17, 19, and 22 to establish more specific policy protection of important open space areas, including coastal sage scrub habitats, and would identify large areas of contiguous open space that merit long-term protection. With proposed mitigation measures, combined with existing policies and those proposed under *Plan Santa Barbara*, impacts to coastal sage scrub would be ***less than significant with mitigation (Class 2)***.

#### *Impact BIO-1.2. Oak Woodlands.*

Oak woodland habitats are critical in the life cycles of a wide range of wildlife species, including mammals, songbirds, woodpeckers and raptors. These woodlands are also important to sensitive plants such as the Santa Barbara honeysuckle, black-flowered figwort, and Nuttall's scrub oak.

Future land divisions and residential, recreational, and public facility development could incrementally displace or degrade oak woodlands found in foothill areas, the Riviera, and Mesa hillsides (estimated 946 acres city-wide, including the sphere of influence). New development could adversely affect such habitats through construction disturbance, removal of saplings, clearing of understory vegetation, installation of invasive non-native vegetation (e.g., periwinkle, ivy), clearance for fire protection, increased human presence, domestic animals (e.g., cats), noise, and lighting. Such disturbances could impede roosting, nesting or feeding by native wildlife including Cooper's hawk, acorn woodpecker, western grey squirrel,



*Oak woodlands exist throughout the City near to or intermixed with existing and potential future development.*

rel, and various species of bats. Existing and proposed policies would partially reduce potentially significant impacts. However, gradual, incremental loss and disturbance of woodland habitat could be substantial by the year 2030. This could significantly affect wildlife species including sharp-shinned hawk, Southern California rufous-crowned sparrow, white-tailed kite, and free-tailed bat, and native plants including Santa Barbara honeysuckle, Hoffmann's sanicle, and white-flowered sticky phacelia.

*Existing Policies:* Existing Federal and State regulations, and City General Plan policies, MEA guidelines, and development review process provide some protection of oak woodland habitats and special status species as individual development projects occur. Conservation Element policies provide for preserving oak woodlands where feasible, and ordinances and design guidelines also protect specimen oak trees from direct removal, but do not necessarily provide for protection of contiguous habitat areas.

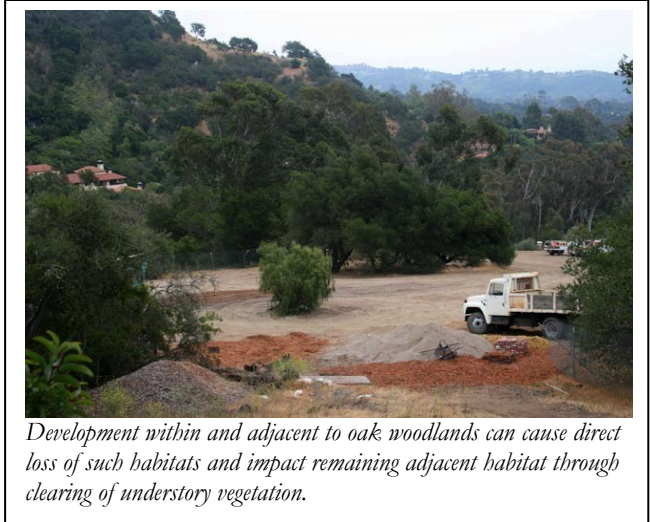
*Proposed Policies:* Proposed *Plan Santa Barbara* policies ER17-Native and Other Trees and Landscaping, ER19-Protection of Wildlife and Native Vegetation; and ER22-Native Species Habitat Planning provide general direction to update policies and guidelines to foster habitat and wildlife protection. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Mitigation measures MM BIO-1, Important Upland Habitat Protection and MM VIS-1, Open Space Protection and Restoration (detailed in Section 13.8) would augment proposed *Plan Santa Barbara* programs ER17, 19, and 22 to establish more specific policy protection of important oak woodland resources, and would identify large areas of contiguous oak woodlands and wildlife corridors that merit long-term protection. With proposed mitigation, combined with existing policies and those proposed under *Plan Santa Barbara*, impacts to oak woodlands would be ***less than significant with mitigation (Class 2)***.

#### Impact BIO-1.3. Grasslands.

The estimated 197 acres of annual non-native and perennial native grasslands within the City support special status wildlife species including raptors and songbirds. Although limited in extent, native grasslands are also recognized as an important resource due to their rarity. Such grasslands are scattered throughout the City, but are concentrated on the Riviera, in the foothills and within Elings and Parma parks.

New residential and recreational development could displace and/or fragment existing grasslands within the City, a potentially significant impact. Elimination or fragmentation of grasslands could substantially reduce foraging habitat for special status species including the white-tailed kite, burrowing owl, northern harrier, Belding's savanna sparrow, grasshopper sparrow, and more common species including the red-tailed hawk, kestrel, and western meadowlark, particularly with the Las Positas Valley (e.g., Elings Park). Existing and proposed policies would lessen potentially significant effects as projects occur, however, the combined city-wide effect of gradual, incremental losses and disturbance of important grassland habitats through 2030



*Development within and adjacent to oak woodlands can cause direct loss of such habitats and impact remaining adjacent habitat through clearing of understory vegetation.*

could result in significant effects to important wildlife species as discussed above, and declining native plant species such as Coulter's saltbush and Southern tarplant.

*Existing Policies:* Existing Federal and State regulations protect special status species and their habitats. Existing City General Plan Conservation Element policies generally protect habitats and special status species; however, they do not specify protection of non-native grasslands or wildlife corridors. The City MEA biological guidelines provide guidance for protecting all upland habitats as part of environmental review and conditions of development approval addressing construction impacts and long-term impacts, but do not necessarily provide for protection of contiguous habitat areas.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies ER19-Protection of Wildlife and Native Vegetation; and ER22-Native Species Habitat Planning provide general direction for policy and guideline updates to further protect habitats and wildlife. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Mitigation measures MM BIO-1, Important Upland Habitat Protection and MM VIS-1, Open Space Protection and Restoration (detailed in Section 13.8) would establish more specific policy protection of important grassland resources and would identify large areas of contiguous grasslands and wildlife corridors that merit long-term protection. With proposed mitigation, combined with existing policies and those proposed under *Plan Santa Barbara*, impacts to grasslands would be ***less than significant with mitigation (Class 2)***.

#### *Impact BIO-1.4. Chaparral.*

Chaparral occurs on steep foothill slopes and in the Santa Ynez Mountains, but is generally restricted to the City's northern boundary (estimated 305 acres citywide). Future land divisions and residential, recreational, and public facility development could incrementally develop chaparral found in foothill areas, including the Riviera. New development could adversely affect such habitats through construction disturbance, installation of invasive non-native vegetation (e.g., periwinkle, ivy), clearance for fire protection, increased human presence, domestic animals (e.g., cats), noise, and lighting. Clearance of chaparral in the Santa Ynez Mountains for fire protection, including the maintenance and development of fire access roads, could adversely affect habitat in limited areas of the front country. Such construction would not constitute a substantial intrusion into this habitat; however fire road creation and maintenance could create some disturbance and could extend the range of invasive species (City of Santa Barbara 2004).

*Existing Policies:* Existing Federal and State regulations provide protection for special status species and their habitats. Existing City General Plan Conservation Element policies generally direct the protection of habitats and special status species; however, they do not specify protection of chaparral or wildlife corridors. The City MEA biological guidelines provide guidance for protecting all upland habitats as part of environmental review and conditions of development approval addressing construction impacts and long-term impacts.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies ER19-Protection of Wildlife and Native Vegetation; and ER22-Native Species Habitat Planning provide general direction for policy and guideline updates to further protect habitats and wildlife. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)



*Impact Significance:* Mitigation measures MM BIO-1, Important Upland Habitat Protection and MM VIS-1, Open Space Protection and Restoration (detailed in Section 13.8) would establish more specific policies to protect contiguous open space and habitat areas. With proposed mitigation measures, combined with existing policies and those proposed under Plan *Santa Barbara*, impacts to chaparral would be *less than significant with mitigation (Class 2)*.

## **IMPACT BIO-2: CREEK, WETLAND & RIPARIAN WOODLANDS HABITATS AND SPECIES**

***Potential future development could displace or disturb important creek and riparian habitats and associated status species.***

### *Impact BIO-2.1. Riparian Habitats and Wildlife.*

Riparian habitats support many wildlife species including songbirds, raptors, fish, reptiles, and amphibians, and also provide important values for water quality, air quality, and visual resources. Riparian trees and other vegetation shade in-stream aquatic habitats and maintain cooler water temperatures for in-stream wildlife.

Under *Plan Santa Barbara* land use designations and MODA policies, some incremental additional development could occur on less developed parcels adjacent to City creeks through the year 2030. Such parcels exist at multiple locations adjacent to and in some cases within the riparian corridors of these creeks. Future development could have potentially significant effects on riparian habitats and other creeks and associated wetlands<sup>3</sup> due to direct disruption or destruction of habitat and wildlife corridors, and disturbance to wildlife from adjacent development.

Development of even urban parcels adjacent to such riparian areas could result in removal or damage to mature native trees from construction of buildings, foundations, paving and drainage improvements, removal of saplings, clearing of understory vegetation, installation of invasive non-native vegetation (e.g., periwinkle, ivy), and vegetation clearance or installation of bank stabilization for flood protection.

Residential development, redevelopment, and/or land divisions of property could incrementally degrade riparian woodlands in the foothills, particularly where older small homes or fire rebuilds are remodeled and substantially expanded. Potential larger developments or redevelopment projects, such as redevelopment of La Cumbre Plaza or additional residential or recreation development in the Las Positas Valley or foothills could also impact riparian areas. However, such development also offers real potential for habitat enhancement or restoration. Additionally, increased human presence, domestic animals (e.g., cats), noise, and lighting can impact bird and other wildlife populations. Additional development associated with the Santa Barbara Airport could potentially impact freshwater creeks associated with the Goleta Slough; however, extensive habitat planning and mitigation of impacts to habitats is currently in place at the Goleta Slough.

Impacts would be of particular concern along sensitive reaches of creeks with well-developed native vegetation, perennial stream flow including the “headwaters” of these creeks higher in the foothills or lower perennial reaches, such as Arroyo Burro Creek south of Modoc Road and Mission Creek near the Museum of Natural History, due to their greater ability to support sensitive aquatic species. However, all major creeks in the City serve as migration corridors for the endangered steelhead trout and many City creeks have the po-

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<sup>3</sup> Outside of the Coastal Zone, no major known wetlands or wetland complexes (e.g., vernal pools) occur within the City or sphere of influence, with the exception of Laguna Lake in Hope Ranch. However, wetlands do occur within area stream channels or in association with such drainages. These include springs and seeps that feed area streams such as those that occur in the Las Positas Valley and Veronica Springs neighborhood along Arroyo Burro Creek and throughout the foothills. Such springs and seeps are often located within or adjacent to riparian corridors or associated tributaries and as such would be subject to protection under City policy. For impact analysis purposes, such wetland areas are treated as part of the riparian system.

tential to host a variety of other special status species, particularly song birds, amphibians, and the southwestern pond turtle. Wildlife can be adversely affected by loss of mature trees, removal of riparian understory, decreased water quality, and increased noise, light, and activity from new residents and domestic animals.

*Existing Policies:* Existing State and Federal environmental and wildlife protection regulations help ensure that creek protection and restoration is included in creekside development projects. Existing City policy and regulations also protect riparian habitats. Conservation Element Policy 5.2 states that “development in or adjacent to creeks shall not degrade creeks or their riparian environment.” Architectural Board of Review (ABR) Guidelines for development near creeks, the Mission Creek Development Setback Ordinance, and the City MEA Guidelines also provide for creek habitat protection and restoration for individual development projects. Extensive adopted and funded (Measure B) City Creeks Division programs would additionally ensure that restoration of creek habitat quality would be an ongoing effort over the 20-year *Plan Santa Barbara* General Plan horizon.

*Proposed Policies:* Proposed new *Plan Santa Barbara* policies provide general direction to develop further protection for riparian habitats and wildlife, including ER19-Protection of Wildlife and Native Vegetation, ER22-Native Species Habitat Planning guidelines, ER26-Creek Setbacks and Restoration standards and guidelines, and ER27-Creekside Development Guidelines. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)



*New infill development adjacent to creeks can involve removal of native vegetation and increased disturbance to wildlife; however, such development also offers habitat restoration opportunities.*

*Impact Significance:* Given the fragility of riparian systems and the proximity of existing and potential new development to these habitats, ongoing incremental habitat degradation could still occur over time, with associated effects on special status and endangered species. Even with existing and proposed protective regulations, policies, and programs, the potential combined citywide effect of incremental development could be substantial by 2030. However, mitigation measure MM BIO-2 would implement additional measures to improve the ecological value and habitat quality of City creeks, including measures to increase the amount of open natural creek channel within the City, increase the acreage and linear extent of riparian habitat along creeks, and establish an updated development setback policy for creeks that reflects current practices. These measures would also aid recovery of steelhead trout and guide development to maximize protection of creeks. With implementation of these measures, combined with existing policies and those proposed within *Plan Santa Barbara*, impacts to riparian woodlands, creeks, associated wetlands, and wildlife species would be **less than significant with mitigation (Class 2)**. The recommended measures identified in Section 11, *Hydrology* to address flood issues along creeks would also serve to benefit wetland and riparian habitats and species.

#### Impact BIO-2.2. Creek Water Quality.

Increased impermeable surfaces associated with future development could potentially increase polluted runoff containing oils, grease, heavy metals, pesticides, and sediment from new buildings, roads, parking, and

landscaping. During storm events, these pollutants could be transported via drainage systems to riparian woodlands or into creeks, causing long-term impacts to water quality, including decreased oxygen content, alterations in pH and increased temperature and nutrient levels. Siltation and changes in water chemistry can adversely affect wildlife reproduction, bury eggs, and create adverse changes in fish, reptile, and amphibian populations, and may cause algal blooms which could further decrease water quality.

While much of the proposed development would involve redevelopment of existing developed parcels, high-value, larger, multiple-story projects can be anticipated to often increase impervious surfaces on older lower-value parcels. In addition, development of some of steeper remaining undeveloped or less developed sites could lead to increased erosion and sedimentation.

*Existing Policies:* Existing Federal, State, and City environmental and wildlife protection regulations require the maintenance of water quality standards to protect human health and native species and habitats. Multiple City policies and programs that encourage low impact site design are in place to minimize storm water runoff and pollutants from new development, particularly the City's Storm Water Management Plan (SWMP) and updated Storm Water Best Management Practices Guidance Manual. In addition, City General Plan policies for creek and water quality protection, ABR Guidelines for development near creeks, the Mission Creek development setback ordinance, and State and Federal regulations would also protect creek water quality.

Water quality improvement projects and public education projects are also ongoing by the City Creeks Division to improve water quality and reduce pollutants from both existing and future development. An example is the Upper Las Positas Creek Restoration and Storm Water Management Project to detain and treat storm water runoff and improve downstream creek quality, as well as to reduce peak flow.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies direct the City to establish additional water quality and creek protection and restoration standards and development guidelines (Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines). Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of water quality protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing regulations, policies, and programs, and proposed *Plan Santa Barbara* measures, potential impacts to surface water quality from future development would be ***less than significant (Class 3)***. The mitigation measures identified for wetland and riparian habitats above and the recommended measures in Section 11, *Hydrology*, that would address flood issues, would also benefit creek water quality and creek habitats and species.

### **IMPACT BIO-3: COASTAL HABITATS AND SPECIES**

***Potential for future development to displace or substantially disrupt important coastal habitats (creeks, estuaries, dunes, beaches, bluff scrub, and woodlands) and special status species.***

Increased development adjacent to sensitive coastal habitats such as creeks, estuaries, coastal bluff scrub, dune scrub, and beaches could impact such habitats through direct removal of native vegetation, increased noise and light, changes in the quantity or quality of runoff with associated potential for increased erosion, sedimentation, pollutant inputs and water quality degradation.

Such potential impacts could occur along the Waterfront and adjacent hotel zone and on bluff faces on the Mesa and in Hope Ranch. New development and associated increases in human activity within and adjacent to areas that support special status or endangered species such as the southern steelhead or western snowy plover could lead to increased disturbance of or impacts to such species. Thus, new development and increased human activity can lead to incremental or cumulative impacts to these habitats. Potential impacts to coastal habitat such as coastal sage scrub, oak woodlands, oak trees, and riparian areas are addressed in Impacts BIO-1, -2 and -4. In general, Federal, State, and City regulations and policies which protect these habitats and associated wildlife are stricter in the Coastal Zone and would help diminish potential impacts to these resources in the Coastal Zone.

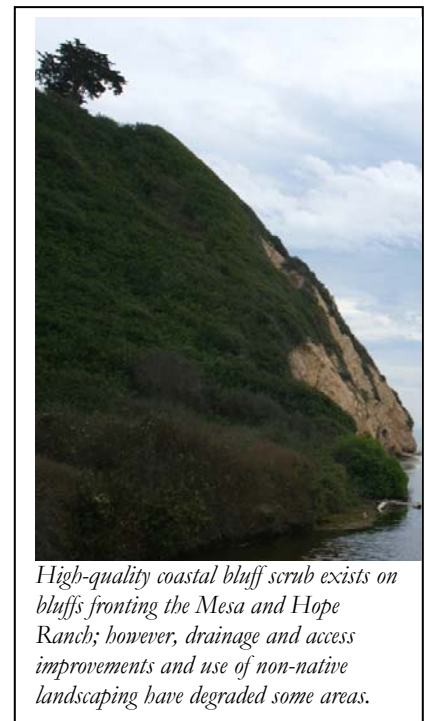
*Impact BIO-3.1. Creeks and Estuaries.*

A small amount of future development adjacent to creeks and estuaries could occur, including expansion or upgrades to hotels, parks, and public drainage or sanitation infrastructure (e.g., El Estero Treatment Plant) adjacent to the lower reaches and estuaries of Sycamore and Mission creeks and the Laguna Channel. These ecosystems are surrounded by urban and recreational development, and continue to provide habitat for shorebirds and waterfowl such as skimmers, terns, gulls, plovers, cormorants, herons, egrets, geese, and ducks, as well as the southwestern pond turtle, endangered tidewater goby, and endangered southern steelhead.

Development or redevelopment of public and private facilities adjacent to the lower reaches of streams and estuaries could potentially result in removal of or damage to some native vegetation from construction of buildings, foundations, paving, pipelines and drainage improvements, increased night lighting, installation of invasive non-native vegetation (e.g., ice plant), and installation of bank stabilization for flood protection. Increased human presence associated with new development, increased tourism, noise, and/or lighting could impact bird and other wildlife populations, particularly through disturbance of nesting and roosting activities in local estuaries.

*Existing Policies:* Existing State and Federal environmental and wildlife protection regulations ensure that creek protection and restoration is included in creekside and estuary development projects. Existing City policy and regulations also protect riparian habitats. Conservation Element Policy 5.2 states that “development in or adjacent to creeks shall not degrade creeks or their riparian environment.” ABR Guidelines, requirements for development near creeks, the Mission Creek Development Setback Ordinance, and the City MEA Guidelines also provide for creek habitat protection and restoration for individual development projects. Extensive adopted and funded (Measure B) City Creeks Division programs would additionally ensure that restoration of creek and estuary habitat quality would be an ongoing effort over the 20-year *Plan Santa Barbara* General Plan horizon.

*Proposed Policies:* Proposed new *Plan Santa Barbara* policies provide general direction to develop further protection for riparian habitats and wildlife, including ER19-Protection of Wildlife and Native Vegetation, ER22-Native Species Habitat Planning guidelines, ER26-Creek Setbacks and Restoration standards and guidelines, and ER27-Creekside Development Guidelines. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout



*High-quality coastal bluff scrub exists on bluffs fronting the Mesa and Hope Ranch; however, drainage and access improvements and use of non-native landscaping have degraded some areas.*

the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* A small amount of new development could lead to incremental degradation of these fragile habitats over time, with associated effects on special status and endangered species. Even with existing and proposed protective regulations, policies, and programs, the potential combined citywide effect of incremental development could be substantial by 2030; however, mitigation measure MM BIO-2, Creeks and Riparian Habitat and Wildlife Protection would substantially improve habitat quality of City creeks and aid in recovery of steelhead trout. When combined with existing standards and proposed *Plan Santa Barbara* General Plan policies, potential impacts to creeks and estuaries and associated wildlife would be ***potentially significant, but subject to feasible mitigation (Class 2)***. In addition, recommended measure RM BIO-2 (in Section 7.9 below) would expand restoration and protection of creeks and estuaries.

***Impact BIO-3.2. Goleta Slough.***

The Goleta Slough, on and adjacent to the Santa Barbara Airport, is the only large area of confluence between tidally-influenced creeks and salt water or brackish water marsh in the City and one of the largest such habitats remaining in the region. The Slough provides a unique regional biological resource supporting numerous bird species and other wildlife. Limited future development at the Santa Barbara Airport, and incremental increases in air travel, have the potential for a small amount of direct loss of upland and wetland habitats within and adjacent to the Slough, and increased disturbance of wildlife such as shorebirds and special status species (e.g., Belding's savannah sparrow) due to noise light and glare.

*Existing Policies:* Existing State and Federal environmental, wetland, and wildlife protection regulations protect the Goleta Slough, including Coastal Act protection of sensitive wetlands such as those at the Slough. The City's Conservation Element requires preservation and restoration of the Slough. Airport funded mitigation is improving and restoring tidal circulation, habitat restoration, and expansion of wetland habitats as part of a regional cooperative effort overseen by the City, UCSB, the County of Santa Barbara, City of Goleta, and Santa Barbara Association of Governments.

*Proposed Policies:* No proposed policies address the protection of the Goleta Slough.

*Impact Significance:* With the ongoing implementation of existing policies and major restoration programs, impacts of future development on the Goleta Slough would be ***less than significant (Class 3)***.

***Impact BIO-3.3. Dunes and Beaches.***

The approximately 7 miles of City beaches provide habitat for invertebrates, crustaceans, and other marine life, and shorebirds such as sandpipers, western snowy plovers, long billed curlews, cormorants, herons, egrets, and pelicans. However, management of beaches and the remaining relic dune systems along the City Waterfront currently emphasizes recreational than wildlife or ecosystem values.

A small amount of additional development could potentially occur adjacent to City beaches, potentially including expansion or upgrades to hotels, parks, and other public facilities (e.g., Harbor, bike path, etc.). Such development could potentially result in impacts associated with removal of already limited beach and dune vegetation and use of non-native invasive species for landscaping, as well as increased visitation and associated human disturbance.

*Existing Policies:* Existing State and Federal regulations such as the CDFG Code and Endangered Species Act (ESA) require protection of special status wildlife. In addition, the City's Local Coastal Plan requires that new development protect sensitive habitats, and the City's Harbor and Waterfront Master Plan contains measures to balance recreation use with ecological and wildlife values.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies provide general direction to develop further protection for coastal areas, including ER19-Protection of Wildlife and Native Vegetation and ER21-Multi-Use Plan for Coast, which would provide guidelines for beaches and other coastal areas for the protection of habitats and species. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)



*Historic sand dunes lining the City's waterfront have been degraded by planting of non-native species; restoration could increase the value of native habitat.*

*Impact Significance:* With the combination of existing standards and proposed *Plan Santa Barbara* policies to increase restoration efforts of the coastal sand dune habitat, potential impacts to dunes and beaches would be ***less than significant (Class 3)***. In addition, recommended measure RM BIO-3a (in Section 7.9 below) would improve protection of dune and beach habitats and species.

#### *Impact BIO-3.4. Coastal Bluff Scrub.*

Coastal bluff habitats are known to be important to declining or restricted plant species such as the cliff aster and wildlife such as perching cormorants, gulls, nesting swallows, and occasional raptors.

Incremental development of homes along the more than 3 miles of coastal bluffs that line the City coast could gradually degrade coastal bluff scrub habitat on the Mesa and Hope Ranch through removal of coastal bluff scrub vegetation for drainage or access improvements, bluff stabilization projects, and installation of non-native and invasive vegetation (e.g., ice plant, pride of Madera). These types of improvements can also decrease bluff stability and create the need for additional alterations within this habitat.

*Existing Policies:* The State Coastal Act discourages alteration of coastal bluffs and associated habitat. In addition the City's Local Coastal Plan requires that new development protect sensitive habitats, and the City's Harbor and Waterfront Master Plan contains measures to balance recreation use with ecological and wildlife values.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies provide general direction to develop further protection for coastal areas, including ER19-Protection of Wildlife and Native Vegetation and ER21-Multi-Use Plan for Coast, which would provide guidelines for beaches and other coastal areas for the protection of habitats and species. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With the combination of existing standards and proposed *Plan Santa Barbara* policies to protect and restore coastal bluff scrub, potential impacts would be ***less than significant (Class 3)***. In addition, recommended measure RM BIO-3b (in Section 7.9 below) would improve protection of coastal bluff scrub.

*Impact BIO-3.5. Nearshore Marine.*

Nearshore marine habitats areas off the City support diverse special status, commercially and recreationally important invertebrates and fish species. Human impacts to nearshore habitats include extractive economic uses, water quality impacts, and habitat alteration. Extractive uses tend to be highly regulated and include fisheries (e.g., spiny lobster) and kelp harvesting. Nearshore marine water quality can be degraded by polluted storm water runoff, with Arroyo Burro Beach subject to occasional closure during and after significant rainfalls. Additional water quality impacts could occur from dredging and sand movement, which is essential to maintaining the function of the Santa Barbara Harbor. In addition, incremental increases in discharge from the El Estero Water Treatment facility could incrementally affect nearshore water quality (refer to Section 11.0, *Hydrology and Water Quality*)

*Existing Policies:* Existing State and Federal regulations such as the CDFG Code, Marine Mammal Protection Act, Migratory Bird Treaty, and ESA require protection of special status wildlife. In addition the City's Local Coastal Plan requires that new development protect sensitive habitats such as kelp forest and rocky intertidal areas. Existing U.S. Army Corps of Engineers permits require that the City's dredging operations protect marine water quality and habitats. Federal and State regulations would ensure that discharge from the El Estero Treatment Plant meets water quality protection standards for nearshore waters.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies provide general direction to develop further protection for riparian habitats and wildlife, including ER21-Multiple Use Plan for Coast which would address protection of coastal habitats and ER24-Creek Resources and Water Quality which would require update and improvement to water quality protection. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With the combination of existing State and Federal regulations, existing policies, and proposed *Plan Santa Barbara* policies to improve coastal habitat protection, potential impacts to nearshore marine habitats would be ***less than significant (Class 3)***. In addition, recommended measures to address restoration and nearshore water quality (refer to Section 11.9) would improve protection of nearshore marine habitat.

*Impact BIO-3.6. Wildlife.*

City coastal habitats are known to support both common and special status wildlife species, such as the threatened western snowy plover, globose dune beetle, silvery legless lizard, and roosting and foraging shorebirds and water fowl such as cormorants, terns, pelicans, sandpipers, skimmers and dowitchers. Sensitive wildlife areas include creeks and estuaries, and beaches and dunes. Of particular concern is increased disturbance to wildlife along the lower reaches of Mission and Sycamore creeks, the Laguna Channel, and associated estuaries, as well as increased visitation to currently less disturbed sections of East Beach between the Laguna Channel and Sycamore Creek estuaries.

Wildlife could be adversely affected by development within and adjacent to these habitats due to direct vegetation removal and habitat alteration, decreased water quality, increased noise and light, and increased activity from new residents and tourists.

*Existing Policies:* Existing State and Federal regulations such as the CDFG Code, Marine Mammal Protection Act, Migratory Bird Treaty, and ESA require protection of special status wildlife. In addition the City's Local Coastal Plan requires that new development protect sensitive habitats such as kelp forest and rocky intertidal areas.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies provide general direction to develop further protection for coastal areas, including ER19-Protection of Wildlife and Native Vegetation and ER21-Multi-Use Plan for Coast, which would provide guidelines to protect coastal wildlife habitats. Additionally, implementation of an AMP, which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of habitat planning and protection measures throughout the 20-year planning period. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With the combination of existing State and Federal regulations, multiple existing policies contained in the City’s Local Coastal Plan, and proposed *Plan Santa Barbara* policies to improve coastal habitat protection and restoration, potential impacts to coastal wildlife would be ***less than significant (Class 3)***. In addition, recommended measure RM BIO-3a (in Section 7.9 below) would improve protection of coastal wildlife habitat.

#### **IMPACT BIO-4: URBAN FOREST AND INDIVIDUAL SPECIMEN TREES**

##### ***Potential impact of future development to specimen trees and associated wildlife.***

The City’s urban areas support hundreds of thousands of trees, including native oaks and sycamores and non-native trees such as pines, jacaranda, palms, eucalyptus, acacia, melaleuca, etc. Both native and non-native trees have wildlife values. Oak trees are noted to support over 332 vertebrate mammal species at some time in their life cycle, while non-native trees, such as eucalyptus, provide perching and nesting site for raptors, roosting sites for monarch butterflies, and a nectar source for hummingbirds. The “urban forest” also helps improve air and water quality, provides shade, and adsorbs greenhouse gases affecting climate change.

Proposed *Plan Santa Barbara* General Plan policies are projected substantially increase development within the MODA, with potential impacts to specimen trees on both public (e.g., street trees) and private properties throughout this area. The small amount of potential development outside of the MODA within the foothills, Riviera, and Las Positas Valley could also result in the incremental loss of native specimen trees, particularly coast live oaks as these trees are vulnerable to relocation or disturbance such as changes in root zones, surface soils, or moisture.

*Existing Policy:* Extensive existing City policies, regulations, and design guidelines help protect or require replacement of specimen trees. The General Plan Conservation Element states that “mature trees should be integrated into project design rather than removed.” The Municipal Code protects street trees and trees within front yard setbacks by requiring a permit for removal and setting forth standards when such trees can be removed. The Vegetation Removal Ordinance contains similar requirements.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies ER17-Native and Other Trees and Landscaping and ER18-Urban Tree Protection and Enhancement would require the City to further improve native and urban tree protection standards. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)



*Urban trees are protected by City policies for their biological, aesthetic, and/or historic values.*



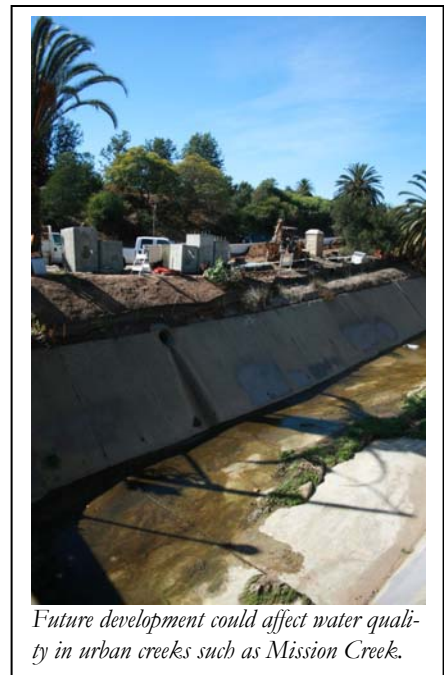
*Impact Significance:* With multiple existing policies and standards contained in adopted City plans and ordinances and proposed *Plan Santa Barbara policies* to improve coastal habitat protection and restoration, potential impacts to specimen trees and associated wildlife would be ***less than significant (Class 3)***. In addition, recommended measure RM BIO-4 (in Section 7.9 below) would incorporate additional detail into proposed *Plan Santa Barbara Policy ER18-Protection Standards for Large Non-Native Trees*, especially where such trees have known wildlife values, and as part of the Climate Change discussion (Section 18.0), a recommended measure is identified to augment *Plan Santa Barbara policies ER17 and ER18* to direct pursuing the planting of at least 1,000 additional trees by the year 2030 to benefit carbon sequestration.

## 7.5 Regional (Cumulative) Impacts to Biological Resources

Future development in the City to 2030 under the *Plan Santa Barbara* policy update could contribute to a gradual, cumulative loss of habitat and corridor connections, and impacts to wildlife across the South Coast. Habitat and species disturbance could also occur during ongoing occupation of future development due to human activities such as vehicle use, noise, lighting, pets, use of invasive plant species for landscaping, and periodic vegetation clearing for fire management.

*Upland Habitats and Species:* Coastal sage scrub, grasslands, and oak woodlands are a declining natural community throughout the South Coast and in southern California. Substantial intact stands of these habitats exist on lower elevation hillsides surrounding the City, with large areas of relatively undisturbed habitat occurring in the Las Positas Valley and in the foothills. Cumulative impacts could include continued fragmentation and loss of oak woodland, chaparral, coastal sage scrub, and grassland habitats associated with urban, rural, and agricultural development in the foothills of the Santa Ynez Mountains and urban areas of South Coast cities and the County from Carpinteria to Gaviota. Gradually increasing population could raise pressure for development on larger undeveloped spaces, potentially reducing South Coast habitats, fragmenting wildlife corridor connections, and hindering preservation and recovery efforts for special status species, such as the white-tailed kite, Allen’s hummingbird, burrowing owl, Nuttall’s scrub oak, Santa Barbara honeysuckle and more common species such as the brush rabbit, kestrel, and western meadowlark. Potential impacts within the City reduced to less than significant by existing policies and proposed *Plan Santa Barbara policies* along with identified mitigation to strengthen resource management policies, City impacts would constitute a less than considerable contribution to cumulative impacts.

*Creek and Riparian Habitats and Species:* Potential future development within the City adjacent to Mission, Arroyo Burro, and Sycamore Creeks could contribute to cumulative impacts to riparian woodlands and creek corridors and the sensitive species they support (e.g., southern steelhead). Loss and fragmentation of habitat, and increased disturbance from light, noise, runoff (pollution and siltation), waste material, flood control improvements, and other human activity could impact the species that reside in and around major creek and riparian areas (refer to Impact BIO-2). Potential cumulative water quality degradation in South Coast creeks could impact numerous species, including steelhead. Increased human use of regional and local water sources could potentially reduce habitat size and quality of riparian areas, including sensitive habitat in the



*Future development could affect water quality in urban creeks such as Mission Creek.*

Santa Ynez River watershed. Existing and proposed City policies and programs for protection and enhancement of creeks and riparian areas combined with mitigation measures contained in Section 7.8 below to provide improved management practices, development setbacks, and restoration effort would reduce City impacts to less than significant, and would represent a less than considerable contribution to cumulative effects.

*Coastal Habitats and Species:* Potential future development in the City could lead to increased tourism and use of coastal areas for recreation which would incrementally contribute to impacts from coastal development in the region. Potential development of sensitive coastal open spaces along the Gaviota Coast, More Mesa or the Carpinteria Bluffs which contains significant biological resources, could impact coastal sage scrub, bluff scrub, and healthy kelp forests which support special status species, including the white-tailed kite, burrowing owl, and other species. Development in these areas could result in the potential cumulative loss and fragmentation of regional coastal habitats. Existing and proposed City policies and programs for protection and enhancement of coastal habitats combined with mitigation measures contained in Section 7.8 below to provide improved management practices, development setbacks, and restoration effort would reduce City impacts to less than significant, and would represent a less than considerable contribution to cumulative effects.

*County and Tri-County Area:* A continuing imbalance between jobs and housing across the South Coast could contribute to ongoing loss of habitat in other communities in the region. Housing demand generated by employment centers on the South Coast is known to be a contributor to growth and housing development in the Lompoc and Santa Maria Valleys as well as in northern Ventura County (ECP 2004). Such developments have resulted in impacts to rare natural communities such as oak woodlands and maritime chaparral in the Purisima Hills above the Lompoc Valley, and impacts to oak woodlands, maritime chaparral, coastal sage scrub, and vernal pools in the Santa Maria Valley. Impacts to rare and endangered species such as the Purisima manzanita and Santa Barbara ceanothus have occurred. The contribution of South Coast and City housing demand to these impacts is difficult to quantify or characterize (AMEC 2009).

## 7.6 Comparative Impacts of Project Alternatives

The three alternative growth and policy scenarios to the proposed project analyzed are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following summarizes biological resources of the alternatives compared to the existing setting and compared to the *Plan Santa Barbara* growth and policy scenario.

### 7.6.1 No Project/Existing Policies Alternative

The No Project Alternative is assumed to involve construction of up to an estimated 2,795 new units (same as under *Plan Santa Barbara* scenario) and 2.3 million of non-residential development (somewhat higher than under the proposed project). Development would continue under the existing City policy framework.

The No Project Alternative would have less emphasis on promoting in-fill development than with the proposed MODA policies under *Plan Santa Barbara*. As a result, it can be anticipated that more of the City's housing demand could be met through development of more outlying less developed lands. In particular, development pressure could increase in the Las Positas Valley and foothills, areas with large tracts of oak woodlands, coastal sage scrub, riparian habitats, and open native and non-native grasslands. Thus, impacts

to upland biological resources could potentially be greater than those anticipated under the *Plan Santa Barbara* scenario. As with the *Plan Santa Barbara* scenario, a small amount of development potential could occur along creeks and near coastal habitats, with potential to incrementally degrade habitats and affect special status species.

Existing Federal, State, and City regulations and policies for the protection of biological resources would continue to be implemented for individual projects as they occur, and Creeks Division programs would continue to restore and enhance City creeks and riparian woodlands. However, the potential combined citywide effect of gradual development over 20 years could result in substantial effects through loss of important habitats, disruption of wildlife corridors, and disturbance of wildlife. These impacts could potentially be reduced with application of programs to identify and protect larger areas of habitat and corridor connections as proposed in *Plan Santa Barbara* and additional creek protection policies.

The No Project Alternatives' contribution to regional cumulative impacts associated with loss of wildlife dispersal and foraging areas for special status and endangered species could be potentially significant and potentially mitigable, similar to that under the *Plan Santa Barbara* scenario. In addition, the jobs-housing imbalance on the South Coast under the No Project Alternative could also contribute to impacts to habitats in northern Santa Barbara and Ventura Counties at a level similar to that for the *Plan Santa Barbara* proposal.

## 7.6.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve construction of up to an estimated 2,000 new units and 1.0 million sf of non-residential space, a lower amount of growth than under the *Plan Santa Barbara* General Plan update. Development would continue under the existing City policy framework and additional growth management policies.

The Lower Growth Alternative would place less emphasis on promoting in-fill development than the proposed MODA policies under the *Plan Santa Barbara* General Plan. More restrictive height limits and lower densities could tend to force development outward toward less developed lands. It can be anticipated that more of the City's housing demand could be addressed through development of more outlying lands. Development pressure could increase in the Las Positas Valley and foothills, areas with large tracts of oak woodlands, coastal sage scrub, riparian habitats, and open native and non-native grasslands. Thus, direct loss of habitat and related impacts to biological resources could be similar to or potentially greater than those anticipated under the *Plan Santa Barbara* scenario. However, overall population and economic growth could be lower, with presumably fewer disturbance-related impacts to wildlife. A small amount of development potential could occur along creeks and near coastal habitats, with potential to incrementally degrade habitats and affect special status species, similar to the *Plan Santa Barbara* scenario. Potential effects on specimen trees within the urban area could be slightly less than under *Plan Santa Barbara*, and would also be addressed by existing City policies.

Existing Federal, State, and City regulations and policies for the protection of biological habitats and species would continue, and would largely address potential impacts of individual projects as they occur, and Creeks Division programs would continue to restore and enhance City creeks and riparian woodlands. The combined citywide effect of incremental development over 20 years could potentially be significant, but would potentially be subject to feasible mitigation with adoption of stronger policies and programs such as those proposed in the *Plan Santa Barbara* General Plan update and in the mitigation measures identified for *Plan Santa Barbara*.

The Lower Growth Alternative's contribution to regional cumulative impacts and associated loss of wildlife dispersal and foraging areas for special status and endangered species could be potentially significant and potentially mitigable, similar to that under the *Plan Santa Barbara* scenario. In addition, the jobs-housing imbalance on the South Coast could continue and worsen under the Low Growth Alternative, which could also contribute to impacts to habitats in northern Santa Barbara and Ventura Counties at a level similar to that under *Plan Santa Barbara* policies.

### 7.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to involve construction of up to an estimated 4,360 new units and 1.0 million sf of non-residential space, a higher amount of residential growth and lower level of non-residential growth than under *Plan Santa Barbara* policies. Development would proceed under the existing City policy framework. However, this Alternative could have greater densities and additional units within the MODA, and would encourage development of second residential units. Pressure to develop outlying habitats and open space could be expected to increase from that associated with the proposed project. Development pressure could increase in the Las Positas Valley and foothills and other areas with large tracts of undeveloped habitat. Thus, direct loss of habitat and related impacts to biological resources could be similar to or potentially somewhat greater than anticipated under *Plan Santa Barbara* policies. However, overall population growth could be greater, while economic growth could be lower, with a greater increase in full-time residents of the City but a lower increase in employment. Recreational use and impacts to open space areas and their biological resources could potentially be greater than under *Plan Santa Barbara* policies. Impacts related to disturbance of coastal waterfront area habitats and wildlife could be less than those under *Plan Santa Barbara* policies due to lower commercial development. Greater densities Downtown could increase the difficulty in preserving specimen trees on constrained urban sites. Increased development and population in the MODA could increase disturbance of riparian areas.

The impacts of the Additional Housing Alternative to citywide biological resources could be similar or somewhat greater than those for the *Plan Santa Barbara* scenario, and would be considered as potentially significant, but subject to potentially feasible mitigation with adoption of the stronger policies and programs proposed in the *Plan Santa Barbara* General Plan update and the mitigation measures identified for *Plan Santa Barbara*. The Additional Housing Alternative's contribution to regional cumulative impacts and associated loss of wildlife dispersal and foraging areas for special status and endangered species could be potentially significant and mitigable, similar to that under the *Plan Santa Barbara* scenario. Higher levels of growth adjacent to urban streams and slightly increased pressure for outward expansion could somewhat increase the City contribution to impacts to habitats along the South Coast. However, by improving the existing jobs-housing imbalance on the South Coast, the Additional Housing Alternative could reduce potential impacts to habitats in northern Santa Barbara and Ventura Counties to a level lower than for *Plan Santa Barbara*.

## 7.7 Extended Range (2050) Impacts to Biological Resources

Potential future development of the City through 2050 would effectively represent full build-out of the City under proposed *Plan Santa Barbara* land use and zoning plans. The Extended Range Forecast assumes that additional non-residential growth of up to 3.0 million sf and residential growth of up to approximately 8,620 units could occur over this approximately 40-year time frame. Development through 2050 would proceed

under the existing City policy framework, as well as the proposed and recommended policies of the *Plan Santa Barbara* General Plan update.

As the City approaches build-out, pressure to develop more constrained parcels, such as those with important biological resources could increase. In addition, the impacts of climate change on citywide and regional habitats would become more pronounced and could threaten the health of habitats, such as particularly kelp forests which are sensitive to changes in water temperature, creeks which could be affected by extended droughts, and upland habitats which could be affected by increased fire frequency.

With regard to upland habitats and species, continuation of *Plan Santa Barbara* policies to direct future densities and development within the MODA would be expected to reduce development pressure in more outlying habitats and open space. However, over the longer-term, with more limited developable areas, development pressure could increase in the Las Positas Valley, foothills, and other areas with large tracts of undeveloped habitat. Thus, loss of habitat and related impacts to biological resources could incrementally increase from that projected to occur under *Plan Santa Barbara* over the next 20 years. Existing and proposed policies and regulations would largely address these potential impacts. With continuation of strengthened policies and programs identified as mitigation measures and recommended measures, potential impacts to upland habitats and species would address these issues.

Concerning creek and riparian habitats and species, a small amount of additional development could occur along City creeks. Existing and proposed biological resource and water quality protection policies and programs would continue to apply, which would continue restoration and enhancement of City creeks and riparian woodlands. With continuation of strengthened policies and programs identified under mitigation measures and recommended measures, potential impacts to creek and riparian habitats and species would be addressed.

Regarding coastal habitats and species, overall, population and economic growth during the extended range (2030-2050) could be expected to be roughly proportionate to that projected to occur over the next 20 years, which could cause incremental additional disturbance of coastal waterfront area habitats and wildlife, similar to potential impacts identified to 2030. Existing and proposed policies and regulations would largely address these potential impacts. With continuation of mitigation measures and recommended measures, potential impacts to coastal habitats and species would be addressed.

In relation to nearshore marine habitats and species, increased residential and commercial development and accompanying growth in population and tourism could adversely affect marine habitats by decreased water quality (refer to section 11.0, *Hydrology and Water Quality*; however such impacts would be largely mitigated through water quality mitigation measures. Other marine nearshore uses are subject to numerous State and Federal laws, regulations, and monitoring programs, which are projected to increase over the life of *Plan Santa Barbara*. In particular, the further implementation of Marine Protected Areas (MPAs) off the Santa Barbara coast would increase protection for nearshore resources and species. With existing and proposed policies and regulations and continuation of mitigation and recommended measures, potential impacts to nearshore marine habitats would be addressed.

With regard to specimen trees, additional development within the MODA could potentially affect specimen trees on constrained urban sites. Continuation of existing and proposed *Plan Santa Barbara* policies would address these potential impacts on the urban forest.

### 7.7.1 Climate Change

The gradual acceleration of global climate change could substantially affect area biological resources. Projected decreases in annual precipitation and increasingly erratic weather patterns could increase the frequency, severity, and duration of drought, which could stress aquatic systems through decreased stream flows, increase water temperature, and increase associated potential for die-off of riparian vegetation and dependent wildlife. Projected increase in fire frequency and severity could lead to conversions of area habitats to different types of habitats, particularly away from climax chaparral and woodlands and toward grassland and less water-dependent habitats. Projected periodic severe flooding could interrupt such droughts with increased potential for erosion and sedimentation into creeks and estuaries. Projected sea level rise could increasingly flood coastal wetlands such as the estuaries of Mission, Sycamore, and Arroyo Burro Creeks and the Laguna Channel, as well as erode area beaches and the line of relic dunes. Projected changes in temperature and rainfall patterns could cause area plants and wildlife to begin to migrate north, leading to changes in the composition of local habitats and dependent wildlife. Climate change could threaten the health of marine habitats through ocean acidification<sup>4</sup>, changes in seawater temperature and ocean currents, and increased storm intensity. In particular, kelp forests are sensitive to changes in water temperature and intense storms, which can result in large declines in kelp forest areas.

These potentially increasing effects of climate change could pose a severe threat to the long-term ecological viability of City's natural ecosystems, potentially significant and unavoidable impacts. The associated effects on special status riparian and aquatic species, particularly southern steelhead, could result in extirpation under the Extended Range Forecast. With projected changes in climate, development projected to occur under the Extended Range Forecast could result in impacts to biological resources that are substantially more severe than those anticipated to occur over the next 20 years under the *Plan Santa Barbara* General Plan. Existing and proposed regulations, policies, and programs would address many of these potential impacts. ER3-Comprehensive Climate Change Action Plan, and the *Plan Santa Barbara* Adaptive Management Program are proposed to be developed to address these more substantial potential impacts. The mitigation measures outlined in Section 7.8 below would also mitigate these impacts.

## 7.8 Mitigation Measures

*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

### ***MM BIO-1 UPLAND HABITAT AND SPECIES PROTECTION***

#### **1.a. Important Upland Habitat and Corridor Areas Program**

*The City shall add to Policy ER22-Native Species and Habitat Planning as follows:*

- ***Important Upland Habitat Protection.*** *Protect, enhance, and preserve contiguous areas of important upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub of generally 5.0 acres or greater, oak woodlands of generally 0.5 acres or greater, perennial grasslands of generally .025 acres*

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<sup>4</sup> Increased levels of atmospheric CO<sub>2</sub> has led to increased levels of carbon absorption, which forms carbonic acid and other acidic compounds in seawater. Due to these chemical changes, increased acidity is projected to hinder the ability of organisms to form calcium-carbonate shells, which would affect many species of plankton, shellfish, and mollusks, among other species.

or greater, annual grasslands of generally 5.0 acres or greater, chaparral areas of 5.0 acres or greater and important wildlife movement corridors including creeks and tributaries.

- **Map Important Upland Habitats.** As part of the Land Use and Growth Management Element's Parks, Recreation Trails and Open Space Identification Program, map important City upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub, chaparral, oak woodlands, perennial grasslands, annual grasslands, and important wildlife movement corridors (refer to Figure 7.1 and mitigation measure MM VIS-1). The map will provide a tool to more easily implement the Important Upland Habitat Protection policy above.

### 1.b. Wildlife Corridor Protection Policy

The City shall add to Policy ER19-Protection of Wildlife and Native Vegetation as follows:

- **Restore, Enhance, and Preserve Important Wildlife Migration Corridors In Upland Areas.** Foster urban wildlife linkages and corridors by preserving existing trees within identified wildlife corridors (refer to MM Bio-1a above and Figure 7.1), planting new trees, and installing and maintaining appropriate native landscaping in new development within or adjacent to important upland wildlife corridors and all streams. Efforts shall also be made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide for movement of species that utilize these habitats.

## MM BIO-2 CREEKS, RIPARIAN HABITAT AND SPECIES PROTECTION

### 2.a. Creek Channel Restoration Policy and Program

The City shall add new policies or programs to the Plan Santa Barbara Environmental Resources Element as follows:

- **Creek Naturalization.** The placement of concrete or other impervious materials into, or piping of, major creeks and primary tributaries shall be prohibited except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be "daylighted."
- **Surface Water Drainage Restoration.** Set a goal to restore or daylight a total of at least 0.5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza.

### 2.b. Riparian Woodland Habitat Restoration Program

The City shall modify Policy ER22- Native Species and Habitat Planning as follows:

- **Native Riparian Habitat Protection.** New development and redevelopment projects shall result in no net reduction/loss in size and value of native riparian habitat.
- **Riparian Habitat Restoration.** Set a goal to increase riparian habitat within the City and/or its sphere of influence by 20 acres or more, and 1 linear mile or more, over the 20-year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City's three major creeks.

### 2.c. Creek Setback Development Policies

The City shall modify Policy ER26-Creek Setbacks and Restoration Development Standards Update as follows:

- **Creek Setback Standard.** A creek setback of greater than 25 feet from the top of bank shall be established for new structures and hard surfaces adjacent to creeks and wetlands.

See also Section 11 Hydrology recommended measures for creek flooding issues.

## 7.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM BIO-1 UPLAND HABITAT AND SPECIES PROTECTION**

The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:

- **Oak Woodland Protection.** Site new development outside of oak woodlands to the maximum extent feasible. Within and adjacent to oak woodlands: (1) avoid removal of specimen oak trees; (2) preserve and protect oak saplings and native understory vegetation within areas planned to remain in open space; (3) provide landscaping compatible with the continuation and enhancement of the habitat area, consisting primarily of native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; (5) minimize or avoid installation of high water use landscaping (e.g., lawn) under the dripline of oak trees.

### **RM BIO-2 CREEKS, WETLAND, AND RIPARIAN HABITAT AND SPECIES PROTECTION**

The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:

- **Riparian Woodland Protection.** Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands: (1) avoid removal of mature native trees; (2) preserve and protect native tree saplings and understory vegetation; (3) provide landscaping within creek setback compatible with the continuation and enhancement of the habitat area, consisting primarily of appropriate native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; (5) include water quality protection and enhancement measures consistent with the adopted City Storm Water Management Plan.

### **RM BIO-3 COASTAL HABITATS AND SPECIES PROTECTION**

#### 3.a. Waterfront Habitat and Wildlife Management

The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:



- **Native Habitat Restoration.** *Incorporate as part of the Multi-Use Plan, a Waterfront habitat and wildlife management program that provides measures to improve the extent and quality of native coastal habitats within the City Waterfront, with the following goals:*
  - *Restoration of a line of coastal sand dune habitat along the City Waterfront, including the removal of non-native and/ or invasive plants.*
  - *Restoration and enhancement of the estuaries of Mission and Sycamore creeks and the Laguna Channel, including appropriate revegetation and removal and control of invasive species. Measures should be considered to enlarge these estuaries where feasible to maximize biological productivity and ecological function taking into consideration the dynamics of ocean waves and currents and ongoing movement of sand along the City coast.*
  - *A public access management plan that maintains public access to and along the shoreline, but channels the public to appropriate access locations as needed through sensitive habitat areas of the beach.*

### 3.b. Coastal Bluff Habitat Restoration Program and Protection Policy

*The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:*

- **Coastal Bluff Scrub Protection.** *Site and design new development or major remodels/expansions along the City coastal bluffs (including access, drainage, and landscape improvements) to: (1) minimize impacts to coastal bluff scrub habitat; (2) include provisions for habitat restoration of coastal bluff scrub habitats where development creates direct or indirect impacts to the affected habitat; (3) provide compatible landscaping within 10 feet of the edge of the bluff or on the bluff face, consisting of appropriate native coastal bluff scrub species.*

*The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:*

- **Coastal Bluff Restoration.** *Establish a goal to restore 5.0 acres of coastal bluff habitat over the 20-year life of Plan Santa Barbara. Work to increase the acreage of coastal bluff scrub through restoration projects on publicly-owned lands along Shoreline Park and the Douglas Family Preserve, and through providing education and assistance to private land owners to encourage the restoration of such habitats.*

## **RM BIO-4 URBAN FOREST AND INDIVIDUAL SPECIMEN TREES PROTECTION**

### **Urban Tree Protection and Enhancement Program**

*The City should consider adding to Policy ER18 Urban Tree Protection and Enhancement as follows:*

- **Preservation of Mature Trees.** *New development shall be sited and designed to preserve all existing mature healthy native and non-native trees to the maximum extent feasible. Within important native habitat areas or wildlife corridors, native trees larger than 6 inches in diameter at breast height (including oak trees with multiple trunks with at least one trunk greater than 3.5 inches and a cumulative diameter of 6 inches) shall be protected.*
- **Tree Protection Standards.** *Establish protection standards for large non-native trees, especially where such trees have known wildlife values.*

## 8.0 GEOLOGICAL CONDITIONS

**Issues:** Long-term issues related to geological conditions include ongoing coastal bluff erosion, and potential accelerated erosion of City beaches and sea cliff retreat associated with potential sea-level rise from climate changes. Measures to address these issues include:

1. Adoption of updated bluff retreat standards and building setbacks.
2. Preparation of a Shoreline Management Plan to address sand supply and retention, natural bluff stabilization, continued interagency coordination, cooperation with affected property owners, and identification of funding.

Within the City, notable geological and soils conditions include steep slopes with landslide potential within the foothills of the Santa Ynez Mountains and some local valleys, erodable coastal bluffs, expansive soils in developed areas, and radon. Key seismic hazards within the City include regional earthquake ground-shaking, rupture along local faults, and earthquake-related effects such as soil liquefaction, landslides, and tsunamis.

Geologic hazards and events have on occasion had major effects on the lives of City residents. The 1925 Santa Barbara earthquake severely damaged much of the downtown, while the 2005 La Conchita landslide isolated the City and South Coast for almost a week from areas to the south, obstructing both U.S. Highway 101 and the Union Pacific Railroad. However, geologic hazards more typically affect local neighborhoods or individual properties. Examples include the failure of the coastal bluffs which destroyed two homes on the west Mesa in the 1980s, and the ongoing Sycamore Canyon landslide which has caused the long-term closure of Sycamore Canyon Road, resulting in an inconvenient detour for some foothill neighborhoods.

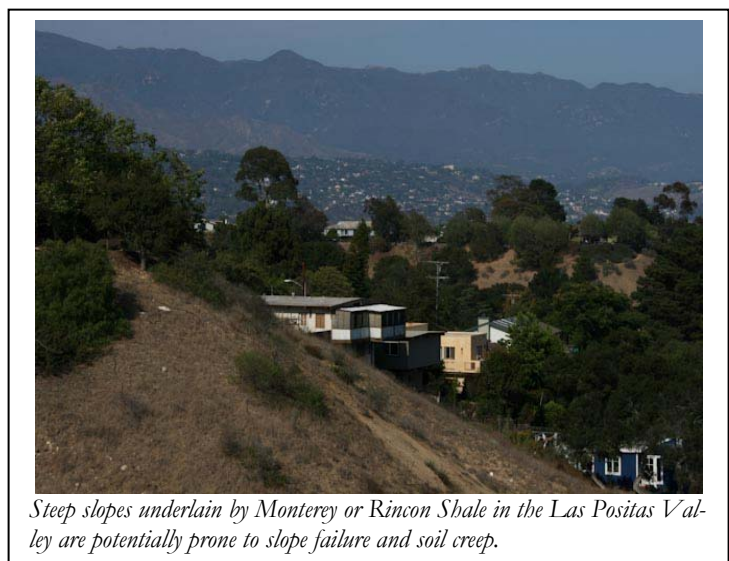
### 8.1 Geological Conditions Setting

#### 8.1.1 Topography

The City is located on a coastal plain and the lower foothills of the east-west trending Santa Ynez Mountain Range. Topography in the City and its sphere of influence varies greatly.

The Riviera and Mission Ridge and the Santa Ynez Mountain foothills overlook the City to the north and east, and slope steeply to the coastal plain and low-lying waterfront areas that extend from East Beach to Leadbetter Beach.

Local topography within the City includes the relatively flat downtown core surrounding the State Street corridor and the adjacent residential areas. The Riviera slopes upward from the ur-



*Steep slopes underlain by Monterey or Rincon Shale in the Las Positas Valley are potentially prone to slope failure and soil creep.*

ban core on the east side of the City with moderate to steep hillsides and canyons. Above Foothill Road at the northern City boundary are rolling hills and creek drainages (refer to Section 11.1, *Hydrology and Water Quality*).

Southwest of the downtown area lies the Mesa, an uplifted marine terrace with a relatively level top and high sheer cliff faces where it meets the Pacific Ocean. The north edge of the Mesa slopes steeply down to the Westside. Beyond the Mesa to the west lies the Las Positas Valley, which contains moderate to steep slopes both east and west of Arroyo Burro Creek.

### 8.1.2 Geology

The city of Santa Barbara is located in the Santa Barbara Fold Belt geologic structure, which lies within the coastal plain that stretches from east of Carpinteria to west of Goleta. This structure is an active linear belt of east-west trending folds and reverse faults, deforming marine terraces, terrace deposits, and alluvial fans generally laid down over the past 1.6 million years (Gurrola 2000). These folds and faults are associated with action along the San Andreas Fault. The Mission Ridge Fault System and associated folds are the most prominent structural features within the Santa Barbara Fold Belt and have caused localized topographic high points within the City, such as the ridge on the north edge of the Mesa.

Most of the City is underlain by marine sedimentary rocks. The Rincon Shale and the Monterey Formation crop out along the northern and southwestern borders of the City in the Northridge Road area, Mission Canyon, the Riviera, and in the Las Positas Valley. These formations weather into expansive clay soils that expand when wet and contract when dry, which, when combined with steep slopes, increases the risk of soil creep and slumps in these areas. With adverse bedding orientation in these clayey bedrock formations, these steep slope areas are also prone to landslides.

The level portions of the City in the downtown and surrounding areas are underlain by alluvium with pockets of abundant boulders. The West Beach area and the southern parts of downtown are underlain by Estuarine Deposits associated with an estuary that was filled in the 1900s. These deposits exhibit low strength and stability and some areas have potential for liquefaction<sup>1</sup> during seismic events. Santa Barbara's sea cliffs bordering the Pacific Ocean are marine terrace deposits that extend from the harbor to the western City boundary, and south of the Andree Clark Bird Refuge in the southeastern portion of the City.

### 8.1.3 Soils

A wide range of surface soil types are present within the City and present relatively limited constraints to development, with the exceptions of expansive soil types or those prone to severe erosion. Expansive soils contain clay that can shrink and swell with changes in moisture content, which can damage buildings and foundations by repeated swelling of the supporting soil. Alluvial soils and those overlying areas of the Monterey and Rincon Formations are commonly classified as expansive and are found throughout the City and Airport areas. The downtown and adjacent residential areas, particularly the Riviera, Foothill Road area, Las Positas Valley and portions of the sea cliffs, have been identified as having soils with a high expansion potential. Soil creep, the slow down-slope movement of surface soils, can also be associated with expansive soils.

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<sup>1</sup> Liquefaction is a temporary loss of shear soil strength (capacity to bear weight) that can occur in saturated sand, silt, or gravel soils during or after a major earthquake.

Limited areas of the City, particularly those with unconsolidated soil and/or steep slopes, are prone to moderate to high levels of erosion. Most soils in the downtown, portions of the Mesa, and the areas north of Upper State Street, are subject to moderate rates of erosion. The eastern portions of the City, including the lower Riviera, the Alston Road area, Old Coast Highway and the Coast Village Road areas all have high erosion potential, as do steeper areas of the Mesa, areas north of Foothill Road and the Conejo and El Cielito Road areas. Areas with a very high erosion risk include the Eucalyptus Hill Road area, parts of the Riviera, Mountain Drive, north Ontare Road, the east Mesa at the harbor and the ocean bluffs.

## 8.1.4 Seismic Hazards

### *Fault Hazards*

The San Andreas Fault Zone, located approximately 40 miles northeast of the city, is the dominant active fault in California. There have been numerous historic earthquakes along the San Andreas Fault, which is likely capable of producing a maximum earthquake of magnitude 8.25 on the Richter scale. The 1857 “Fort Tejon” earthquake on this fault caused intense ground shaking and damage in the City.

Other regional faults that have historically impacted the City include the:

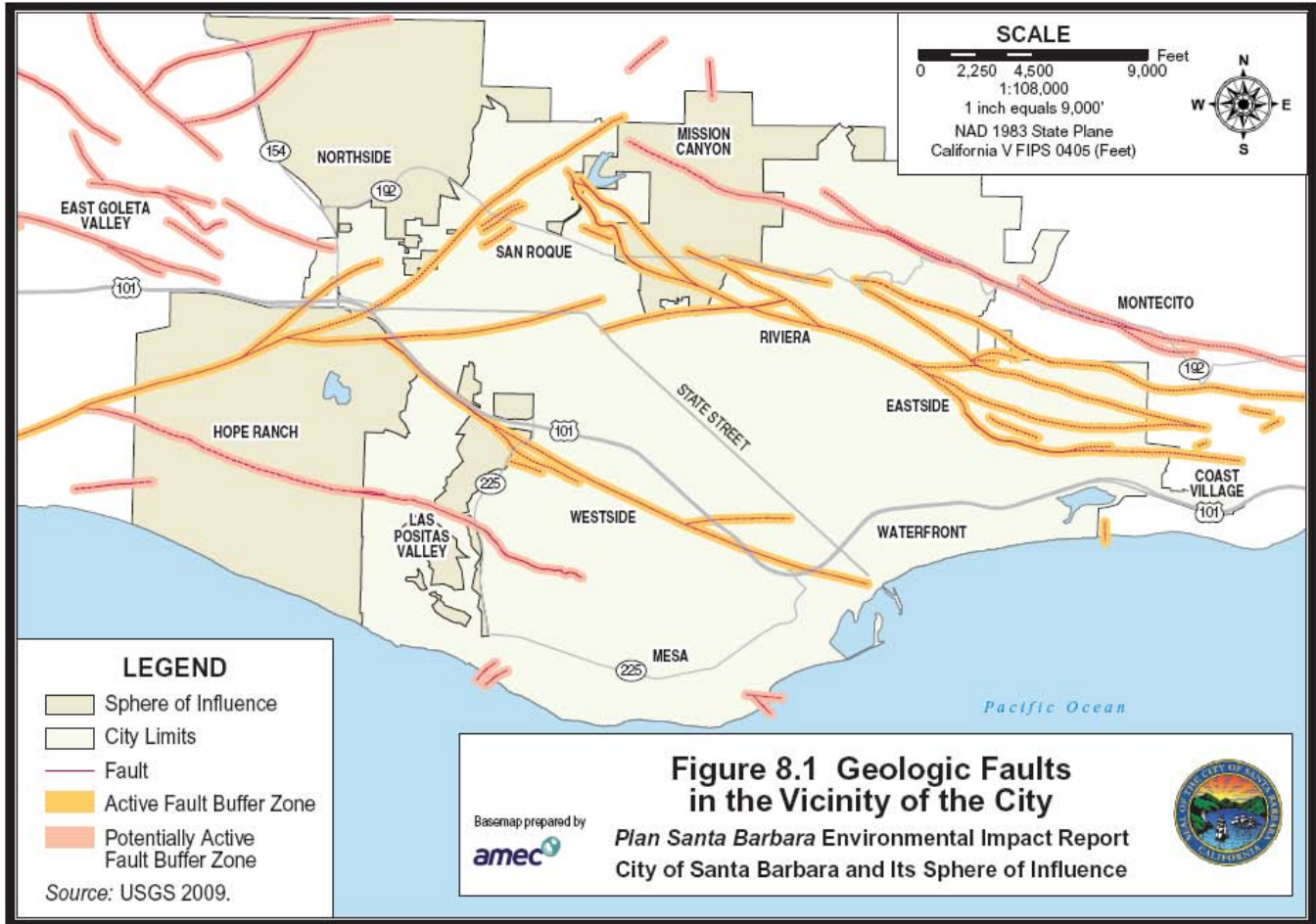
- Nacimiento and White Wolf Faults located in San Luis Obispo and Kern counties
- Oak Ridge Fault located in the Santa Barbara Channel about midway to the islands
- North Channel Slope fault located offshore in the Santa Barbara Channel
- Red Mountain Fault located 3 to 4 miles offshore in the Santa Barbara Channel
- Santa Ynez Fault that extends along the Santa Ynez Mountains approximately 6 miles north of Santa Barbara
- Santa Cruz Island Fault the extends from east to west roughly through the Channel Islands

Local faults are also of concern for ground shaking and fault rupture (Figure 8.1). The State Geologist, under the Alquist-Priolo Earthquake Fault Zoning Act, identifies and maps active faults throughout the State. No State-mapped active faults are located in the City or its sphere of influence. The closest State-mapped active fault is the Red Mountain Fault in the Pitas Point Quadrangle in western Ventura County, approximately 10 miles east of the City<sup>2</sup>.

However, several faults and fault systems that pass through the City and its sphere of influence were identified as potentially active by the City in the Seismic Safety and Safety Element (1979) and more recently by the City’s Master Environmental Assessment (2009). The City designates faults as active if they show evidence of surface displacement in the past 11,000 years, potentially active if surface displacement occurred between 11,000 and 500,000 years ago, and inactive if no displacement has occurred in more than 500,000 years. Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, steep mountain fronts and other surface features. Local fault systems run east-west across the City from Hope Ranch through the Mesa or the Riviera (e.g., La Mesa and More Ranch Faults). East-west trending faults also are located across the south end of the Airport. Smaller faults run northwest/southeast along the coastline at Mesa School Lane and at Shoreline Park above the harbor (refer to Figure 8.2; Table 8.1).

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<sup>2</sup> Alquist-Priolo mapping does not account for faults buried by alluvium and those located offshore, both of which are of local concern.



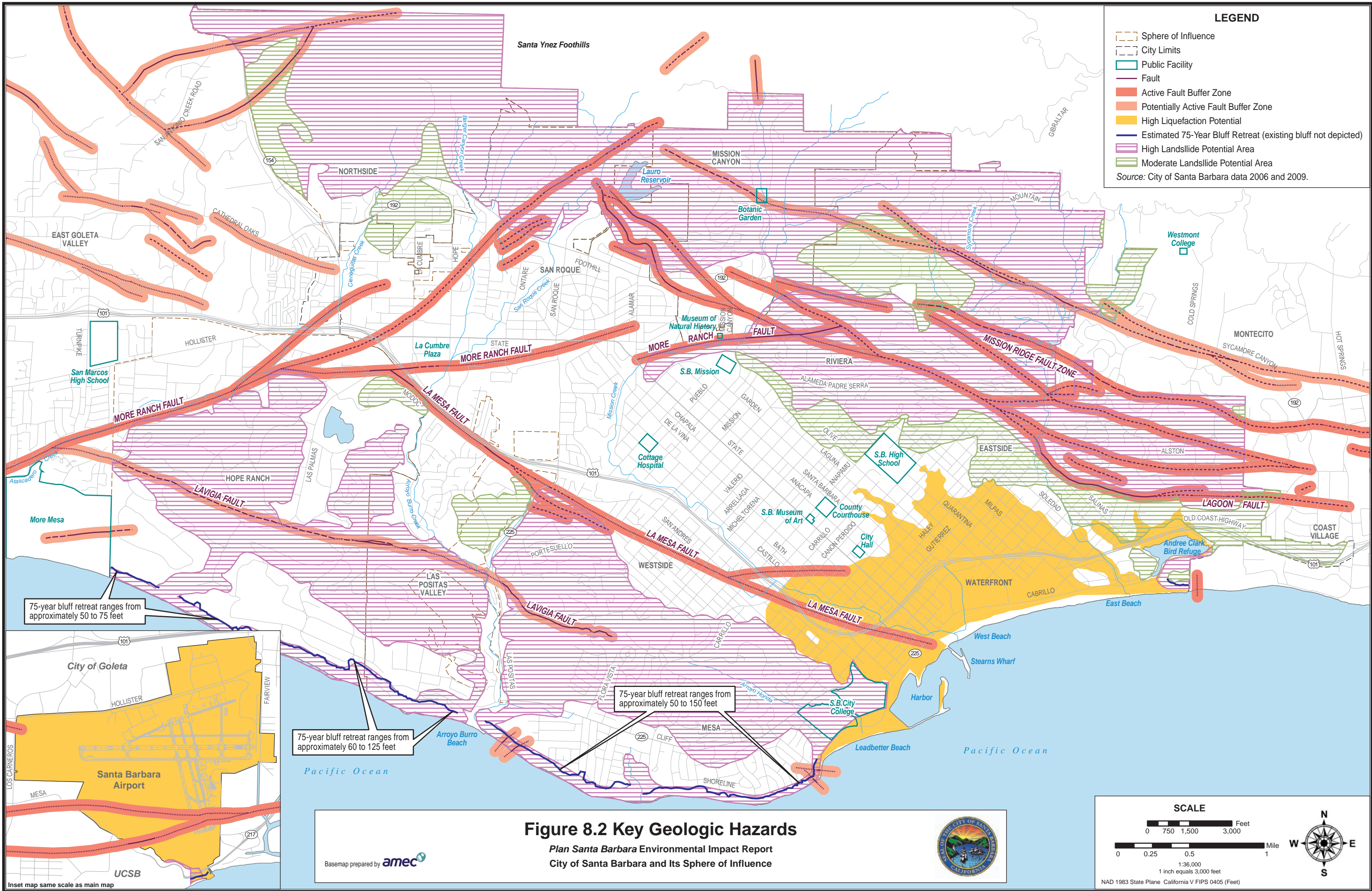
**Table 8.1: Potential Active Faults; Vicinity of City of Santa Barbara**

Fault	Status/Hazard	Location
La Mesa Fault	Potentially Active (concealed)	Harbor/Westside along San Andres/Modoc toward La Cumbre Ave.
More Ranch Fault Zone	Active (partially concealed)	North edge of Hope Ranch along Atascadero Creek; through central city
Mission Ridge Fault Zone	Potentially Active	Northern portion of City along base of Santa Ynez Mountains (Hwy 192)
Lavigia Fault	Potentially Active/Inactive (City and county documents disagree on rating)	Hope Ranch, the Mesa and out to sea off Santa Barbara Point
Lagoon Fault	Potentially Active	Montecito Country Club/Sycamore Canyon
Montecito Fault	Potentially Active	Mission Ridge Area

Source: City of Santa Barbara 2009.

**Ground Shaking**

Earthquake faults within the City and region can generate substantial ground shaking, which is the greatest source for potential widespread public risk and property damage in an earthquake.

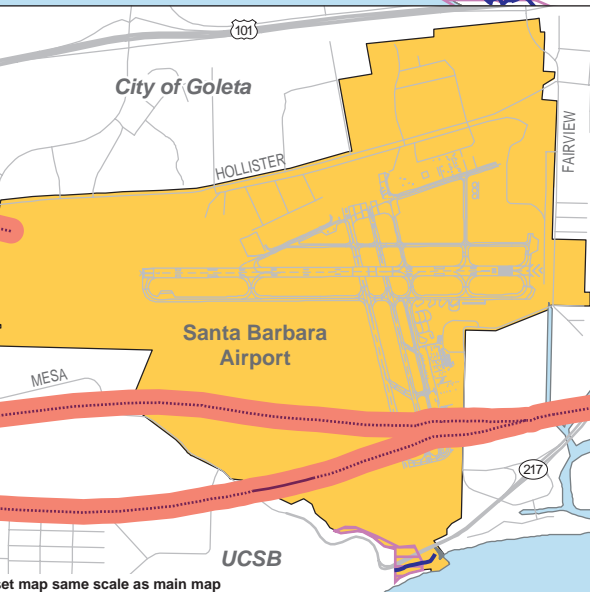


**LEGEND**

- Sphere of Influence
- City Limits
- Public Facility
- Fault
- Active Fault Buffer Zone
- Potentially Active Fault Buffer Zone
- High Liquefaction Potential
- Estimated 75-Year Bluff Retreat (existing bluff not depicted)
- High Landslide Potential Area
- Moderate Landslide Potential Area

Source: City of Santa Barbara data 2006 and 2009.

75-year bluff retreat ranges from approximately 50 to 75 feet



75-year bluff retreat ranges from approximately 60 to 125 feet

75-year bluff retreat ranges from approximately 50 to 150 feet

**Figure 8.2 Key Geologic Hazards**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Basemap prepared by amec



**SCALE**

0 750 1,500 3,000 Feet

0 0.25 0.5 1 Mile

1:36,000  
1 inch equals 3,000 feet

NAD 1983 State Plane California V FIPS 0405 (Feet)

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Ground shaking includes ground motion components of wave velocity and acceleration. The velocity and acceleration at a site are dependent upon the distance to the fault, the magnitude and mechanics of the earthquake, and the nature of the bedrock, alluvium, and soil through which the shock waves must travel.

Strong local earthquakes occurred in 1806 (cracks in Mission walls), in 1812 (severe damage to the Mission, damage to the Presidio), and in 1852. More recent substantial local earthquakes include those in 1925 (Magnitude 6.8) that severely damaged the Downtown, 1941 (Magnitude 5.9), 1968 (Magnitude 5.2) and 1978 (Magnitude 5.1).

Earthquake modeling evaluates the potential for earthquakes in a given area by factoring several potential fault sources. The most serious earthquake hazards to

the Santa Barbara urban area are active faults offshore in the Santa Barbara Channel (City of Santa Barbara 2009). Several faults including the North Channel Fault, Oak Ridge, and Santa Cruz Island Faults are capable of producing a Magnitude 7.1 to 7.5 event, as is the Santa Ynez Fault north of the City. Other onshore faults are capable of producing earthquakes of Magnitude 6.0 to 6.5. The California Geological Survey (2003) estimates a 10 percent probability of a Magnitude 7.0 earthquake within the next 50 years, which could result in injury as well as damage or destruction of masonry structures, displacement of unsecured wood frame buildings, damage to building foundations, and rupture of underground water and gas pipes.

The most likely scenario for a damaging earthquake to the City's urban core would be a "Northridge-like" event with a Magnitude of approximately 6.5 (City of Santa Barbara 2009). The Northridge earthquake was caused by a blind-thrust fault that previously had not been identified or documented, as it was buried at depth and was not historically active. Therefore the fault was concealed, undocumented, its location was not known, and the consequences were hard to predict. The 1925 Magnitude 6.8 Santa Barbara earthquake is the seventh largest of forty twentieth century southern California earthquakes with Magnitudes greater than 6.0. A repeat of that event has the potential for deaths and injuries as well as hundreds of millions to a billion or more dollars of property damage (City of Santa Barbara 2009).

### ***Liquefaction Hazard***

Liquefaction is a temporary loss of shear soil strength that can occur in saturated sand, silt, or gravel soils during or after a major earthquake. This occurs when the shock waves from intense earthquakes transform stable soils, typically sands or silts into a fluid-like state, usually in areas of shallow groundwater (where the water table is within 40 to 50 feet of the surface). Liquefaction can result in slope and foundation failure, with subsequent structural damage or the lateral spread or flow of soil, ground oscillations, and loss of bearing strength.

Areas potentially subject to liquefaction are based on the presence of potentially liquefiable soils in areas with shallow groundwater (City of Santa Barbara 2009). Soils within the City most susceptible to liquefaction are the waterfront from Leadbetter Beach east to East Beach and adjacent low lying areas. Some low lying areas adjacent to creeks may also have liquefaction potential. The airport area is underlain by estuarine deposits and has a high water table, supporting a designation for potential liquefaction. However, the Air-



*The 1925 earthquake caused significant damage to the City, including much of the Downtown and State Street (Earthquake Engineering Research Center).*



port area is also mapped as having potential for soil expansion (clay soils with plasticity), which does not typically occur in an area prone to liquefaction. Figure 8.2 shows areas with soil types having liquefaction potential; site-specific engineering studies must be provided prior to construction in these areas if high water tables are present.

Liquefaction can be addressed through common site preparation techniques. For new construction, soils with liquefaction potential are generally removed from a site and replaced before the foundation and construction proceeds, or engineered foundations such as driven piles or drilled caissons are used.

### ***Tsunami/Seiche Hazards***

Tsunamis are large ocean waves that are generated by a subsea earthquake or landslide. These waves travel across the ocean at high speeds (several hundreds of miles per hour). As the waves reach shore they can rise up and cause widespread flooding in areas near the ocean and along low-lying river channels. The low-lying southeastern portion of the City, especially areas south of Carrillo Street below 50 feet in elevation, are potentially vulnerable to tsunamis, as are areas near Arroyo Burro Beach Park and oceanfront areas below City College.

Tsunamis may be generated by seismic events in distant areas of the Pacific Ocean or by local faults in the Santa Barbara Channel. Local earthquakes may trigger large-scale slope failures in the Santa Barbara Channel, resulting in moderate to large local tsunami events (Greene et al. 2006). Tsunamis have occurred historically in the Santa Barbara/Goleta area with the most recent known local tsunami occurring in 1812 as a result of a series of large earthquakes (City of Santa Barbara 1979). Modeling suggests that purely earthquake-generated tsunamis could result in local run-up of up to seven feet in elevation, whereas one accompanied by a submarine landslide could have run-up as high as 50 feet in elevation (Borrero et. al. 2001; refer to Figure 11.2, *Hydrology*). The recommended tsunami evacuation zone is 33 feet above sea level for coastal portions of southern Santa Barbara County (County of Santa Barbara 2008). Depending on the location of the earthquake or undersea landslide, the amount of warning for evacuation would range from hours if the earthquake occurred far out at sea, to minutes if the disturbance occurred in the Santa Barbara Channel.

A seiche is a wave or series of waves produced within enclosed water bodies such as a lake or bay, most often caused by landslides falling into the body of water, or by an earthquake. Most water bodies in and around the City such as the Harbor, Andree Clark Bird Refuge, and Sheffield Reservoir, are not surrounded by unstable slopes with landslide potential. The City's foothill Lauro Canyon Reservoir and its manmade dam are located in an area with higher potential for slope failure, which creates the potential for downstream flooding in the event of a major landslide-created seiche. The Lauro Canyon Reservoir received a seismic upgrade in 2005, which substantially reduced the risk of dam failure during a seismic event.

## **8.1.5 Geological and Soil Instability and Hazards**

### ***Slope Failure Hazards***

Landslides occur on unstable slopes and are often triggered during periods of rainfall or by earthquakes. Landslide-prone areas include steep slopes with weak or highly fractured rock, loose, weak soil, and areas near ancient landslides. Mudslides are typically generated by heavy rainfall and entail shallow slope failures of the upper soil layer not commonly involving bedrock. Landslides and debris flows can also occur on improperly engineered or vegetated manufactured slopes or those denuded of vegetation by wildfires. Localized areas along exposed bluff faces may experience slope failure due to wave action, improper drainage, burrowing animal activity, etc., such as has occurred at Shoreline Park.

Areas of steep slopes in the Santa Ynez Mountains and foothills are vulnerable to major landslides, especially those generated by earthquakes. Areas of known hazards from mudslides include steep hillsides on the Mesa, in the Las Positas Valley, and Hope Ranch (refer to Figure 8.2). The largest currently active existing landslide in the City is located within Sycamore Canyon. This slow moving landslide has destroyed or made uninhabitable a number of homes and led to the semi-permanent closure of a portion of Sycamore Canyon Road (State Route 144).

The hazard of slope failure is reduced through City zoning requirements that increase the required lot size in areas of steep slopes.



*The Sycamore Canyon landslide has led to the semi-permanent closure of State Highway 144 (Photo from the Santa Barbara Independent 2007).*

### ***Expansive Soils***

Expansive soil conditions occur where alluvial soils such as clay and silt underlie surface soils. Expansive soils tend to swell with seasonal increases in soil moisture in the winter months and subsequently shrink as soils become drier in the summer months. Repeated shrinking and swelling of the soil can lead to damage of structures, foundations, fill slopes and other associated facilities. As discussed above, Monterey and Rincon Formations are commonly classified as expansive and are found throughout the City. Heavily developed areas including the downtown and adjacent residential areas, particularly the Riviera, Foothill Road area, Las Positas Valley, and portions of the sea cliffs, have been identified as having soils with a high expansion potential.

### ***Soil Erosion***

Soil erosion occurs where soils are exposed to wind, water, or disturbance, which causes them to move from their source to be deposited elsewhere. The geologic factors that can determine erosion rates include the sediment (soil) or rock type, its porosity and permeability, the slope (gradient) of the land, and whether the rocks are tilted, faulted, folded, or weathered. The biological factors that can determine erosion rates include vegetation ground cover and the land use. Erosion is a primary concern after wildland fires due to the elimination of vegetation and ground cover that normally hold soils in place. Within the City, USDA – NRCS Soil Survey maps were used to determine the types and locations of soils underlying the City. Data from USDA – NRCS soil profiles were reviewed and soils were evaluated for erosion potential. Areas on steep hillsides, particularly the Riviera, Foothill Road area, Hope Ranch, and the Las Positas Valley, have been identified as having soils with a very high to high erosion potential.

### *Sea Cliff Retreat*

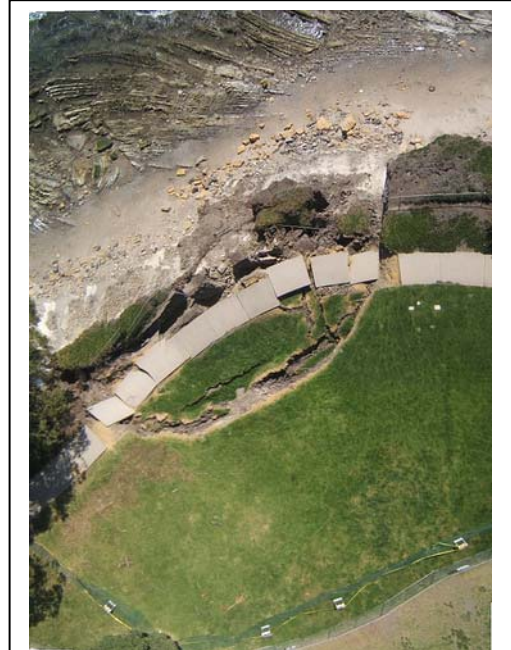
Sea cliff retreat is a continual, natural process, affected by powerful geologic and marine forces, and sometimes delayed or accelerated by human actions. Erosion of the base of a sea cliff due to wave action undercuts the cliff, removing the support for the bluff face and accelerating sea cliff retreat. Rainwater and runoff flowing over or through the face of the sea cliff can accelerate erosion of the bluff face or weaken internal bluff structure. Ocean bluffs are also further weathered and weakened from continual exposure to salt spray.

Bluff top development and associated irrigated landscaping and septic systems can also accelerate erosion by causing sea cliff sapping, where water percolates down into the ground and emerges at the base of the bluff as a spring or seep, significantly weakening the cliff material. Such springs are common along the Mesa sea cliffs, especially below Shoreline Park, and are rare or non-existent below the Clark Estate, Douglas Family Preserve, and Hope Ranch (AMEC 2009)<sup>3</sup>. It is unclear whether this distribution of seeps is related to geologic conditions, bluff top land use, irrigation or drainage, or the interaction of these factors.

Bluff top development can further increase sea cliff retreat from driveways or structures placed too close to the cliff edge, or through construction of poorly designed coastal bluff face stairways or paths. Planting of shallow-rooted non-native plants can displace hardy, deep-rooted native plants from the bluff face, or can overhang the bluff and pull slope material downhill.

There are approximately four miles of ocean bluffs along the City and adjacent areas, including those on the Clark Estate to the east, the Mesa, and portions of Hope Ranch to the west (Hope Ranch is not within City jurisdiction). Approximately 75 existing single family homes line these bluffs, along with a few undeveloped parcels and two major City parks, Shoreline Park and the Douglas Family Preserve. Existing structures on the Mesa near Shoreline Drive, El Camino De La Luz, and Hope Ranch are vulnerable to coastal bluff erosion (City of Santa Barbara 2009). Homes were constructed at different periods, and current setbacks from the cliff edges vary, with some Mesa homes and improvements located immediately adjacent to the bluff face and others set back 25 to 50 feet from the bluff edge.

Santa Barbara's ocean bluffs and marine terrace consist of younger, relatively weak, well-bedded Monterey Shale Formation structures that are susceptible to erosion from waves and runoff, and may also be prone to landslides. These ocean bluffs are all experiencing active erosion and retreat, however, due to local variations in bedrock strength, bedding plane orientation, and the effects of development and human interference, some areas are retreating more rapidly than others. Sea cliff retreat historically averaged between six and twelve inches annually in the Santa Barbara region. Bluffs may appear unchanged for years until the right combination of bluff saturation, tidal level, wave attack and/or seismic shaking causes several yards to fail at once. The recent failure of a section of bluff at Shoreline Park, and the loss of two homes on the Mesa as



*Sea cliff retreat is typically a slow, gradual process; however major bluff failures occur periodically such as the 2008 bluff failure at Shoreline Park.*

<sup>3</sup> There are approximately 22 springs or major seeps along the one-mile reach of Shoreline Park, with several of these seeps or springs extending between 50 and 100 feet along the face of the bluff, with visible water flow at a number of these features (AMEC 2009).

well as an additional home in Hope Ranch west of the City in the 1980s, are examples of how sea cliff landslides can result in the loss of valuable ocean-front structures and property.

Public agencies and private property owners sometimes armor the coast by constructing seawalls at the base of sea cliffs to prevent bluff retreat hazards and property loss. Construction of seawalls, however, is known to slow but not halt bluff retreat, and can create adverse effects on sand supply, beach profile, and public lateral access along the coast.

City and State policy recognize bluff retreat as a natural phenomenon. The City Local Coastal Program and the State Coastal Act and Coastal Commission actively discourage seawall construction. Policy 6.3 of the City's Local Coastal Program states: "Seawalls, revetments and bulkheads shall not be permitted unless the City has determined that they are necessary to, and will accomplish the intent of protecting existing principal structures, and that there are not less environmentally or aesthetically damaging alternatives such as relocation of structures, sand augmentation, groins, drainage improvements, etc..." (City of Santa Barbara 1981). Currently, with the exception of a portion of the Clark Estate in the east and limited areas of Hope Ranch, the vast majority of the City's bluffs remain in a natural unarmored condition (AMEC 2009).

The City also addresses bluff retreat through identification of a 75-year sea cliff retreat line based on average annual erosion rates which is used in the development review process (refer to Figure 8.2). A recently completed study updated the 75-year average line to adjust projected average annual erosion rates from 8"/year to 12"/year (City of Santa Barbara 2009). The 75-year sea cliff retreat line constitutes a screening tool for determining when to require a site-specific study to determine a more precise 75-year sea cliff retreat line for a particular property. Primary structures are required to be sited to provide for at least a 75-year life, as are remodels or additions; however secondary and accessory structures may be approved by the Planning Commission with the recognition that such structures may not last. Recent climate change studies indicate that the cliff erosion rate may be accelerated in the future (see Impact GEO-2.4 below and Section 18, *Global Climate Change*).

### **Radon Hazard**

Radon is a naturally occurring radioactive gas that is invisible and odorless and is formed through radioactive decay of uranium and thorium naturally present in rocks and soil. Certain rock types, including black shales and certain igneous rocks, are known to contain more uranium and thorium than others.

Radon is of concern when structures are constructed above radon-emitting rock, where occupancy of such structures, especially any enclosed and below-ground areas, can be hazardous. Breathing air with elevated levels of radon gas can result in an increased risk of developing lung cancer. However, provision of adequate sub-floor ventilation greatly diminishes or eliminates this hazard (California Geological Survey 2008). The United States Environmental Protection Agency (USEPA) recommends that individuals avoid long-term exposure to radon concentrations above 4 picocuries per liter (pCi/L).

Areas in the City and its sphere of influence with potential for moderate and high radon emissions are in the northern foothill area and in the southwestern portion of the City, often in areas underlain by the Monterey and Rincon Formations.

## **8.1.6 Climate Change**

Climate change can affect geological conditions in the city of Santa Barbara primarily through increased high intensity rainfall events and rising sea levels. Climate change is thought to have caused a rise in sea level of over seven inches in California over the last 100 years and may also already be affecting local rainfall pat-

terns (Pacific Institute 2009). Continued or accelerated climate change is projected to exacerbate these trends, with the rate of sea cliff retreat expected to increase in the future (Pacific Institute, 2009). Increased high intensity rainfall events could increase erosion in unconsolidated and un-cemented soil and bedrock, with potential secondary adverse effects on stream water quality, reservoir capacity, and potential damage to homes and structures. Additional surface water infiltration into bedrock units prone to landslides could increase the risk for landslides or debris flows in shallow, saturated soils.

## 8.2 Applicable Plans and Policies

Geological issues are addressed in adopted City, County, State and Federal plans, policies and regulations. Within the City, primary responsibility for these issues is addressed in the City General Plan and Municipal Codes, with oversight by the California Coastal Commission within the coastal zone.

### Geological Conditions Plans and Regulations

- **California Coastal Act (Public Resources Code, Division 20, Section 3000 et seq. 1976)** - Protects resources of California's coastline, including public access, cultural and paleontological resources, water quality, natural habitats, farmland, beaches, views etc.
- **Alquist-Priolo Earthquake Fault Zoning Act, Public Resources Code, Division 1, Section 2621 et seq (1972)** - Prohibits the construction of most types of structures in earthquake fault zones, which are regulatory zones established by the State Geologist.
- **Seismic Hazards Mapping Act, Public Resources Code Section 2690 et seq (1991)** - Directs State Geologist to delineate seismic hazard zones and prohibits cities and counties from permitting development within seismic hazard zones until appropriate measures have been developed and incorporated into the development plans.
- **California Building Code (CBC), Title 24 California Code of Regulations (2007)** - Provides minimum standards for design and construction of new structures, particularly to address structural issues and strength related to seismic hazards/ground shaking.
- **City of Santa Barbara General Plan**
  - Land Use Element: Contains policies that guide new development and require avoidance of geological hazards such as controlling development on steep slopes, minimizing erosion, etc.
  - Local Coastal Plan: Provides policy requirements to avoid geologic hazards such as coastal bluff retreat and minimize or avoid adverse effects on coastal resources; limits or prohibits construction of new seawalls.
  - Open Space Element: identifies areas appropriate for protection as open space such as those with steep slopes in excess of 30%, known landslide hazard areas, etc.
  - Seismic Safety and Safety Element: Contains requirements for avoidance of geologic hazards to protect humans and structures from potential hazard such as structural setbacks from identified active or potentially active earthquake faults; and bluff retreat guidelines.
- **Building Code** - City adopted updated State Uniform Building Code in January 2010.

## 8.3 Geological Conditions Impact Evaluation Methodology

The data in this section are drawn primarily from information available at the City of Santa Barbara Planning Division, including existing General Plan policies, Municipal Code ordinances, and the Master Environmental Assessment (MEA) *Geology and Geohazards*. The analysis of potential impacts is based on the amount and general location of projected growth and the professional judgment of the report authors. Risk associated

with all geologic hazards cannot be reduced entirely (i.e., earthquakes). Such risks are addressed and mitigated to acceptable levels within overarching regulations such as the Uniform Building Code, which sets forth standards for building construction in areas of high seismic risk to reduce hazards and the consequences of hazards on the human and natural environment to acceptable levels. For the purposes of impact assessment, where such overarching updated State regulations exist to address a geologic hazard, the potential impacts resulting from this hazard are considered mitigated.

### **8.3.1 Project Components**

Under proposed *Plan Santa Barbara* policies, development of up to approximately 2,795 new homes and 2.0 million square feet (sf) of commercial development would occur through the year 2030. An additional 403 new residences and 178,202 sf of commercial growth is forecast to occur within the City's sphere of influence; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development (refer to Section 8.5 below).

The precise character and distribution of growth projected under *Plan Santa Barbara* policies and the proposed updated Land Use Element Map is not known. However, based on policy proposals and past development trends, it is likely to involve development of new multiple-story, mixed-use structures in commercial zones throughout the City, with more limited growth in multiple-family zones and single-family neighborhoods. The majority of this growth would be expected to occur within the downtown urban core, along Upper State Street (e.g., La Cumbre Plaza), and in other commercial corridors. Up to an estimated 1,845 new units and 1.3 million sf of non-residential development could be located within the 2,325-acre MODA. The location, size, and number of new buildings needed to accommodate new development in the MODA are not known, although the potential exists for construction of up to an estimated 40 or 50 new multiple-story structures. Additional development would occur on scattered smaller parcels throughout the City, particularly in the foothills, Las Positas Valley, and the North La Cumbre areas.

### **8.3.2 Existing Conditions**

Existing geologic constraints are qualitatively assessed to identify the potential for exposure of new development and future residents to hazards associated with such constraints. This review considers the types, location, and severity of hazards, and regulatory guidance provided in City or State plans or regulations. The City MEA maps identify areas of potentially hazardous geological features based on known soils, rock formations, fault hazard zones, and erosion rates within the City and sphere. The Geological Conditions Environmental Setting section above identifies geological conditions and areas of the City potentially exposed to geological hazards.

### **8.3.3 Impact Evaluation**

Area-specific and citywide impact evaluation considers whether existing geological and soil conditions involving earthquake hazards, unstable slopes or soils, or erosion would expose future development and City occupants to substantial hazards, and whether future development under *Plan Santa Barbara* policies would create geological hazards. Regional impact evaluation considers area-specific and citywide impacts together with impacts within the City sphere of influence and South Coast region.

Proposed *Plan Santa Barbara* policies and programs contain the following recommendations pertaining to geological impacts of climate change: Policies ER1-Climate Change, directs the City to require the incorporation of climate change-mitigating measures in new development; ER2-Emergency Response Strategies and

Climate Change, directs the City to incorporate the potential hazards from the effects of climate change into emergency preparations; and ER3-Comprehensive Climate Change Action Plan, directs the City to prepare a comprehensive climate action plan. These programs would improve City management of potential future impacts related to geological conditions. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

When potentially significant impacts could occur, existing City, State, and Federal policies and regulatory processes that would serve to avoid significant geologic impacts are identified. Numerous policies and regulations are in place to provide direction and requirements for avoiding or lessening significant impacts pertaining to geological conditions. These include: the City hillside development provisions that require detailed studies and associated engineering measures to address geologic hazards including slope stability analysis, site investigations, geologic studies and soils reports; the Seismic Safety and Safety Element of the City General Plan that includes policies to protect life, property and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by geologic conditions; and the City Local Coastal Plan Sea Cliff Retreat Policy #1 to protect citizens, their property, and coastal resources from coastal hazards associated with development within a sea cliff retreat zone. State and City building and grading codes also provide design and construction requirements to avoid significant public hazards due to geological conditions.

### 8.3.4 Mitigation

If existing policies and regulatory processes would not fully mitigate potentially significant impacts, any additional potentially feasible mitigation measures are identified that could avoid significant impacts. Mitigation approaches generally involve site location and land uses, foundation, and structural design and engineering.

### 8.3.5 City Impact Significance Guidelines

City impact significance guidelines are based on regulations, City policy (General Plan Conservation Element, Municipal Code, MEA *Geology and Geohazards*), and State CEQA Guidelines (Section 15064.5).

***Citywide or Area-Specific Geological Conditions Impacts (Project Impacts):*** Significant geological impacts may result from the following conditions, unless measures are implemented to avoid or lessen the significant effect:

- ***Earthquake-Related Conditions:*** Exposure of people or structures to substantial risk from unstable earth conditions or other existing or created seismic hazards, involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or other substantial evidence, per California Division of Mines and Geology Special Publication 42), strong seismic ground shaking, seismically-induced landslides, liquefaction (loss of soil strength during ground shaking), tsunami/seiche, or other seismic-related ground failure.
- ***Unstable or Hazardous Geologic or Soil Conditions:*** Exposure of people or structures to unstable geologic or soil conditions or hazards, involving landslides or debris flows or slides, cliff erosion, soil creep, soil settlement, collapsible/compressible or expansive soils, or radon.
- ***Soil Erosion:*** Substantial soil erosion, overburden, loss of topsoil, or sedimentation of a water course.

***Regional Geological Conditions Impacts (Cumulative Impact):*** If a citywide impact together with other existing and reasonably foreseeable impacts within the City sphere or South Coast would result in any substantial geologic impact as identified above, the citywide impact, if not mitigated, may be considered to have a considerable contribution to cumulative impacts.

## 8.4 Citywide Geological Conditions Impacts

Under the *Plan Santa Barbara* General Plan policy update, development may be affected by geological conditions. Such development may be affected by geological conditions directly through earthquake hazards, unstable slopes or soils, or erosion.

### IMPACT GEO-1: SEISMIC HAZARDS

***Potential for earthquake-related hazards, including fault rupture, ground shaking, liquefaction, and seismic waves.***

#### Impact GEO-1.1.      *Fault Rupture and Ground Shaking.*

Future seismic events from a variety of local and regional fault systems could produce ground shaking throughout the City. The potential also exists for surface rupture along potentially active faults that traverse the City, including in the Upper State Street area, the Westside, west Downtown, and portions of the Waterfront (refer to Figure 8.2). The largest seismic event in the project area would likely be derived from an earthquake associated with offshore faults. Such a seismic event would cause ground shaking and surface rupture that could create adverse safety effects and damage structures and infrastructure for existing and future development in the City, a potentially significant impact.

*Existing Policies:* Existing engineering practices required under the California Building Code, policies, procedures, and standards of the City Seismic Safety - Safety Element, and Planning Commission conditions of approval, all serve to reduce potential impacts from ground shaking and fault rupture to acceptable levels.

*Proposed Policies:* *Plan Santa Barbara* policies PS12 – Emergency Workforce and PS13 – Consideration of Disabilities in Emergency Planning also require policy updates to foster increased emergency coordination with other jurisdictions in the South Coast, and increased consideration of people with disabilities in emergency plans. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing regulations and the proposed policy framework, potential fault rupture and ground shaking hazards to future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

#### Impact GEO-1.2.      *Liquefaction.*

Future seismic events could result in liquefaction of soils in portions of the City, including Lower State Street, Lower Eastside, East Beach, Milpas, and Eastside areas, and the Santa Barbara Airport.

*Existing Policies:* Existing engineering practices required under the California Building Code, policies, procedures and standards of the City Seismic Safety - Safety Element, and the Planning Commission conditions of approval, all serve to address this issue. Typical measures to address liquefaction include excavation and re-compaction or export of site soils, or the use of caissons or other specialized foundations that can adequately reduce potential liquefaction hazards to acceptable levels.

*Proposed Policies:* No new policies related to liquefaction are proposed.

*Impact Significance:* With existing regulations, potential liquefaction hazards to future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.



*Impact GEO-1.3. Tsunami and Seiche.*

The City's location along the seismically-active southern California coast could expose existing and future structures and development to earthquake-induced tsunamis (large sea waves) or seiches (waves within a lake or reservoir). The last known substantial tsunami in the region occurred almost 200 years ago (1812), and the potential for a large tsunami is considered a very low-frequency event. However, a large tsunami generated from an earthquake or from an earthquake-triggered submarine landslide could create wave run-ups of seven feet to as high as 50 feet in elevation and create substantial flooding, public safety risks, and structural damage in the Waterfront, Lower State Street, East Beach, West Beach, and Milpas neighborhoods, as well as the Las Positas Valley (see Section 11, *Hydrology and Water Quality*; City of Santa Barbara 1979).

In addition, neighborhoods downstream from the Lauro Canyon Reservoir could potentially be exposed to a seismically-created seiche wave generated by an earthquake or landslide. A seismic retrofit has been recently completed to strengthen this dam consistent with State dam safety regulations.

*Existing Policies:* The City's Emergency Operations Plan (2007) addresses hazards for both tsunamis and seiches, and a national tsunami warning network is in effect.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies PS12 – Emergency Workforce and PS13 – Consideration of Disabilities in Emergency Planning also require policy updates to foster increased emergency coordination with other jurisdictions in the South Coast, and increased consideration of people with disabilities in emergency plans. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing regulations, potential tsunami and/or seiche impacts to future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

**IMPACT GEO-2: GEOLOGIC AND SOIL INSTABILITY AND HAZARDS****Potential for geological and soil instability and hazards, including landslides, expansive soils, erosion, sea cliff retreat, and radon gas.***Impact GEO 2.1. Slope Failures and Landslides.*

*Plan Santa Barbara* policies would direct most future development as in-fill within urbanized areas. A small amount of development could also occur on or adjacent to areas with slope instability, which could result in public safety risks and damage of structures, roadways, and other improvements from erosion, soil slumping, landslides, mudslides, or debris flows, and could also deflect and block drainage channels, causing further damage and erosion. Public and private improvements in the Las Positas Valley, foothills, and coastal bluffs would be most at risk of exposure to slope failures and landslides, particularly where such development occurs immediately above, on, or at the toe of slopes in excess of 30 percent.

*Existing Policies:* Existing General Plan Conservation Element and Seismic Safety and Safety Element policies and Municipal Code include provisions for hillside protection and development. City development evaluation procedures require detailed studies and associated engineering measures that address hazards including slope stability analysis, geologic studies, and soils reports, which may result in the requirement for foundation improvements, setbacks from hazardous areas, and runoff and erosion control.

*Proposed Policies:* No new policies related to slope failure and landslides are proposed.

*Impact Significance:* With existing regulations, potential slope failure and landslide impacts to future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

Impact GEO-2.2. Expansive Soils.

Future development under *Plan Santa Barbara* policies could potentially be exposed to foundation damage associated with expansive soils. Development in the central portion of the City including Samarkand, Hope/La Cumbre, the Riviera, Upper State, Downtown, Laguna, Eastside and Mesa neighborhoods, the Las Positas Valley, and the airport area could occur over expansive soils with the potential for foundation damage.

*Existing Policies:* Existing City policies and standards require that standard engineering measures be incorporated into building and foundation design (e.g., engineered foundations, over-excavation and re-compaction of expansive soils) to address this issue.

*Proposed Policies:* No new policies related to expansive soils are proposed.

*Impact Significance:* With existing regulations, potential expansive soils impacts to future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

Impact GEO-2.3. Soil Erosion.

Future development in areas with high erosion potential could reduce natural ground cover, create exposed cut or fill slopes and increase loss of surface soils and downstream sedimentation. Removal of vegetation and increased earthwork for roads, driveways, and foundation work would potentially expose soils to erosion. Development the foothills, the Riviera, Hope Ranch, the Las Positas Valley, and along coastal bluffs in particular could occur in areas prone to erosion.

*Existing Policies:* Existing City policies and standards require standard Best Management Practices (BMPs) to reduce soil loss and erosion during construction including measures such as soil compaction, silt fences, and avoidance of grading during the wet season. Additionally, the City's recently updated Storm Water Management Plan includes requirements and measures intended to reduce erosion.

*Proposed Policies:* No new policies related to soil erosion are proposed.

*Impact Significance:* With existing regulations, potential soil erosion impacts of future development would be ***less than significant (Class 3)***.

Impact GEO-2.4. Sea Cliff Retreat.

Existing homes, public parks, streets, drains and sewer lines, along with new development or redevelopment of homes and public facilities along more than 3 miles of City coastal bluffs could be exposed to bluff erosion hazards over the 20-year life of *Plan Santa Barbara*, a potentially significant impact. Future development under the *Plan Santa Barbara* General Plan update would be expected to be a small number of additions and remodels subject to 75-year setbacks.

Bluff retreat rates are gradual, uneven among areas, and often episodic (e.g., slumps and landslides). At historic rates of between 6 and 12-inches per year, City bluffs can be expected to retreat an average of 10-20 feet over the life of *Plan Santa Barbara*, and potentially further in places where hazards such as drainage, historic landslides, or adverse bedding planes exist (City of Santa Barbara 2009). Bluff retreat is episodic, however this projected rate of retreat could expose a number of existing ocean-front homes, accessory structures, and other improvements to severe damage or destruction, as well as portions of the ocean-front walkways, trails, the playground and picnic areas at Shoreline Park, and the Douglas Family Preserve.

Ongoing periodic remodels and expansions of existing ocean-front homes could expose remodeled homes to similar hazards. Such bluff top redevelopment can also be accompanied by landscape, drainage, and

access improvements that can impact bluff stability through increased runoff, increased percolation of water into the bluff, and removal of native bluff face vegetation. In addition, sea level rise is projected to increase the future rate of bluff retreat beyond historic rates (Pacific Institute 2009; see further discussion under Section 8.7; and Section 18.0, *Global Climate Change*). The timing and extent of sea level rise and associated accelerated bluff retreat rates is unknown at this time; therefore, it is valuable for ordinances and standards for bluff setbacks to be flexible and able to incorporate future information.

Coastal armoring (e.g., groins, seawalls, revetments) has been discouraged in the City due to concerns regarding environmental and aesthetic impacts (Local Coastal Program, Policy 6.3). Such projects can create substantial secondary environmental impacts such as reduction in coastal sand supply, interference with public lateral beach access, adverse visual changes, and damage to coastal bluff and beach habitats (Griggs 2005; McGinnis 2009). In addition, coastal armoring can adversely impact neighboring un-armored bluff properties, causing cumulative impacts. Actual and potential damage to public and private structures and facilities along City coastal bluffs could lead to increased demand for coastal armament, particularly if continued residential in-fill and redevelopment projects increase property and structure values in these hazardous areas.



*Approximately 75 existing homes in the City are located within the bluff retreat hazards zone, a number of which could be exposed to serious damage or destruction from sea cliff retreat over the next two decades. Many Mesa area homes have limited setbacks from the bluff edge. Climate change-induced sea level rise is projected to accelerate sea cliff retreat, which could expose more homes to damage by 2050, as well as portions of Shoreline Park and several public roads such as segments of Cliff Drive.*

*Existing Policies:* Existing Coastal Plan and Seismic Safety/Safety Element policies require that all new development of primary structures, including remodels or additions, be located outside of a 75-year sea cliff retreat line based on average erosion rates (refer to Figure 8.2). Requested accessory structures, patios, landscaping, and other minor improvements may be located in this setback with discretionary City approval that recognizes that such structures may not last. Existing policies would protect major remodels or addition of primary structures from exposure to hazards from historic bluff retreat rates when implemented through the City's development review process.

*Proposed Policies:* Policy ER1-Climate Change directs the City to require the incorporation of climate change mitigating measures in new development, which could allow new bluff retreat studies to account for climate change-induced accelerated bluff retreat as part of the 75-year setback. Policy ER3-Comprehensive Climate Change Action Plan, directs the City to prepare a comprehensive climate action plan, which could include a shoreline management plan that addresses potential for accelerated bluff retreat and sand supply changes. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* The small amount of potential additional development or modification of primary structures that could occur incrementally over the next 20 years under the *Plan Santa Barbara* General Plan would be subject to ongoing City policies requiring a 75-year setback from the bluff edge. With incorporation of mitigation measures to update existing General Plan Seismic Safety and Safety policy language to incorporate updated Master Environmental Assessment bluff retreat rates, and the inclusion of a shoreline management component as part of the *Plan Santa Barbara* Climate Change Action Plan and adaptive management program, bluff retreat impacts would be ***less than significant with mitigation (Class 2)***.

A number of existing structures that are close to the bluff edge could be expected to experience damage or destruction over this time period. This potential impact is not a result of future development under *Plan Santa Barbara* policies. However, if the loss of or damage to multiple structures create pressure to allow armor-ing of the coast to protect existing structures, existing City policies may not be adequate to prevent such actions and the potential secondary impacts that could occur, such as reduced sand supply, beach width, and lateral beach access, visual impacts, damage to coastal bluffs and habitats, and impacts to adjacent un-armored bluff-top properties. A recommended measure (RM GEO-1 in Section 8.9 below) is identified to reiterate and strengthen Coastal Plan bluff policies as part of the *Plan Santa Barbara* General Plan update and incorporate potential climate change issues.

*Impact GEO-2.5. Radon Hazard.*

Future development or redevelopment in portions of the City, including much of the foothills, the Las Positas Valley, Alta Mesa, West Beach, and Eucalyptus Hill neighborhoods has potential for exposure of occupants to radon gas (City of Santa Barbara 2009), a potentially significant impact. This hazard is avoidable through standard development site and structural design.

*Existing Policies:* Existing regulations require development in areas of radon hazard to incorporate engineering controls including mechanical barriers (sealing and caulking foundation cracks, pipe penetrations, and crawl spaces), improved location and sealing of air handling ducts, and improved foundation ventilation. Implementation of such measures generally reduces or eliminates this hazard.

*Proposed Policies:* No new policies related to radon hazards are proposed.

*Impact Significance:* With existing regulations, potential radon hazards for future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

## 8.5 Regional (Cumulative) Geological Impacts

Proposed *Plan Santa Barbara* policies would direct future development to existing urban areas generally less susceptible to many geologic hazards such as steep slopes, areas with landslide potential, soils prone to erosion or radon gas emissions.

Future development in areas at risk of seismic activity would incrementally contribute to regional public safety risks and property damage during major seismic events. These potential impacts would be addressed by existing policies and regulations, ongoing disaster planning, and proposed improved regional coordination called for in Policies PS12-Emergency Workforce and PS13-Consideration of Disabilities in Emergency Planning of *Plan Santa Barbara*.

Projected regional growth would include development of an estimated 403 new homes and 178,202 square feet of non residential development within the City sphere of influence; such development could occur through annexations to the City or as County unincorporated area development. A portion of this additional development could occur as new homes, redevelopment of existing structures and potential annexations in steeper foothill areas and the Las Positas Valley. Development in these areas could be exposed to hazards associated with slope failure and landslides, and could include substantial grading, potentially increasing erosion and sedimentation into streams and riparian areas. Existing City policies would address such hazards on City projects.

Future construction, remodeling, and improvements to property in the coastal zone could continue the trend of increasing property values in areas exposed to bluff retreat hazards. A small potential amount of additional development along City bluffs could contribute to this trend, which is evident all along the South Coast from Montecito to Isla Vista. The close proximity of existing and new development to coastal bluffs is expected to expose large numbers of existing homes and other improvements along the South Coast to severe damage or destruction over the coming decades, which would become more severe in the decades beyond the planning period of *Plan Santa Barbara*. Increased damage during the 20-year life of *Plan Santa Barbara* is likely in Isla Vista, portions of the Mesa, and limited areas of Hope Ranch where unstable bluffs exist.

Existing City Coastal Plan policies discourage armoring of bluffs and require building setbacks. However, damage or loss of structures over the coming years could increase pressure on the City, County, and other agencies to implement erosion control mechanisms such as sea walls and revetments. Certain types of coastal protection engineering can substantially reduce bluff erosion and beach loss; however, resulting disruption of littoral cells and sand supply can create loss of beaches and other impacts to the regional shoreline. Sand generally moves along the southern California coast in a southward (east) direction, so disruptions in the sand supply by the City could most significantly impact beaches in Montecito, Summerland, and Carpinteria. Potential damage to coastal property is considered a regionally potentially significant impact which may be subject to potentially feasible mitigation, such as managed retreat of existing structures, increased sand supply, and natural bluff reinforcement through planting of native, erosion controlling plant species. Impacts within the City are identified as mitigated, and therefore would not constitute a considerable contribution to this cumulative impact.

## 8.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following summarizes potential future geological impacts compared to existing conditions and compared to the proposed *Plan Santa Barbara* growth and policy scenario.

### 8.6.1 No Project/Existing Policies Alternative

The No Project/ Existing Policies Alternative is projected to involve construction of up to an estimated 2,795 new units (same as proposed project) and approximately 2.3 million square feet of non-residential development (slightly higher than the proposed project) by the year 2030. Development would continue under the existing City policy framework, including existing seismic and safety policies.

Seismic hazards such as ground-shaking, fault rupture, and tsunamis would be generally similar to those associated with the proposed project and mitigated to acceptable levels under existing policies. The No Project Alternative would have less policy emphasis on promoting in-fill development, and more of the City housing demand could potentially be met through development of more outlying areas. Development pressure could increase in the Las Positas Valley and foothills, areas where there are more potential geologic hazards associated with unstable slopes. Incrementally fewer structures might occur in areas where liquefaction potential is high; however, such impacts could be addressed by existing policies and regulations. Limited coastal development could generally be similar with that of the proposed project, and the City's 75-year setback policy would continue. Increased pressure for coastal armoring could also occur under this alternative.

Potential geological impacts of future development under the No Project Alternative are expected to be similar or slightly greater than those anticipated under the *Plan Santa Barbara* scenario, and cliff retreat impact would be similarly mitigable.

### 8.6.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve construction of up to an estimated 2,000 new units and 1.0 million square feet of non-residential space by 2030, a lower amount of growth than under the *Plan Santa Barbara* policies. Development would continue under the existing City policy framework, including existing seismic and safety policies.

Seismic hazards such as ground-shaking, fault rupture, and tsunamis would be generally similar to those associated with the proposed project. However, overall population and economic growth could be lower, thus potentially decreasing the number of people and structures in geologically hazardous areas. The Lower Growth Alternative would place less emphasis on promoting in-fill development than under *Plan Santa Barbara* policies. More restrictive height limits and lower densities may limit potential damage to multiple story structures from ground shaking, but could tend to force development outward toward surrounding lands. As a result, it can be anticipated that more of the City housing demand could be met through development of more outlying undeveloped lands and less through redevelopment of existing parcels. Development pressure could potentially increase in the Las Positas Valley and foothills, areas with more geologic hazards associated with unstable slopes. Limited coastal development could generally be similar with the proposed project and the City's 75-year setback policy would continue. Increased pressure for coastal armoring could also occur under this alternative.

The Lower Growth Alternative would be expected to have similar or slightly greater impacts associated with area- or site-specific geologic hazards than the project scenario, and cliff retreat impacts would be similarly mitigable.

### 8.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to involve construction of up to an estimated 4,360 new units and 1.0 million square feet of non-residential space by 2030, a higher amount of residential growth and

a lower level of non-residential growth than under *Plan Santa Barbara* policies. Development would proceed under the City's existing policy framework, including existing geological condition policies. This Alternative would have policies to increase densities and the number of units to be accommodated within the MODA, as well as encourage development of second residential units. Because overall residential development is projected to be substantially greater compared to the *Plan Santa Barbara* scenario, pressure to develop outlying undeveloped areas could also incrementally increase from that associated with the proposed project.

The types of seismic hazards such as ground-shaking, fault rupture, and tsunamis would be generally similar to those associated with the *Plan Santa Barbara* scenario. Overall population increase could be greater (more than 10,000 additional residents compared to less than 7,000 under *Plan Santa Barbara*) thus potentially increasing the number of people and structures exposed to geological hazards such as regional seismicity. More in-fill development could increase the number of structures in areas where liquefaction potential is high; however, such impacts could be addressed by existing policies and regulations. Incremental increases in more outlying development could increase impacts associated with slope failure or erosion. Coastal development would generally be similar to the proposed project and the City's 75-year setback policy would continue. Increased pressure for coastal armoring could also occur under this alternative.

The citywide and regional impacts of geological conditions on the Additional Housing Alternative would be similar or somewhat greater than those for *Plan Santa Barbara*, and cliff retreat impacts would be similarly mitigable.

## 8.7 Extended Range (2050) Geological Impacts

The Extended Range impact analysis examines full build out of the City under proposed *Plan Santa Barbara* land use and zoning plans over the next 40 years. This is forecasted to include non-residential growth of up to 3.0 million square feet and residential growth of up to 8,620 units. Impacts could be similar as identified for *Plan Santa Barbara* growth to 2030 for in-fill development projects. Within the context of full build-out, it can be assumed that development pressure could potentially increase in the Las Positas Valley and foothills, areas where steep slopes and potential unstable slope hazards may occur. Such development would continue to require careful design review and mitigation under existing plans and regulations to avoid or minimize hazards.

### Geological Conditions and Climate Change

Within the horizon of the extended range of development, projections show the adverse effects of climate change will become increasingly manifest (Pacific Institute 2009). In particular, rising sea levels and increases in extreme precipitation can be predicted to substantially increase geologic hazards in areas of the City along creeks, on steep slopes, and on coastal bluffs. Thermal expansion and the melting of polar ice associated with climate warming is projected to result in substantially rising sea levels over the next 90 years, with a sea level rise of 4.5 feet projected by the State (Pacific Institute 2009). Rising sea levels could inundate low-lying areas and substantially accelerate the undercutting at the base of sea cliffs from wave action. Currently available studies project that bluff retreat in the Santa Barbara region could accelerate from its current average of 6 to 12 inches annually to a rate of up to 3 feet per year (Pacific Institute 2009). Acceleration of bluff retreat could affect at least 75 structures located within the City, particularly along the Mesa bluffs and those in eastern Hope Ranch. This rate of bluff retreat could create 300 to 600 feet of cliff erosion in the next 90 years, threatening dozens of ocean-front and near-ocean homes, public roads and utilities, and substantially

reducing or potentially eliminating public amenities such as Shoreline Park and the Douglas Family Preserve (refer to Section 18.0, *Global Climate Change*).

The existing City policy framework and shoreline management programs are not designed to address potential longer-range geological hazards associated with accelerating climate change. *Plan Santa Barbara* identifies processes to develop a Comprehensive Climate Change Action Plan and Adaptive Management Plan to provide vehicles to address such issues. However, if projected sea level rise does occur, it is not likely that such plans would be able to avoid significant impacts associated with loss of property in the extended range. Mitigation measures that require periodic update of bluff setbacks to reflect potential acceleration of bluff retreat rates along with a preparation of a shoreline management plan would help reduce or minimize, but not avoid such impacts (refer to Section 8.8). Recommended measures are identified below (Section 8.9) for continuation and adaptation of City programs and State-recommended measures such as managed retreat from coastal hazards and additional sand supply management, which would be expected to reduce but not eliminate such longer-range impacts. Measures to reduce greenhouse gases that are fueling climate change would be expected to reduce but not eliminate such impacts.

Therefore, the impacts of climate change on Santa Barbara's shoreline bluffs and potential loss of existing and future public and private property and improvements in the extended range forecast are identified as potentially significant.

## 8.8 Mitigation Measures

The following measures are required to mitigate potentially significant impacts associated with bluff retreat through the year 2030 and to reduce potential impacts to the extent feasible associated with potential climate change induced increases in the rate of bluff retreat through 2050. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### ***MM GEO-1 COASTAL BLUFF RETREAT AND SAND SUPPLY***

#### **1.a. Adaptive Management Planning**

*The City shall add the following policy to the Plan Santa Barbara Environmental Resources Element:*

##### ***Updated Bluff Retreat Policy and Review Guidelines.***

- *Bluff setbacks shall be adequate to address long-term erosion and slope stability issues.*
- *Update the existing Seismic Safety Element bluff retreat formula (which uses an average bluff retreat rate of 8 inches per year) to reflect updated bluff retreat rate of 12 inches per year. Recalculate the resultant expanded area to be included in 75-year bluff retreat setback line that is used to screen individual projects which are required to prepare project-specific analysis to identify the 75-year retreat line for the property and any design measures to avoid or minimize hazards. Monitor information about climate change and periodically update bluff retreat rate and 75-year retreat line to reflect new data of potentially accelerated bluff retreat rates.*

*The City shall modify Policy ER3-Comprehensive Climate Change Action Plan to include the following to address projected longer-range bluff retreat, sand supply, and other adaptive management issues associated with climate change:*

***Shoreline Management Plan.*** *Develop a comprehensive Shoreline Management Plan to identify, manage and to the extent feasible mitigate or reduce climate change-induced sea level rise impacts upon public facilities and private property along the*



*City shoreline. The proposed Shoreline Management Plan should continue City coordination with the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), the County, other South Coast cities, and UCSB to manage coastal issues, including: 1) protection/restoration of natural sand transport and sand supply replenishment projects; 2) natural bluff restoration, stabilization and erosion control measures; 3) non-intrusive methods to slow sand transport and retain sand along the beaches that front the City's bluffs; 4) coordination with private property owners on bluff management and retreat; and 5) funding mechanisms to implement beach replenishment and methods to reduce bluff retreat.*

## 8.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM GEO-1 SEA LEVEL RISE AND COASTAL BLUFF RETREAT**

*In order to address the potential long-term effects of sea level rise on bluff retreat, the City should consider adding the following policy to the Plan Santa Barbara Environmental Resources Element:*

#### **1.a. Siting of Development and Public Facilities**

*Modify the Local Coastal Plan "Sea Cliff Retreat # 1" to read:*

- **Sea Cliff Retreat.** *"Bluff setbacks shall be adequate to address long-term erosion and slope stability issues. New development on top of a cliff shall be placed at a distance away from the edge of the cliff, such that potential accelerated rates of erosion and cliff material loss associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change, will minimize sea cliff-related impacts, and not seriously affect the structure during the expected lifetime. The design life of new structures is presumed to be a minimum of 75 years. Exact future rates of accelerated sea cliff retreat are unknown, but are currently projected to be 12 inches per year, potentially accelerating to 1 to 3 feet per year if sea level rise progresses.*

*The City recognizes the need for owners of threatened coastal properties to perform maintenance and modest improvements to threatened coastal homes and other facilities. The City's goal is to minimize exposure of substantial new improvements to hazards of bluff retreat and avoid the need for installation of environmentally harmful coastal protection structures that could be requested to protect such improvements. To meet these goals, the following guidelines apply:*

- *Protection for existing structures shall first focus on techniques that avoid use of coastal protection structures including use of non-intrusive techniques such as drainage control, installation of drought tolerant landscaping, construction of cantilevered grade beam foundations, removal of threatened outbuildings, etc.*
- *Relocation of threatened structures further inland on parcels shall be favored over installation of coastal protection structures*
- *The siting of new major improvements shall consider accelerated rates of sea cliff retreat associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change."*

## 9.0 HAZARDS

**Issues:** *Future development in some locations may be subject to existing public safety risks from accidents, hazardous materials use and contamination, and wildland fires.*

*Existing City policies and programs, together with proposed Plan Santa Barbara policies and programs, would address potential hazards through:*

- *ongoing project siting review process and regulations for transportation systems, oil and gas operations, hazardous materials use, and wildfire hazard areas*
- *continued emergency operations planning, procedures, and responses; and,*
- *continued improvement of hazard-reducing infrastructure, such as water lines and fire access roads.*

Public safety issues may arise from accident risks associated with aircraft, railroads, highways, oil and gas operations, and electrical transmission lines. Hazardous materials contamination of soil or groundwater may occur from releases during storage, transport, use, or disposal of such materials. Wildland fires pose a natural hazard to public safety, homes, businesses, and public utilities such as the electrical grid. Hazards from geological conditions (Section 8.0), flooding (Section 11.0), and air pollution (Section 6.0) are discussed in their respective sections.

### 9.1 Hazards Setting

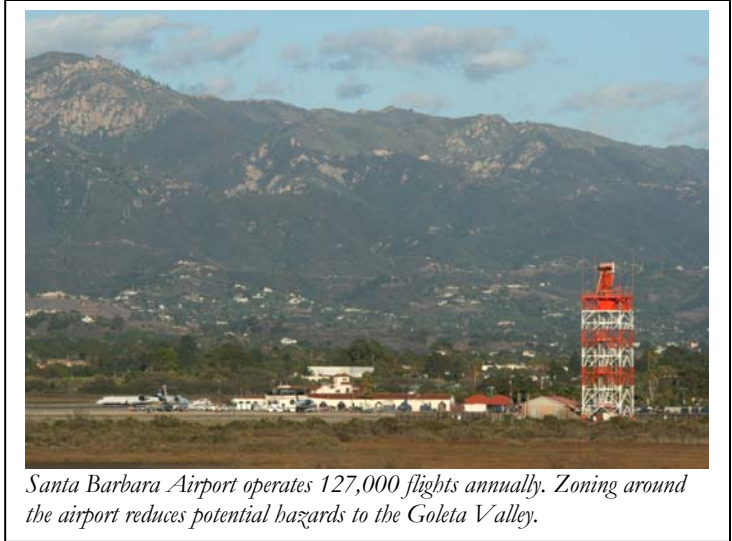
#### 9.1.1 Accident Risks

##### *Aircraft, Railroads, and Roads*

*Aircraft:* Santa Barbara Airport is owned and operated by the city of Santa Barbara and is located north of University of California at Santa Barbara (UCSB) and Goleta Beach County Park.. Santa Barbara Airport lands consist of 970 acres, including a 225-acre industrial and commercial area located along Hollister Avenue. The Airport includes a primary east-west runway of 6,052 feet (Runway 7-25) and two parallel north-south runways, each about 4,180 feet in length (SBA 2008a). The operation of Santa Barbara Airport is regulated by local, State, and Federal agencies.

The Santa Barbara County Association of Governments (SBCAG) administers the Airport Land Use Plan (ALUP) which regulates the type and intensity of development permitted in aircraft operations areas. Runway 7-25 has a “Clear Zone” extending 2,500 feet from the end of the runway and is 1,750 feet across at its widest point. The Clear Zone has the most stringent restrictions on land use and does not contain any structures. The “Approach Zone” extends up to 1 mile from the runway end, and includes a population density limit of 25 persons or four single units or less per acre. This zone is intended to protect people and property on the ground from aircraft accidents. This is particularly important because, typical of many urban airports, Santa Barbara Airport is surrounded by a mix of commercial and industrial uses and residential neighborhoods in the City of Goleta and the unincorporated eastern Goleta Valley.

Aircraft operations at Santa Barbara Airport include general and civil aviation, scheduled commercial airlines, air cargo, helicopter, and fire attack aircraft. The projected aircraft operations for 2008 at Santa Barbara Airport were 54,000 local and 73,000 itinerant operations, for a total of 127,000 operations. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport (primarily for training purposes). Itinerant operations include a specific destination or origin (business and commercial use) (City of Santa Barbara 2004a). The largest number of aircraft operations is in the general/civil aviation category. In addition to flights in and out of Santa



*Santa Barbara Airport operates 127,000 flights annually. Zoning around the airport reduces potential hazards to the Goleta Valley.*

Barbara Airport, commercial and private air traffic passes over the City, as well as military aircraft utilizing Vandenberg and Edwards Air Force bases. Outside of Santa Barbara Airport, the City Fire Department has designated a temporary helipad for helicopter landings associated with medical emergencies at La Cumbre Junior High School on Modoc Road. This site is temporary until Cottage Hospital completes a helipad on the roof of its building in approximately 2011 (LSA Associates 2005).

The primary hazard at Santa Barbara Airport is an aircraft accident, with the potential for explosions and intense fires. About half of all civilian aircraft accidents occur within airport boundaries, generally in narrow strips at the ends of runways. Santa Barbara Airport recently completed a runway safety area project, and is a process to redevelop terminal facilities.

**Railroads:** A railroad station is located on lower State Street just south of U.S. Hwy 101. Union Pacific Railroad operates freight trains through the City with an average of seven freight trains daily on weekdays and four freight trains daily on weekends. Amtrak operates regional and nationwide passenger rail service along the tracks that run through the City (Figure 9.1). An average of six round-trip passenger trains stop in Santa Barbara each day. The City does not operate and has limited control over railroad operations in the City. Freight and passenger train derailments or collisions are potential hazards associated with railroads. A passenger train derailment occurred during an earthquake in 1978. In 1991, a hazardous materials release occurred as a result of the Seacliff Incident (Seacliff Retreat) in Ventura County, an incident that had impacts on the City (City of Santa Barbara 2007).

**Roads:** The California Highway Patrol (CHP), the City Fire Department, and Santa Barbara County Fire Department respond to accidents on highways and roads, and incidents associated with transport of hazardous materials. See additional discussion under Hazardous Materials, *Transportation Corridors* section below.

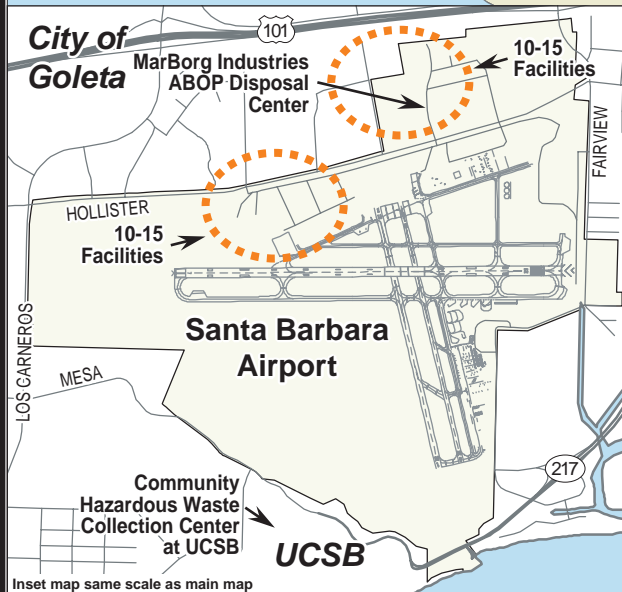
### 9.1.2 Oil and Gas Operations

Natural gas qualifies as a hazardous material by virtue of its flammable and explosive properties. No gas transmission pipelines associated with offshore drilling facilities are located in the City. The closest offshore production-related gas transmission pipelines are in the City of Carpinteria and the Ellwood area of Goleta. These pipelines are associated with offshore drilling platform Holly (offshore of Goleta) and platforms Hillhouse, Hogan, and Houchin (offshore of Carpinteria) and they deliver gas to onshore facilities.

**LEGEND**

- Sphere of Influence
  - City Limits
  - Central Business District
  - Mobility Oriented Development Area (MODA)
  - Major Rail & Truck Transportation Corridors
  - Area with Facilities with Hazardous Materials, Cleanup Programs, and Leaking Underground Storage Tanks (LUSTs)
  - >30 = high density
  - 29-20 = medium density
  - 15-10 = low density
- City of Santa Barbara 2008, GIS database.

Source:



Basemap prepared by amec

**Figure 9.1 Man Made Hazards and Hazardous Materials Locations**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence



**SCALE**

0 750 1,500 3,000 Feet

0 0.25 0.5 1 Mile

1:36,000  
1 inch equals 3,000 feet

NAD 1983 State Plane California V FIPS 0405 (Feet)

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Southern California Gas Company operates a network of low pressure natural gas lines throughout the City for residential, commercial and industrial users. These low pressure pipelines are supplied by a gas storage unit located at the More Mesa facility in the unincorporated Goleta Valley. External forces represent the largest cause of failures of natural gas lines, including earth movements, earthquakes, and accidental intrusion during construction projects. The City does not operate and has limited control over natural gas delivery pipelines.

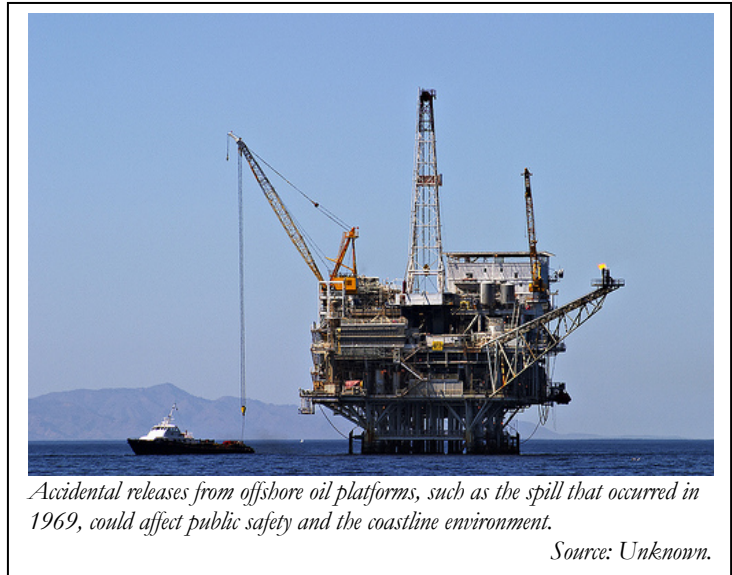
On January 28, 1969, Platform A in the Santa Barbara Channel experienced an uncontrolled “blowout” which lasted for eight days and released 100,000 barrels of crude oil, affecting over 40 miles of coastline. More rigorous environmental protection laws and regulations have since been put in place to prevent future occurrences. From 1980 through 2004, offshore oil platforms in the U.S. have produced approximately 10.4 billion barrels of oil while spilling less than 0.001 percent of that total, or less than 1 barrel spilled per every 120,000 produced (U. S. Minerals Management Service 2006). Currently the Minerals Management Service, California State Lands Commission, California Coastal Commission, Department of Fish and Game, and Santa Barbara County Energy Division heavily regulate oil production activities.

There are no active oil wells within the City. However, numerous abandoned wells exist on the Mesa and are subject to regulations for proper well closure. These wells are located in varying areas on either side of Cliff Drive from La Marina Road on the east side to Mesa Lane on the west side (refer to Figure 9.1).

### 9.1.3 Transmission Lines and Electro Magnetic Fields (EMF)

Southern California Edison (SCE) provides electrical service to the City, and the City has limited control over electrical service operations (see Section 17.0, *Energy*). The transmission system in the City includes several large tower-mounted 66 Kilovolt (kV) lines running east to west along the base of the Santa Ynez Mountains, approximately 2 miles north of the City. The electrical distribution system operates at 2.4 kV, 4.16 kV, and 16.5 kV and is distributed as needed throughout the City. Approximately 30 percent of the City’s electrical distribution system is underground (City of Santa Barbara 1998).

As the Santa Ynez Mountains are in the High Fire Hazard Area, power outages can be experienced during wildland fires in this area. The 66 kV transmission lines could also potentially contribute to wildland fire hazard.



Concerns exist about the possible health effects of 60-Hertz electric and magnetic fields (EMF) associated with electric power lines. EMF are invisible lines of force that surround any electrical device. Research is ongoing as to whether there is a link between EMF exposure and some diseases (including childhood leukemia, adult cancers, and miscarriages). Because of the research, some health authorities have identified EMF exposures as a possible human carcinogen (USEPA 2008). The Federal Communications Commission preempts local regulation for some facilities.

#### **9.1.4 Hazardous Materials**

Hazardous materials issues involve the exposure of humans and the environment to substances that are toxic, ignitable or flammable, reactive, and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). Hazardous materials are commonly used by nearly all segments of society, including manufacturing and service industries, commercial enterprises, agriculture, military installations, hospitals, schools, and households. Hazardous waste is often generated as a by-product of industrial, manufacturing, agricultural, or other uses. A hazardous material may become hazardous waste upon its abandonment, discard, or recycling; or by actions that change the composition of previously non-hazardous material. Facilities that use or handle hazardous materials may potentially pose a risk to public safety from the flammable, explosive, or toxic properties of the hazardous materials.

##### ***Contaminated Sites***

Soil or groundwater contamination can result from accidental spills or release of hazardous materials, resulting in exposure of the public and/or the environment. Such contamination typically involves chemical pollutants from industrial sources or leaking underground fuel tanks such as those associated with gas stations. Federal, State, and local requirements provide for clean-up of contaminated sites, and pollution prevention plans to clean surface drainage and waters recharging underground aquifers. The City requires on-site water filtering devices for new development (see Sections 11.0, *Hydrology and Water Quality* and 15.0, *Public Utilities*).

The Santa Barbara County Fire Department's Site Mitigation Unit (SMU), Leaking Underground Fuel Tank (LUFT) and Oilfield/Lease Decommissioning and Restoration (SMU-2) programs provide regulatory oversight for the clean-up of hazardous materials releases to the environment. The County maintains a list of LUFT sites which indicates 109 unclosed sites in various parts of the City including the Airport properties. The list of SMU sites includes 67 sites and the SMU-2 list contains no sites in the city of Santa Barbara (Santa Barbara County Fire Department 2009). Areas of concern within the City, including LUFT and other clean-up and abatement order or cease and desist order sites, are primarily located in Downtown and on the lower Eastside, as well as the western end of Upper State Street (refer to Figure 9.1). In addition, the State maintains several lists of hazardous waste and contamination sites, such as the California Environmental Protection Agency (Cal/EPA) - Department of Toxic Substances Control (DTSC) Cortese List and the State Water Resources Control Board (SWRCB) Spills, Leaks, Investigations, and Cleanups Program (SLIC) sites list. Active work to obtain Site Closures from the oversight agency is underway at these sites.

**Commercial/Industrial Facilities**

The Hazardous Materials Unit of the County Fire Department serves as the Certified Unified Planning Agency (CUPA) and regulates hazardous materials use and storage through the Business Plan program. Examples of facilities that require a Business Plan in the city of Santa Barbara are listed in Table 9.1. Facilities that store hazardous materials that could pose an explosion, fire hazard, or toxic fume-threat (such as sulfuric acid or chlorine gas) are not permitted near predominantly residential neighborhoods and/or facilities that house immobile populations (i.e., schools, child care centers, and convalescent homes).

Hazardous materials are governed by regulations that require proper storage and handling, employee and public noticing, spill contingency planning, business/environmental management plans, and other emergency preventative and response measures necessary to ensure public safety and to minimize the risk of accidental releases and associated environmental impacts.

The Santa Barbara County Fire Department has the responsibility for emergency planning for hazardous materials incidents and for coordination among other emergency response agencies. The city of Santa Barbara Fire Department has Standard Operating Procedures for the City’s Emergency Response Area Plan.

The Santa Barbara Airport and adjacent Specific Plan area includes facilities that use and store hazardous materials associated with aircraft maintenance (e.g., fuels, petroleum, oil, and lubricants), electronic components manufacturing (e.g., solvents and etching agents), and specialized research facilities (e.g., radioactive material).

**Transportation Corridors**

A potential source of major hazardous materials incidents are transportation accidents involving a vehicle or rail cars carrying hazardous materials. Historically, hazardous materials incidents most frequently occur on the heaviest traveled streets, freeway interchanges, and railroad crossings (USDOT 2009). Although the probability of occurrence are less for a railroad hazardous materials incident, the severity is potentially greater because of the number of rail tanker cars involved and the potential for chemicals and explosive substances being mixed together.

**Table 9.1: Types of Facilities with Business Plans in Santa Barbara**

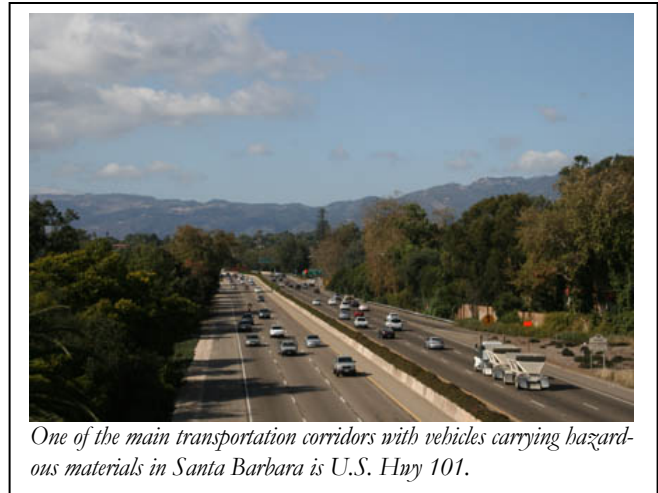
Type of Facility	Materials Used/Stored	General Location in the City of Santa Barbara
Iron and Metal Working	Hazardous gases (acetylene)	Industrial area, southeast part of Downtown
Auto Repair	Used oils, oil filters, and fluids	Industrial area, southeast part of Downtown
Cellular Phone Service Provider	Used Batteries	Various locations
Metal Plating and Photo/Color Services	Various chemicals	Southern part of Downtown and various locations
Public Pools/Pool Companies	Chlorine	Various locations
Auto Parts Stores	Cleaning Solvents	Industrial area, southeast part of Downtown
Dry Cleaners	Chemicals	Various locations
Grocery Stores	Freon	Various locations
Hospital/Medical Facility	Diesel fuel (back-up generator), compressed gas, Biohazard wastes	Cottage Hospital, Oak Park neighborhood, between U.S. 101 and De La Vina St.
Gas Stations	Gasoline, Diesel Fuels	Various locations
Airport	Jet Fuels	Santa Barbara Airport
Electricity Substation	Transformer Oil	Lower eastside (SCE Substation), West Mission Street and Fellowship Rd

*Source: City of Santa Barbara 2009.*



Hazardous materials are also transported by marine vessel. Vessels transporting hazardous materials are confined to the ocean and harbor areas of the City. A potential vessel accident could result in an accidental release (e.g., oil) that could reach the City coastline. Such a release could have a large negative impact on the City’s tourism industry, as well as the health of coastal ecosystems and marine flora and fauna (see *Oil and Gas Operations* discussion above).

Truck weight limit and regulatory manifest tracking requirements regulate truck traffic for tankers carrying hazardous materials. The majority of tanker trucks transporting hazardous materials travel via U.S. Hwy 101 which traverses the City (refer to Figure 9.1). Hazardous materials are banned on State Route (SR) 154 by State law and this highway is not a regular truck route (City of Santa Barbara 2007). Hazardous materials are transported through the City via the Union Pacific Railroad on several northbound and southbound freight trains daily. Material shipped includes explosives, compressed and liquefied gasses, petroleum products, agricultural chemicals, industrial chemicals, military ordinance, radioactive materials, and hazardous wastes.



*One of the main transportation corridors with vehicles carrying hazardous materials in Santa Barbara is U.S. Hwy 101.*

**Household Hazardous Materials and Waste**

Improper disposal of household toxics and pharmaceutical wastes is potentially harmful to soil and groundwater. Wastewater treatment plants are not designed to process toxic materials that may be released into the sewer system. Because of their prevalence and proximity to residents, common household products constitute a ubiquitous source of potential health hazards (Table 9.2). The County of Santa Barbara, in cooperation with the City and other agencies, has programs to encourage the community to reduce, reuse, and recycle waste. Programs include periodic collection drives to encourage citizens to safely dispose of hazardous waste at the appropriate collection sites (refer to Table 9.3; Figure 9.1). Drop-off of un-used pharmaceuticals was recently established at Sheriff stations.

<b>Category</b>	<b>Examples of Waste</b>
Household Cleaning Products	Drain cleaners, oven cleaners, floor and furniture polish
Painting Products	Paints, stains, finishing products and thinners
Automotive Products	Motor oil, used gasoline, anti-freeze, car batteries, transmission, brake and steering fluids, solvents
Hobby Supplies	Solvents, photochemicals
Pool Supplies	Chlorine
Building Materials (pre-1980s)	Asbestos containing material
Garden Products	Fertilizers, pesticides, herbicides

*Source: Santa Barbara County Waste Reduction Programs 2009.*

**Table 9.3: Household Hazardous Waste Collection Sites in the Vicinity of the City of Santa Barbara**

Name	Location	Materials Accepted	Eligibility
MarBorg Industries Antifreeze, Batteries, Oil and Paint (ABOP) Center	725 Cacique Street Santa Barbara (on the same site as the recycling center on 132 Nopalitos Way)	Antifreeze, batteries, used motor oil and filters, latex paint, fluorescent light bulbs and electronic waste	Households only
South Coast Recycling & Transfer Station	4430 Calle Real Santa Barbara	Some hazardous materials at no cost. Electronics, construction waste	Households and businesses
MarBorg Industries ABOP Center	20 David Love Place Goleta	Antifreeze, batteries, used motor oil and filters, latex paint, fluorescent light bulbs and electronic waste	Households only
Community Hazardous Waste Collection Center	UCSB Mesa Rd., Bldg 565 Goleta	Household cleaning products, painting products, automotive products, garden products, hobby supplies, pool supplies, asbestos containing materials	Households and businesses in Santa Barbara County that qualify as Conditionally Exempt Small Quantity Generators (CESQG)

*Source: Santa Barbara County Waste Reduction Programs 2009.*

**9.1.5 Wildland Fire Hazard**

Wildland fires have been a significant part of Santa Barbara history and remain a great natural hazard to the Santa Barbara community (City of Santa Barbara 2004b). The interface between the urban land and wildlands in the Santa Ynez Mountains pose a substantial fire risk to the homes and structures in the Santa Barbara front-country. The combination of steep terrain, rocky outcroppings, dense chaparral vegetation, dry summer climate, and local Santa Ana and Sundowner winds creates a high fire hazard environment. As a part of the natural ecosystem, wildfire hazard is an inherent part of living in the area and acceptable risk for those that choose to live there. Difficult and limited access makes these wildland fires extremely challenging to battle after ignition. These factors have resulted in the largest amount of property damage and dollar losses of any natural disasters (City of Santa Barbara 2004b).



Public water systems are designed and maintained to fight individual structure fires, and development applicants are required to meet fire flow requirements for structures as determined by the City or County Fire Department, as applicable. Water flow from public water systems are sometimes able to help protect structures during wildfires, however it cannot be expected that flow from fire hydrants could be effective in stopping the advance of a major wildland fire. The amount of water needed to be stored for such an event would create water quality problems related to stagnant water, particularly the formation of disinfection by-products that are strictly regulated by the California Public Health Department. Certain improvements, such as annual water main replacements and emergency generator installations can help during wildfires, but are constructed with the primary goal of providing domestic water service and fighting individual structure fires on a limited basis.

The City Capital Improvements Program for 2010 – 2015 identifies two projects that could assist in fire fighting capabilities, particularly in the foothill areas. The Annual Water Main Replacement Project aims to replace one percent of the City's water mains on an annual basis and the Distribution Pump Station Rehabilitation Project would replace some pump station equipment in foothill areas such as Rocky Nook Park, El Cielito, and others. While not able to impede the progress of wildfire, these improvements would contribute to general fire fighting capabilities in the foothills (City of Santa Barbara 2004b). Emergency generators are also proposed to be installed by late 2011 at two critical locations - El Cielito Pump Station, and Campanil Pump Station.

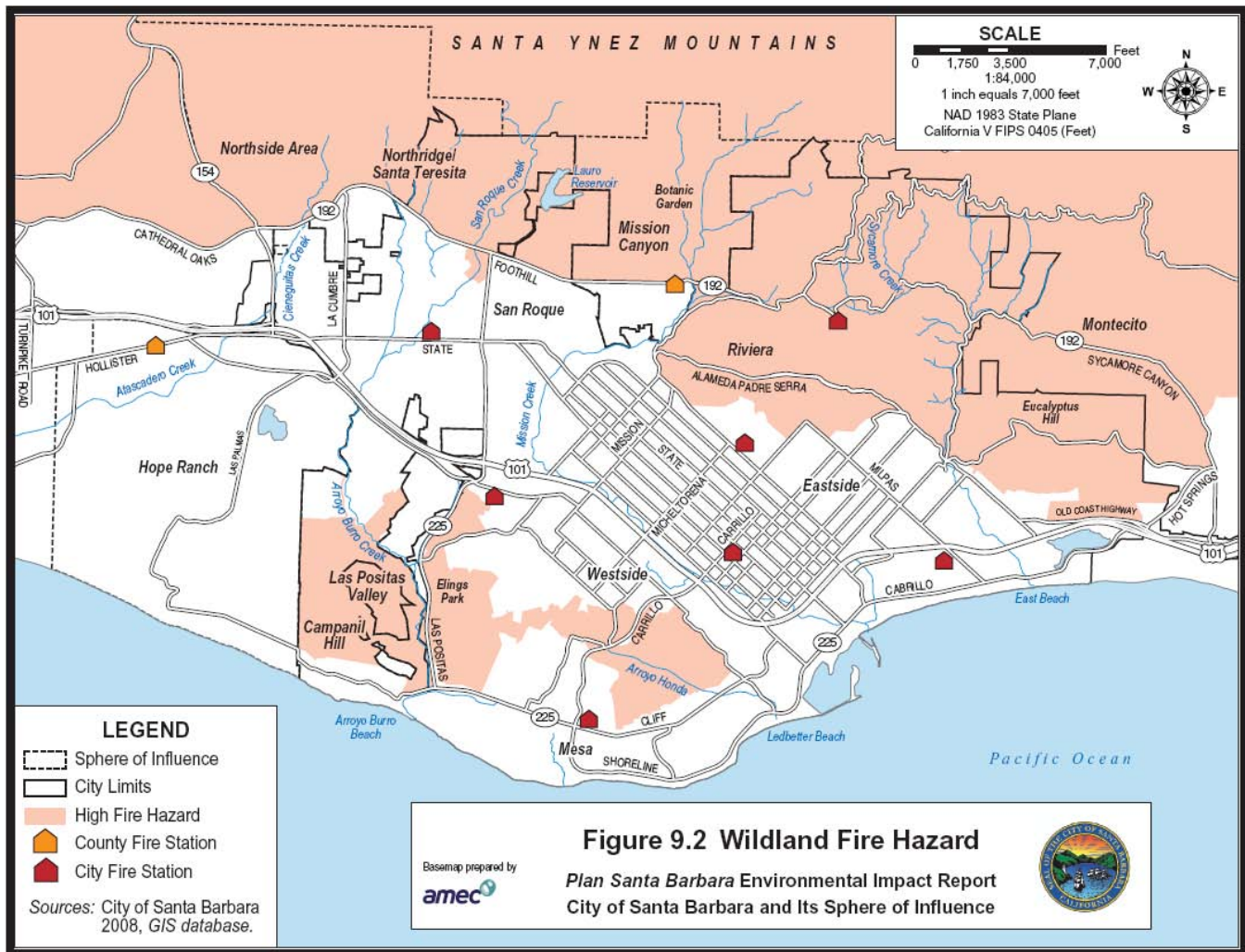
The fire history and potential for loss of life, property, and natural resources due to wildland fires have made fire planning a priority for the City. Several comprehensive wildland fire programs have been developed by the City in past decades including the *Fire Master Plan* (1986), the *Wildland (Vegetation) Fuels Management Plan on City Owned Lands* (1992/1993), the *City Wildland Fire Plan* (2000/2001), and most recently, the updated *Wildland Fire Plan* (2004). In addition, the City has prepared an *Emergency Operations Plan* (2007) that addresses the planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.

### ***Fire Hazard Areas***

Vegetation of the Santa Ynez Mountains is primarily dense chaparral which has adapted over millions of years with fire as a natural part of its ecosystem. The Mediterranean climate is characterized by concentrated precipitation from October to May and dry summers. A substantial amount of vegetation is able to grow with the winter precipitation, and when this vegetation dries during the summer season it creates abundant tinder for wildland fires. Fire exclusion and suppression policies result in accumulations of vegetation on the hillsides within and above the City. When these hillsides do burn, the accumulation of fuel can make for extremely hot, dangerous fire conditions.

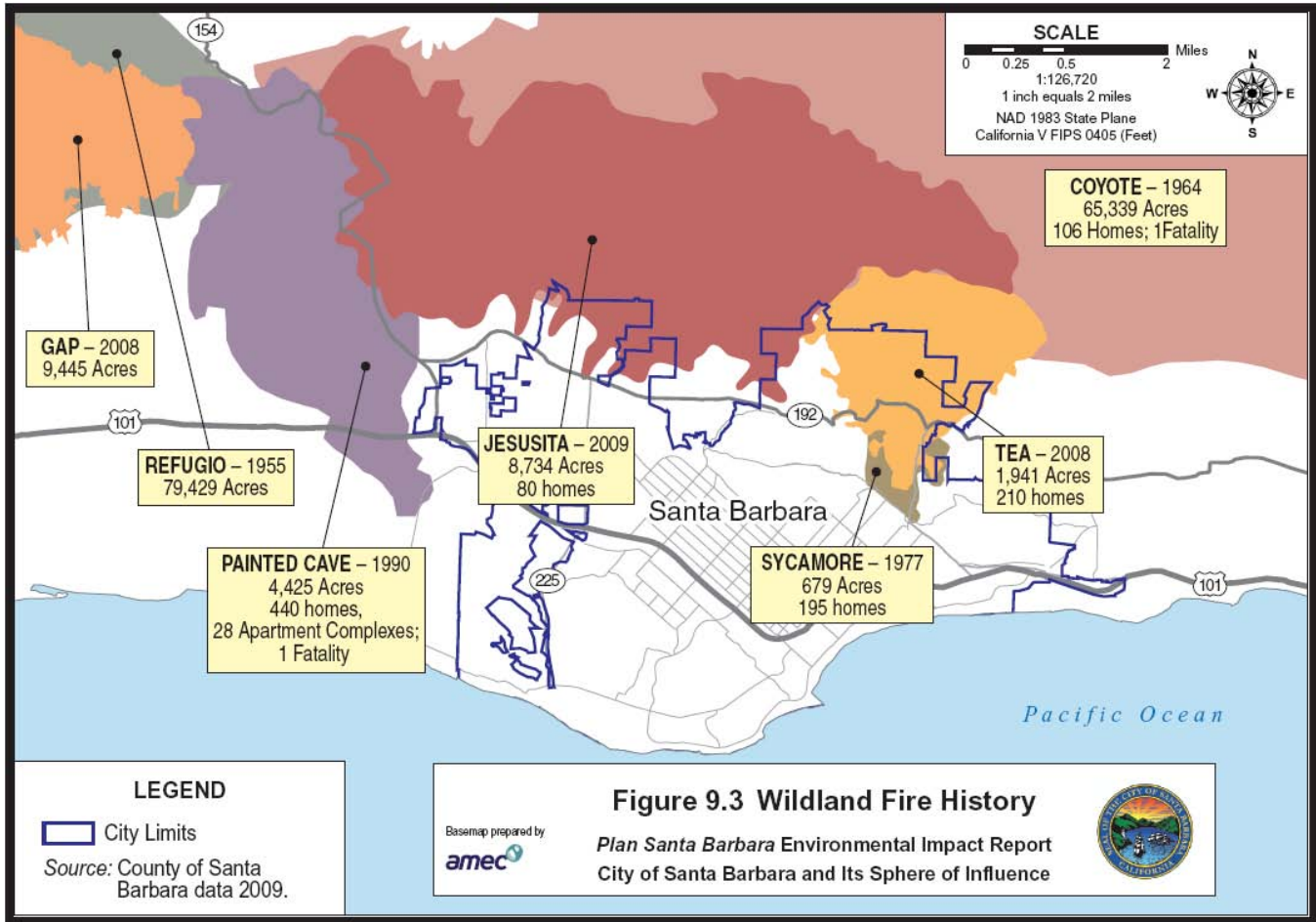
Steep terrain and dense vegetation make some neighborhoods and structures adjacent to the Santa Ynez Mountains and other open areas susceptible to greater risk of wildland fire. Property owners in these areas are required to follow vegetative fuel management practices as prescribed by the Fire Department, and residents are advised to maintain "defensible space" around the perimeter of their homes and property and to consider installing private water suppression systems. This urban-wildland boundary runs for approximately 8 miles along the City's northern boundary.

The City Fire Department has identified fire hazard zones based on three variables; topography, vegetation (fuel), and weather factors (Figure 9.2). High Fire Hazard Zones are identified in the Riviera and foothills above, the Northridge/Santa Teresita area, the Las Positas Park area, the Eucalyptus Hill area, and the Campanil Hill/Braemar Ranch/Vista Del Mar area neighborhoods (City of Santa Barbara 2004b). Approximately 30 percent of the City (4,400 acres) lies within High Fire Hazard Areas (refer to Figure 9.2). A municipal water system cannot provide sufficient water flow for fighting wildfires, and lower water flow from multiple hydrant use during wildfires may occur. Narrow winding roads can also make wildfire fighting ability a concern in neighborhoods such as upper areas in Mission Canyon, Las Canoas Road, West Mountain Drive, and upper areas of the Riviera.



**Santa Barbara Wildland Fire History**

Significant wildland fires have occurred in recent history across the Santa Barbara front-country and back-country forest (Figure 9.3), resulting in two fatalities in the past 60 years, some serious injuries, the cumulative loss of over 1,000 homes and other structures, and loss of wildlife and vegetation (Table 9.4). The 1964 Coyote Fire was the largest wildland fire in recent decades, burning over 67,000 acres of Santa Barbara and Montecito front-country. Most recently, significant fires occurred in 2008 and 2009, resulting in major evacuations and nearly 300 homes lost. The Tea Fire (2008) and the Jesusita Fire (2009) cumulatively burned over 10,000 acres of the Santa Barbara front-country. The loss of this vegetation can also increase the short-term risk of flooding, erosion, landslides, and mudslides across burned areas.



**Table 9.4: Destruction Due to Historic Fires in the Santa Barbara Area**

Date	Name of Fire	Acres Burned	Structures Destroyed	Fatalities
1964	Coyote Fire	67,000	106 homes	1 person
1977	Sycamore Canyon Fire	805	195 homes	None
1990	Painted Cave Fire	4,900	440 homes, 28 apartments, 30 other structures	1 person
2008	Gap Fire	9,445	0 homes, 4 other structures	None
2008	Tea Fire	1,940	210 homes	None
2009	Jesusita Fire	8,733	80 homes, 1 commercial property, 79 other structures	None

**Wildfire Response and Evacuation Planning**

The city of Santa Barbara, in cooperation with the County of Santa Barbara Operational Area and special districts within the City, have prepared an emergency operations plan to coordinate the effective and economical allocation of resources for protection of people and property in time of an emergency. Evacuation during a wildland fire is the primary responsibility of the City’s Police Department and cooperating law enforcement agencies. The City’s Wildland Fire Plan includes specific roads that do not meet Fire Department Access Standards and provides appropriate tools (i.e., a tool box of measures) that can be used to reduce fire risk in these areas. In addition, the Wildland Fire Plan includes continuing vegetation road clearance along identified roadways for Fire Department response and public evacuation within the High Fire Hazard Area.

Vegetation road clearance involves thinning, cutting, and pruning flammable vegetation for a distance of 10 feet from the road edge and a vertical distance of 13 feet 6 inches within the drivable roadway.

### 9.1.6 Climate Change

Climate change is predicted to have a pronounced effect on the severity and impacts of natural hazards (fires, flooding, etc.). Climate-induced shifts in local rainfall patterns and associated periods of intense precipitation followed by extended dry periods or droughts are thought to be a contributing factor to potential increasing wildfire severity and frequency in Santa Barbara County (see Section 18.0, *Global Climate Change*). The effects of climate change on wildfire hazards are likely to become more pronounced toward the end of the project planning period (i.e., 2030) and into the extended range (see Section 9.7, *Extended Range Hazards Impacts* below).

## 9.2 Applicable Plans and Policies

Potential hazards and the use and transportation of hazardous substances are regulated by an overlapping set of adopted City, County, State, and Federal plans, policies and regulations. In general, Federal and State legislation empowers regulation by local agencies; however, both State and Federal agencies such as the Federal Aviation Administration (FAA) (airports) and Regional Water Quality Control Board (RWQCB) (ground and surface water contamination) retain a substantial direct regulatory role. The City addresses these issues primarily in its Municipal Code and to a lesser extent in its General Plan. Hazardous materials are also regulated by the Santa Barbara County Fire Department and the Santa Barbara County Air Pollution Control District (APCD). The Santa Barbara County Association of Governments (SBCAG) maintains the Airport Land Use Plan (ALUP), and the City Municipal Code also contains the Airport Zoning Ordinance that addresses land use and safety regulations in the airport zone. Relevant portions of the Santa Barbara County Hazardous Waste Management Plan have been adopted by the City in the Municipal Code Chapters 22.05, 22.06, 22.75 and 28.94.

### 9.2.1 Existing Wildland Fire Plans and Regulations

The City's Seismic Safety-Safety Element, Open Space Element, and Land Use Element include policies and recommendations related to development and fuel management controls in fire hazard areas. Policies include maintenance of defensible space around structures located in High Fire Hazard Areas, including the use of drought-tolerant and fire-resistant plants and consultation with the Fire Department's Wildland Interface Specialist. The City 2004 *Wildland Fire Plan* and City Fire Code specify fire protection strategies for landscaping and vegetation maintenance, emergency vehicle access, water, structural requirements, etc., and policies to address fire hazard management for new, remodeled, and existing homes in High Fire Hazard Areas. The City Land Development Team, which includes the City's Fire Prevention Bureau, participates in all aspects of the land development review process, including compliance with all fire-related codes. Due to overlapping service area with the Montecito Fire Protection District (MFPD), the MFPD's Wildland Fire Protection Plan also applies to a portion of the project area.

## Relevant Plans and Regulations

### *Federal Regulations*

- Comprehensive Environmental Response Compensation and Liability Act (CERCLA) - The EPA regulates hazardous substance sites under the CERCLA (refer to Titles 29, 40, and 49 of the Code of Federal Regulations (CFR)).
- Resource Conservation and Recovery Act (RCRA), Title 40 CFR, Sections 230 - 299 (1976) and the Hazardous and Solid Waste Amendments (HSWA) of 1984 - The EPA regulates the generation, transportation and disposal of hazardous substances under RCRA, while, subject to EPA approval, states may implement their own programs consistent with and as strict as RCRA.
- 1976 Toxic Substances Control Act, 15 U.S.C. §2601 et seq. (TSCA) - EPA uses to track 75,000 industrial chemicals produced or imported into the United States.
- Underground storage tank regulations (40 CFR; 280 – 282) - Addresses groundwater contamination from leaking tanks through tank construction, installation and removal standards.
- Federal Aviation Administration (FAR Part 77; 14 CFR §§77.1, et seq.) - Provides criteria to for preserve navigable airspace around airports.
- Clean Air Act (CAA), 33 USC 1251 et seq. (1977) - National Emissions Standards for Hazardous Air Pollutants limit emissions of specific air pollutants, including asbestos, linked to serious health problems.
- Clean Water Act (CWA), 40 CFR, Parts 100 – 149 - Requires restoration/maintenance of the quality of the nation's waters by preventing pollution and guiding assistance to public wastewater treatment.

### *State Regulations and Agencies*

- Chapter 16 of Title 23 CCR - Controls underground storage tank construction, installation and removal standards.
- State Hazardous Waste Control Law (22 CCR sec 66260.1) - Enables local agencies to regulate hazardous waste generators. Requires hazardous materials-producing businesses to obtain a Hazardous Waste Generator Permit and to comply with state regulations.
- California Aboveground Petroleum Storage Act (AB 1130) - Vested Certified Unified Program Agencies with responsibility/authority to implement the Aboveground Petroleum Storage Act; requires facility registration, Spill Prevention Control and Countermeasures plans and ground water monitoring.
- California Environmental Protection Agency (Cal/EPA) – Responsible for developing, implementing, and enforcing the State's environmental protection laws to ensure clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction.
- Office Homeland Security/ Emergency Services - Responds to emergencies and natural disasters.
- Department of Toxic Substances Control (DTSC) - Requires hazardous waste transporters to comply with regulations and California Health and Safety Code (Division 20, Chapter 6.5, Article 6 and 13) and the Title 22, Division 4.5, Chapter 13 of the CCR.
- California Occupational Safety and Health Administration (Cal/OSHA) - Responsible for work place safety regulations within the State.
- Central Coast Regional Water Quality Control Board (RWQCB) - Implements federal CWA, including groundwater contamination issues.
- California Department of Transportation (Caltrans) - Regulates the transportation of hazardous materials.
- California Public Utilities Commission - Regulates public utility gas pipelines through the Office of Pipeline Safety, and railroad crossings through the Consumer Protection and Safety Division.
- California Department of Conservation, Division of Oil and Gas - Administers oil well and pipeline regulations.

### *Local Plans, Regulations and Agencies*

#### City of Santa Barbara

- Municipal Code - Establishes specific permit requirements to regulate hazards and hazardous materials.
- Circulation Element - Contains policies to address hazardous materials transport, interagency coordination, airport operation, etc.

**Relevant Plans and Regulations (continued)**

- Airport Master Plan and Facilities Plans - Guides airport operations and development of airport facilities
- Santa Barbara County Fire Department (Hazardous Materials Unit) - As the CUPA, primary local agency responsible for regulation of hazardous materials; administers LUFT and SMU Programs.
- Air Pollution Control District - Regulates airborne toxic substances including asbestos generated by construction, demolition or mining.
- Santa Barbara County Association of Governments (SBCAG) - Administers the Airport Land Use Plan (ALUP).
- Airport Land Use Plan (ALUP) - Addresses safety and noise concerns, sets forth standards for allowable land use permitted within area of airport operations.

## 9.3 Hazards Impact Evaluation Methodology

### 9.3.1 Project Components

The evaluation of hazards impacts considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth under the revised Land Use Element Map designations and *Plan Santa Barbara* policies. Proposed policies would promote in-fill development within the MODA, and some additional incremental development could occur on more outlying lands (refer to Section 3.3, *Plan Santa Barbara Project Components*). Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units and 2.0 million square feet (sf) of non-residential development. An additional 403 residential units and 178,202 sf of non-residential growth is forecast to occur within the City's sphere of influence in areas such as the foothills and Las Positas Valley.

The proposed *Plan Santa Barbara* General Plan Update contains a number of policies that could affect exposure of existing and future residents to hazards. Land Use and Growth Policies LG4, 6, and 9 would focus future development in existing urban zones, while Policy LG5 would offer incentives to reduce potential development in High Fire Hazard Areas. In general, these measures could tend to gradually increase potential population exposed to hazardous materials and decrease populations exposed to High Fire Hazard Areas compared to existing conditions and existing policies. Potential future exposures to hazards would generally be addressed by existing regulations.

### 9.3.2 Impact Evaluation

Citywide impact evaluation considers whether proximity of future growth to existing hazards involving risk of accident (pipelines and transmission lines, aircraft and railroads, industrial processes), hazardous materials contamination or use, and wildland fire hazards would expose persons or property to substantial hazards. Analysis also considers whether future development under *Plan Santa Barbara* policies (e.g., siting of new businesses or public facilities) could create such hazards or impair emergency response or evacuation. Despite many policies, regulations, and practices in place to prevent incidents, it is not feasible to entirely mitigate or prevent a hazard incident that could result impacts to the human and natural environment. CEQA generally requires that impacts be reduced to an acceptable level of risk, acknowledging that it is not feasible to eliminate the potential for impacts entirely; however, CEQA analysis must include, where necessary, anal-



ysis and planning to reduce hazards and the consequences of hazards on the human and natural environment to an acceptable level of risk.

Regional impact evaluation considers area-specific and citywide impacts together with impacts of future development within the City sphere of influence and South Coast region. Hazards impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with impacts under the *Plan Santa Barbara* scenario. Longer-term impacts associated with hazards through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the City General Plan and longer term trends (e.g., global climate change).

When potentially significant impacts could occur, existing City, State, and Federal policies and regulatory processes that would serve to avoid significant hazard impacts are identified. Many policies and regulations provide requirements to avoid public safety hazards associated with risk of accidents, hazardous materials, and wildfires. These include Federal and State regulations for oil and gas operations, power lines, airports, aircraft, railroads, manufacturing processes, hazardous materials use, transport, disposal, and spill remediation, and City Fire Code, emergency response, and emergency evacuation provisions. These regulations are identified in the *Applicable Plans and Policies* discussion (Section 9.2 above), and considered in the impact analysis below.

### 9.3.3 Mitigation

If existing policies and regulatory processes would not fully mitigate potentially significant impacts, any additional feasible mitigation measures are identified that would avoid significant impacts. General mitigation approaches would consider proximity of incompatible uses and protective measures around potential sources of hazards.

### 9.3.4 City Impact Significance Guidelines

The following City impact significance guidelines for accident risk, hazardous materials, and wildland fire hazards are based on City policies (General Plan Safety Element and the Master Environmental Assessment), and the State CEQA Guidelines.

***Citywide or Area-Specific Hazards Impacts (Project Impacts):*** Significant hazard impacts may result from the following, unless measures are implemented to avoid or lessen the significant effect:

- ***Accident Risk:*** Creation of a substantial, unacceptable public safety hazard due to incompatible land uses in close proximity to sources of accident or upset risk, such as pipelines, power transmission lines, industrial processes, railroads, or airports.
- ***Hazardous Materials:*** Exposure of persons or the environment to substantial, unacceptable risk from hazardous substances, including those from vapor intrusion, due to un-remediated or residual soil or groundwater contamination (including sites listed per Government Code 65962.5); or improper use, storage, transport, or disposal of hazardous materials.
- ***Fire Hazard:*** Exposure of persons or structures to substantial, unacceptable risk involving wildland fires.
- ***Health & Safety:*** Creation or expansion of other substantial public health or safety hazard, or impairment of an adopted emergency response plan or emergency evacuation plan.

***Regional Hazards Impact (Cumulative Impact):*** If a citywide impact, together with other existing and reasonably foreseeable effects within the City sphere of influence or South Coast, would result in any sub-

stantial hazard impact as identified above, the citywide impact, if not mitigated, may be considered to have a considerable contribution to cumulative impacts.

## 9.4 Citywide Hazards Impacts

### IMPACT HAZ-1: ACCIDENT RISKS

***Potential for substantial, unacceptable public safety risk associated with transportation, oil and gas facilities, or transmission lines.***

#### Impact HAZ-1.1. Aircraft.

No changes to the Land Use Element Map or densities are proposed for the Airport area, and a small amount of potential development could occur at the Airport per the Aviation Facilities Plan and the Industrial Specific Plan. New development adjacent to the Airport would conform to the Airport Land Use Plan (ALUP), Industrial Specific Plan, and/or Aviation Facilities Plan provisions for public safety, including the Airfield Safety Zones. The existing ALUP document does not yet identify the 2007 shift of Runway 7-25, but its incorporation into the ALUP has been approved by the County Airport Land Use Commission.

*Existing Policies:* The ALUP addresses safety and noise concerns and sets forth standards for allowable land use permitted within area of Airport operations. In addition, the FAA provides criteria to preserve navigable airspace around airports. Emergency response actions associated with a major air crash are in the Emergency Operations Center (EOC) Sectional and Department Standard Operating Procedures (SOPs).

*Proposed Policies:* No proposed policies address the issue of aircraft hazards.

*Impact Significance:* Compliance with Airport Land Use Commission (ALUC), APLUP, Industrial Specific Plan, Aviation Facilities Plan, and Federal Aviation Administration (FAA) safety standards and requirements would address any potential for public safety impacts at acceptable levels. Potential aircraft safety risks would be ***less than significant (Class 3)***.

#### Impact HAZ-1.2. Transportation Corridors.

Accidents along major transportation corridors, including U.S. Hwy 101 and the Union Pacific Railroad line are an ongoing possibility. Incidents related to hazardous materials spills are infrequent, however.

A limited amount of industrial and commercial development is forecasted to occur in the City through 2030 under *Plan Santa Barbara* policies. As such, development within the City would not be expected to cause significant increases in transportation of hazardous materials along U.S. Hwy 101 and the Union Pacific Railroad line. An incremental increase in development near the highway and railroad could put more people at risk of exposure to accidents or hazardous materials spills.

*Existing Policies:* Extensive existing Federal, State, and local regulations govern the transport of hazardous materials. Rigorous reporting and inspection programs exist to closely monitor use, disposal and transport of such materials. Extensive existing City, County, State, and Federal programs regulate the transportation of hazardous materials (e.g., City Circulation Element, Policy 15.1 addressing safe transportation of hazardous materials and wastes through the City). The City and County Fire Departments maintain substantial hazardous spill response capabilities and perform ongoing training for such incidents. In a collaborative effort, the City, County, and special districts implement an Emergency Operations Plan that ensures efficient resource allocation to minimize losses and protect people and property in time of an emergency, including

hazardous materials incidents and transportation accidents. The City has ongoing readiness, training, and adherence to Emergency Operation Plans for first responders (e.g., City Fire Department) for hazardous materials incidents along major transportation corridors.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies would further reduce hazards from transportation corridors. ER12 would evaluate the potential for avoiding locating additional residential and other sensitive land uses (e.g., schools, day care centers, etc.) within 500 feet of U.S. Hwy 101. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With continuing regulations in place, potential impacts of future development associated with accident risks along transportation corridors would be ***less than significant (Class 3)***.

*Impact HAZ-1.3. Transmission Lines and EMF.*

The potential for health impacts resulting from exposure to EMFs and transmission lines is uncertain and under study. There are no standards or guidelines for exposure, nor has a clear scientific link been established between exposure and health impacts. The 66-kv high-voltage transmissions lines serving the City primarily traverse undeveloped portions of the Santa Ynez foothills, in an east-west direction. These high-voltage lines are generally not in close proximity to schools, hospitals, and residences, with the exception of certain areas in the vicinity of Mountain Drive and Sycamore Canyon/Coyote Road, which would be expected to receive a minimal amount of additional development.

*Existing Policies:* Ongoing City development review procedures citywide provide for “prudent avoidance” and establish setbacks of development from high-voltage lines.

*Proposed Policies:* No new proposed policies address the issue of transmission lines and EMF.

*Impact Significance:* Potential impacts associated with transmission lines would be ***less than significant (Class 3)***.

In addition, a recommended measure is identified to incorporate language reflecting the current City policy and practice for prudent avoidance into the General Plan Update.

## IMPACT HAZ-2: HAZARDOUS MATERIALS

***Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials.***

*Impact HAZ-2.1. Contaminated Sites.*

Future development under *Plan Santa Barbara* growth and policies could include redevelopment of some properties with prior or ongoing soil or groundwater contamination due to past use, storage and spills of gasoline, solvents and other materials. Sites with past contamination are generally located within former or existing commercial and industrial areas on the lower Eastside, Downtown, Upper State Street near SR 154, and the Waterfront.



*Some areas that may experience additional growth, such as the lower Eastside, may be near industrial facilities containing hazardous materials.*

Soil and groundwater contamination does not generally pose a hazard to development or redevelopment with proper treatment and removal of contaminated materials, and/or appropriate engineering devices are installed prior to or during grading or development and site occupation. For development of properties near contaminated sites, impacts could also potentially occur as a result of vapor intrusion (i.e., seepage of chemical vapors into buildings that overlie contaminated soil or groundwater). Impacts from development of contaminated sites would be addressed through compliance with agency regulations, including health risk assessment and remediation of any existing contamination.

*Existing Policies:* Existing regulations require the preparation of hazardous materials assessments and implementation of clean-up plans prior to new development. Health risk assessments are conducted as necessary to confirm public safety and appropriate land uses and are implemented through State and Federal standards and proper procedures, which are enforced by the Regional Water Quality Control Board (RWQCB), Department of Toxic Substance Control (DTSC), County Fire Department, and City. These measures greatly reduce any potential risk of exposure to contamination by construction workers or occupants in new developments<sup>1</sup>. City development review procedures provide for sending development applications to the County Fire Department Hazardous Materials Unit for determinations as to the need for assessments for health risks and appropriate land uses.

*Impact Significance:* With existing ongoing regulations for protection of public safety, potential impacts associated with future development in areas of past contamination would be ***less than significant (Class 3)***.

In addition, a recommended measure is identified to further study the use of barriers as a part of site preparation for development in areas of groundwater or soil contamination to pre-empt the possibility of vapor intrusion without the need for expensive risk assessments.

*Impact HAZ-2.2. Commercial and Industrial Facilities.*

Proposed future development would include mixed-use development along Haley, Gutierrez, and Milpas streets and other commercial corridors, which could place new commercial and residential uses adjacent or near to previous and ongoing industrial or service commercial businesses that use hazardous materials. New development would also include landscaped areas with associated use of fertilizers, pesticides, and other chemicals on an as-needed basis.

*Existing Policies:* The County Fire Department has responsibility for emergency planning for hazardous materials incidents and for the coordination among hazardous materials emergency response agencies. The City Fire Department administers the Business Plan program for companies that store and use hazardous materials, with overall program oversight by the County Fire Department. The City is responsible for creating Standard Operating Procedures for the Santa Barbara County Hazardous Materials Emergency Response Area Plan. These procedures are included in the City Emergency Operations Plan and Department standard operating procedures (SOPs). Additionally,



<sup>1</sup> Hazardous materials assessments are often required as a condition of commercial loans for purchase or development of a property. This practice generally leads to such issues being addressed well before request for development if the site is a commercial development requiring a loan.

building and fire codes require the most restrictive standards for fire walls between mixed uses and industrial uses, and hazards would be addressed during the development review process.

*Proposed Policies:* Plan Santa Barbara General Plan Policy LG12 would encourage the preservation of light manufacturing uses by amending zoning to a narrow range of uses, which would not preclude the limited and well-defined development of residential uses. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing ongoing regulations for protection of public safety, potential public safety impacts associated with future mixed-use development and commercial use of hazardous materials would be **less than significant (Class 3)**.

Impact HAZ-2.3. Household Hazardous Materials and Waste.

Future development and population increase would involve an increase in citywide use of household hazardous materials, such as cleaning, gardening, and automotive products, and generation of hazardous waste. The MarBorg Industries Anti-Freeze, Battery, Oil, and Paint (ABOP) center on the lower Eastside is the primary household hazardous waste collection site within the City. This center accepts a limited range of household hazardous wastes. The Community Hazardous Waste Collection Center at UCSB accepts a broader range of wastes. Because the UCSB facility is relatively distant from the City and is nearing capacity, the projected increase in population under the Plan Santa Barbara General Plan Update could potentially lead to an increase in illicit disposal of household hazardous wastes in the municipal waste stream, and/or illegal dumping (City of Santa Barbara 2009).

*Existing Policies:* The City Municipal Code includes provisions for management and proper disposal of hazardous materials by residents, consistent with the Household Hazardous Waste Element of the County's Comprehensive Plan and Countywide Integrated Waste Management Plan.

*Proposed Policies:* No new proposed policies address the issue of hazardous waste collection.

*Impact Significance:* Impacts of increased household hazardous waste would be potentially significant but subject to potentially feasible mitigation. Mitigation measure MM HAZ-1 detailed below would augment proposed Plan Santa Barbara Public Services and Safety Element policies and programs to coordinate establishment of an additional household hazardous waste facility on the South Coast. Potential impacts associated with household hazardous waste would be **less than significant with mitigation (Class 2 impact)**.

### IMPACT HAZ-3: WILDLAND FIRES

***Potential for exposure of new development and residents to wildland fire hazard.***

Impact HAZ-3.1. Wildfires.

Under Plan Santa Barbara policies, potential future development is forecasted to primarily occur as in-fill within existing urban areas, with only incremental increases in development in front-country areas most subject to wildfire risk. Focusing development in urban areas would limit the increase in the potential number of structures and new residents at risk from wildland fires. Nonetheless, by the year 2030, development within High Fire Hazard Areas could likely gradually add up to dozens of new homes and hundreds of fire rebuilds and major remodel/expansions. In addition, climate change is predicted to potentially increase wildfire frequency over time. This change could be beginning and could become more manifest by the end of the 20-year planning period of the Plan Santa Barbara General Plan Update (see Section 18.0, *Global Climate Change* and Section 9.7, *Extended Range Hazards Impacts* discussion below).

Extensive Federal, State, and local plans are in place for responding to wildland fires. The City has also adopted and is implementing ongoing policies and programs that substantially reduce wildfire hazards for existing and new structures in High Fire Hazard Areas. These include Fire Code building standards for fire-resistant site design, structures, landscaping, access, and water storage, and active vegetative fuels management, emergency response, evacuation planning, and public education programs.

*Existing Policies:* Existing policies and regulations are included in the City's *Fire Master Plan*, the *Wildland (Vegetation) Fuels Management Plan on City Owned Lands*, the *City Wildland Fire Plan*, and most recently, the updated *Wildland Fire Plan*. In addition, the City has prepared an *Emergency Operations Plan* (2007) that addresses the planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.



*Plan Santa Barbara policies focus development away from high fire hazard zones; however, incremental development and redevelopment could occur.*

*Proposed Policies:* The proposed City Land Use Element Map does not contain changes in land use designations or increase development potential within High Fire Hazard Areas. Proposed *Plan Santa Barbara* Policies LG5 and LG6 could limit new development in High Fire Hazard Areas by offering incentives and/or an option to transfer development rights to urban areas, resulting in an incremental decrease in potential residential densities within High Fire Hazard Areas. Policy H14 would restrict second units in High Fire Hazard Areas. Policy PS12 would continue and expand coordination with other jurisdictions on the South Coast to provide for emergency response workforce, and PS13 would update emergency plan provisions for persons with disabilities. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing and proposed fire prevention and response policies and regulations would address the potential for limited additional growth and population in High Fire Hazard Areas under *Plan Santa Barbara* policies such that the potential risk from wildland fires would not substantially change, a ***less than significant impact (Class 3)***.

Potential increase in wildland fire risk due to global climate change is discussed further in Section 18.0, *Global Climate Change* and in Section 9.7, *Extended Range Hazards Impacts* discussion below.

*Impact HAZ-3.2. Emergency Response and Road Adequacy.*

Many older roads within High Fire Hazard Areas are narrower than the City's current road width standard of a minimum of 32 feet. Narrow roads are part of the area's rural character; however, this can increase the difficulty of access for firefighting equipment. The Fire Department conducts vegetation road clearance along primary response routes in High Fire Hazard Areas on a four-year maintenance schedule in order to decrease vegetation obstructions along roads. Property owners are also required to provide trimming of vegetation along roads. These measures increase ease of fire access and emergency evacuations during wildfire events. In addition, the City provides educational campaigns to homeowners associations and neighborhoods about fire hazards, the Red Flag Fire Alert Plans, emergency planning, and evacuation procedures.

*Existing Policies:* The City's *Wildland Fire Plan* requires vegetation road clearance including thinning, cutting, and pruning flammable vegetation for a distance of 10 feet from the road edge and a vertical distance of 13 feet, 6 inches within the drivable roadway. The City's *Emergency Operations Plan* (2007) addresses the

planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.

*Proposed Policies:* Plan Santa Barbara General Plan Policy PS12 would continue and expand coordination with other jurisdictions on the South Coast to provide for emergency response workforce, and PS13 would update emergency plan provisions for persons with disabilities. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* New development in High Fire Hazard Areas would be required to be consistent with City road requirements that allow for adequate responses to fire emergencies. The small amount of potential additional development in these areas could be accommodated by roads with any required project-specific improvements, such that no substantial change to wildfire risk or emergency response would result, a ***less than significant impact (Class 3)***.

*Impact HAZ-3.3. Water Support for Fighting Wildfires.*

Public water systems provide some incidental benefits during wildland fires, however they are not designed or intended to fight them. As such, the public water system cannot be depended upon to stop the advance of such a fire (See discussion of this issue in Section 9.1.5).

Some areas are supplied by private wells rather than the City water system. While many of these homes have swimming pools or large water storage tanks, the lack of public water service in these areas limits the amount of water available for fire fighting.

The City is actively pursuing upgrades to the water system which would also support improved fire fighting capabilities. Examples include permanent back-up electrical generators planned at the El Cielito and Campanil pump stations. The Tunnel Reservoir hydro-pneumatic pump station is also being evaluated for improvements. These improvements are being pursued to support the goal of providing domestic water service and fighting structure fires, and have some marginal additional benefit during wildfires.

*Existing Policies:* Existing City Fire Code requirements and development review process require an applicant to demonstrate adequate water supply for fighting a structure fire.

*Proposed Policies:* No new proposed policies address the issue of fire control water systems.

*Impact Significance:* The small amount of additional development potentially occurring in High Fire Hazard Areas to the year 2030 would not substantially change wildland fire risks associated with the water system, a ***less than significant impact (Class 3)***.

In addition, recommended measures are identified to improve upon water capabilities to further assist in wildland fire response. These include measures to evaluate and update the City Capital Improvements Plan to incorporate any further feasible water system improvements to support emergency preparedness, and measures to assist homeowners with installation of emergency water supplies for fire fighting.

## 9.5 Regional (Cumulative) Hazards Impacts

Development within the City along with other development within the City sphere of influence and on the South Coast could incrementally increase population on the South Coast potentially exposed to accidents, hazardous materials, and wildfire hazards.

*Accident Potential:* No substantial increase in transportation-related hazards is expected from the projected level of development, due to the extremely low frequency of such accidents and the existing regulatory framework that addresses such hazards. Current regulations and inspections of offshore oil platforms have reduced the risk of oil spills to approximately 1 barrel spilled per every 120,000 produced (U.S. Minerals Management Service 2006). A major oil spill incident of the magnitude of the Platform A “blowout” in the Santa Barbara Channel has not occurred since 1969. Existing regulations and inspections address potential impacts from oil and gas operations accidents. *Plan Santa Barbara* would not affect production and would not contribute to a regionally significant impact.

*Hazardous Materials:* Cumulative future development could slightly increase the overall use of hazardous materials in the region, as well as the number of residents potentially exposed to hazards associated with prior contamination and the transport of such materials. However, the projected increase in hazardous materials usage, storage, and transport would be expected to be small, and with existing strict laws and regulations by numerous Federal, State, and local agencies, the City contribution to regional hazardous materials impacts would be less than significant.

*Wildfire Hazard:* An additional 20 years of development within High Fire Hazard Areas of the South Coast has the potential to result in significant impacts from additional population and structures exposed to wildland fire risk. By directing future development and redevelopment to the more urban area of the City, *Plan Santa Barbara* policies would limit the City contribution to such regional fire hazards. In addition, as discussed above, the City Fire Code, Emergency Operations Plans, Wildland Fire Plan, and other Fire Department programs, existing General Plan policies, standard conditions, and proposed *Plan Santa Barbara* policies would substantially reduce wildfire hazards faced by both existing homes and new development. *Plan Santa Barbara* Policy LG5 would allow transfer of development rights from High Fire Hazard Areas. H14 would restrict second units in high fire zones. Public Service Policies P12 and P13 would improve regional emergency response coordination. The Land Use Element Map would not change land uses or increase densities in the High Fire Hazard Areas, and a small amount of additional development could occur.

Incremental increases in new development, remodels and expansions of existing homes, and potential annexations in foothill High Fire Hazard Areas and the Las Positas Valley could contribute to regional exposure of new homes and residents to wildfire hazards. Potential hazards from wildland fires during the useful life of these structures can be minimized, but not entirely avoided by existing and proposed policies. Due to the small amount of potential change and existing and proposed policies and programs, the contribution of City growth to regional wildfire hazards would be adverse but not significant.

## 9.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed program are (1) the No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following identifies hazards impacts compared to existing conditions and compared to *Plan Santa Barbara* impacts.

### 9.6.1 No Project/Existing Policies Alternative

The No Project Alternative is forecasted to involve construction of up to an estimated 2,795 new units and 2.3 million sf of commercial/institutional space through the year 2030, a similar amount of residential de-



velopment and slightly more non-residential development than under the proposed project. Development would continue under the existing City policy framework, such as existing policies for emergency response, regulation of hazardous materials, and fire preventive vegetation management and evacuation planning. The No Project Alternative would continue policies promoting mixed-use and in-fill development, but with somewhat less emphasis than the proposed MODA and related policies under *Plan Santa Barbara*. As a result, it can be anticipated that somewhat less housing might be constructed as urban in-fill mixed-use development, while a similar amount or incrementally more housing could be developed on more outlying lands.

Extensive existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue, and the projected amount of development would be similar. Potential impacts of the No Project Alternative associated with accident risks would be expected to be similar to project impacts, and less than significant.

Specific future businesses that could come into operation cannot be predicted, but it is expected that they could potentially use, handle, store, and transport hazardous materials. With ongoing extensive regulations governing hazardous materials, potential hazardous materials impacts of the No Project Alternative would be expected to be potentially significant. Mitigation for the establishment of additional household hazardous waste facility capacity on the South Coast would not be implemented and could potential result in inadequate capacity during the 20 year planning period.

Incrementally more development might occur within high fire hazard zones than under *Plan Santa Barbara* policies, but with existing, ongoing fire prevention and response policies and practices, impacts of the No Project Alternative would not be expected to be significant, similar to the project.

Less than significant citywide hazards impacts under the No Project Alternative would not constitute a considerable contribution to regional cumulative impacts.

### **9.6.2 Lower Growth Alternative**

The Lower Growth Alternative is forecasted to involve construction of up to an estimated 2,000 new units and 1.0 million sf of non-residential space, a lower amount of non-residential and residential growth than under the proposed project scenario. Development would continue under the existing City policy framework, such as existing policies for emergency response, regulation of hazardous materials, and fire preventive vegetation management and evacuation planning. The Lower Growth Alternative would place less emphasis on promoting in-fill development than the proposed MODA and related policies under *Plan Santa Barbara*. More restrictive height limits and lower densities could tend to direct more development outward toward less developed lands. As a result, it can be anticipated that less new housing could be constructed as mixed-use development, and more housing could be built on outlying lands.

Lower residential growth could potentially result in fewer residents in proximity to transportation corridors. Existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue. Impacts of the Lower Growth Alternative on accident risks would be expected to be less than significant, and similar or slightly less than under the project growth scenario.

Less non-residential and mixed-use development could result in fewer exposure risks from hazardous materials, as less mixing of commercial/industrial and residential development would be expected to occur. With existing regulations and procedures, hazardous materials impacts of the Lower Growth Alternative would be expected to be less than significant with mitigation, and impacts would be similar or slightly less than under the project growth.

With potentially increased development pressure in the foothills, including High Fire Hazard Areas, potential impacts of the Lower Growth Alternative related to wildfire hazards could be similar to, or somewhat worse, than those anticipated under *Plan Santa Barbara*. With existing, ongoing City policies and practices for fire prevention and response, potential Lower Growth Alternative fire hazard impacts would be expected to be less than significant, similar to or slightly greater than under the project growth scenario.

Less than significant citywide hazards impacts under the Lower Growth Alternative would not constitute a considerable contribution to regional cumulative impacts.

### 9.6.3 Additional Housing Alternative

The Additional Housing Alternative is forecasted to involve gradual construction of up to an estimated 4,360 new units and 1.0 million sf of non-residential space by the year 2030, a greater amount of residential growth than under the proposed project and a lower level of non-residential growth. Development would proceed under the existing policy framework for accident response, hazardous materials, and wildfire management.

Increased residential growth could potentially result in a greater number of residents in proximity to transportation corridors. Existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue. Impacts of the Additional Housing Alternative on accident risks would be expected to be less than significant, and similar or somewhat more severe than under the project growth scenario.

Greater densities in the Downtown area and the MODA could increase the number of residents in proximity to operations and businesses handling hazardous materials and potential for encountering contaminated soils and/or groundwater at proposed new development sites. However, as discussed above, businesses and industrial operations are subject to an extensive array of Federal, State, and local regulations pertaining to hazardous materials. Impacts related to hazardous materials would be less than significant with mitigation, similar to or potentially somewhat more severe than those anticipated under *Plan Santa Barbara*.

This alternative would substantially increase densities and the number of units to be accommodated within the MODA, and would encourage development of secondary residential units. An incrementally greater pressure to develop outlying lands in High Fire Hazard Area foothills would be expected compared with the proposed program. Impacts related to wildfire hazards would be expected to be similar to, or potentially somewhat worse, than those anticipated under *Plan Santa Barbara*.

Less than significant citywide hazards impacts under the Additional Housing Alternative would not constitute a considerable contribution to regional cumulative impacts.

## 9.7 Extended Range (2050) Hazards Impacts

Development in the City through the year 2050 would effectively represent full build-out of the City under proposed land use and zoning plans. The Extended Range Forecast assumes that residential growth of up to approximately 8,620 units and 3 million sf of non-residential growth could gradually occur over this 40-year time frame. Development through 2050 would proceed under the existing regulatory and City policy framework as well as the proposed policies of the *Plan Santa Barbara* General Plan Update.

The Extended Range would continue policies promoting mixed-use and in-fill development. As a result, it can be anticipated that a substantial amount of housing might be constructed as urban in-fill mixed-use development, while incrementally more housing could be developed on more outlying lands. Increased number of people and density of development would increase the potential for the likelihood and severity of an accident. As the population of Santa Barbara and California increases over the Extended Range the amount of people and hazardous materials being transported through the City would increase. Santa Barbara Airport would increase capacity in what is already one of the Country's busiest airspaces; the potential for aircraft accidents could incrementally increase (City of Santa Barbara 2007). Oil and gas operations would continue in the Santa Barbara Channel for the near future; however, many platforms may reach the end of their economic life during the Extended Range. The State of California has not developed statewide policies for the handling of offshore platforms once they are decommissioned.

Greater densities in the Downtown area, particularly redevelopment on the lower Eastside, could increase the number of residents in proximity to operations and businesses handling hazardous materials and potential for encountering contaminated soils and/or groundwater at proposed new development sites. However, as discussed above, businesses and industrial operations are subject to an extensive array of Federal, State, and local regulations pertaining to hazardous materials. Impacts related to hazardous materials would be less than significant, similar to or potentially somewhat greater than those anticipated to the year 2030.

Incrementally more development might occur within high fire hazard zones by 2050, but with existing, ongoing fire prevention and response policies and practices, impacts during the Extended Range Forecast would not be expected to be significant.

As discussed in Section 18.0, *Global Climate Change*, the gradual acceleration of global climate change could substantially increase wildland fire hazards. Projected decreases in annual precipitation and increasingly erratic weather patterns could increase the frequency, severity, and duration of drought, leading to increased severity and frequency of fires. Public safety impacts could occur due to increased fire frequencies in High Fire Hazard Areas, and potentially an expansion of High Fire Hazard Area boundaries. Incremental additional development within High Fire Hazard Areas could result in additional population exposed to wildfire safety risks. With more frequent wildfires, the City would likely devote more resources and personnel towards wildland fire prevention and response. An increase of wildland fires could also lead to more frequent flash flooding hazards due to erosion from loss of vegetative coverage in the High Fire Hazards Areas (see Figure 9.2 and Sections 11.0, *Hydrology and Water Quality* and 18.0, *Global Climate Change*). Such risks would continue to be addressed through existing regulations, policies, and programs for emergency planning, emergency response, Fire Plan development review for site, structural, landscape, and access design, water requirements, vegetative fuel management, and evacuation planning, and *Plan Santa Barbara* policies for increased regional coordination for emergency planning. Such policies and programs would address the potential effects of a small amount of additional development, but may not fully address the potential effects of climate changes, which could be significant.

## 9.8 Mitigation Measures

### ***MM HAZ-1 HAZARDOUS MATERIALS***

*The City shall add the following new policy to the Plan Santa Barbara Public Services and Safety Element:*

- **Household Hazardous Waste Disposal Capacity.** *Coordinate with other South Coast jurisdictions and the waste management industry to establish additional household hazardous waste collection facility capacity on the South Coast.*

## 9.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

### **RM HAZ-1 ACCIDENT RISKS**

*The City should consider adding the following new policies to the Plan Santa Barbara Public Services and Safety Element:*

- **EMF Development Setbacks.** *Continue application of prudent avoidance policy in siting development near transmission lines with adequate setbacks.*
- **Monitor EMF Study.** *Continue to monitor scientific study of electromagnetic fields and update development policies as necessary.*

### **RM HAZ-2 HAZARDOUS MATERIALS**

*The City should consider adding the following new policy to the Plan Santa Barbara Public Services and Safety Element:*

- **Hazardous Materials Exposure Vapor Barrier Study.** *Conduct an engineering study on the use of vapor barriers as part of site development on properties next to sites with past contamination for further protection against potential vapor intrusion. Identify guidelines for the type and thickness of materials for specified foundation types, proper installation and construction techniques, and general area distances for application.*

### **RM HAZ-3 WILDFIRE HAZARDS**

*The City should consider adding the following new programs to the Plan Santa Barbara Public Services and Safety Element:*

- **Water System Improvements for Fire Fighting.** *Evaluate the potential for additional water system improvements to assist in emergency preparedness and incorporate feasible measures into the City Capital Improvement Plan (partially implements Objective PS1).*
- **Private Water Supplies for Fire Fighting.** *Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies for fire fighting operations. Assistance could include expedited permit review.*



## 9.0 HAZARDS

**Issues:** *Future development in some locations may be subject to existing public safety risks from accidents, hazardous materials use and contamination, and wildland fires.*

*Existing City policies and programs, together with proposed Plan Santa Barbara policies and programs, would address potential hazards through:*

- *ongoing project siting review process and regulations for transportation systems, oil and gas operations, hazardous materials use, and wildfire hazard areas*
- *continued emergency operations planning, procedures, and responses; and,*
- *continued improvement of hazard-reducing infrastructure, such as water lines and fire access roads.*

Public safety issues may arise from accident risks associated with aircraft, railroads, highways, oil and gas operations, and electrical transmission lines. Hazardous materials contamination of soil or groundwater may occur from releases during storage, transport, use, or disposal of such materials. Wildland fires pose a natural hazard to public safety, homes, businesses, and public utilities such as the electrical grid. Hazards from geological conditions (Section 8.0), flooding (Section 11.0), and air pollution (Section 6.0) are discussed in their respective sections.

### 9.1 Hazards Setting

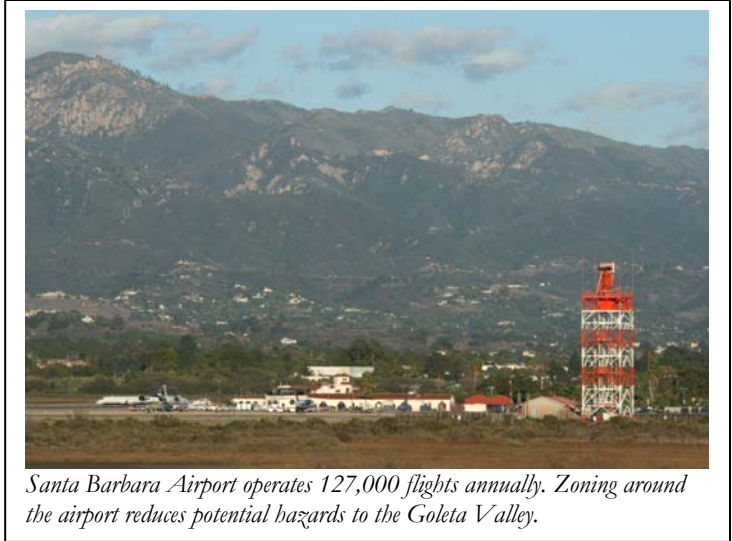
#### 9.1.1 Accident Risks

##### *Aircraft, Railroads, and Roads*

*Aircraft:* Santa Barbara Airport is owned and operated by the city of Santa Barbara and is located north of University of California at Santa Barbara (UCSB) and Goleta Beach County Park.. Santa Barbara Airport lands consist of 970 acres, including a 225-acre industrial and commercial area located along Hollister Avenue. The Airport includes a primary east-west runway of 6,052 feet (Runway 7-25) and two parallel north-south runways, each about 4,180 feet in length (SBA 2008a). The operation of Santa Barbara Airport is regulated by local, State, and Federal agencies.

The Santa Barbara County Association of Governments (SBCAG) administers the Airport Land Use Plan (ALUP) which regulates the type and intensity of development permitted in aircraft operations areas. Runway 7-25 has a “Clear Zone” extending 2,500 feet from the end of the runway and is 1,750 feet across at its widest point. The Clear Zone has the most stringent restrictions on land use and does not contain any structures. The “Approach Zone” extends up to 1 mile from the runway end, and includes a population density limit of 25 persons or four single units or less per acre. This zone is intended to protect people and property on the ground from aircraft accidents. This is particularly important because, typical of many urban airports, Santa Barbara Airport is surrounded by a mix of commercial and industrial uses and residential neighborhoods in the City of Goleta and the unincorporated eastern Goleta Valley.

Aircraft operations at Santa Barbara Airport include general and civil aviation, scheduled commercial airlines, air cargo, helicopter, and fire attack aircraft. The projected aircraft operations for 2008 at Santa Barbara Airport were 54,000 local and 73,000 itinerant operations, for a total of 127,000 operations. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport (primarily for training purposes). Itinerant operations include a specific destination or origin (business and commercial use) (City of Santa Barbara 2004a). The largest number of aircraft operations is in the general/civil aviation category. In addition to flights in and out of Santa



*Santa Barbara Airport operates 127,000 flights annually. Zoning around the airport reduces potential hazards to the Goleta Valley.*

Barbara Airport, commercial and private air traffic passes over the City, as well as military aircraft utilizing Vandenberg and Edwards Air Force bases. Outside of Santa Barbara Airport, the City Fire Department has designated a temporary helipad for helicopter landings associated with medical emergencies at La Cumbre Junior High School on Modoc Road. This site is temporary until Cottage Hospital completes a helipad on the roof of its building in approximately 2011 (LSA Associates 2005).

The primary hazard at Santa Barbara Airport is an aircraft accident, with the potential for explosions and intense fires. About half of all civilian aircraft accidents occur within airport boundaries, generally in narrow strips at the ends of runways. Santa Barbara Airport recently completed a runway safety area project, and is a process to redevelop terminal facilities.

**Railroads:** A railroad station is located on lower State Street just south of U.S. Hwy 101. Union Pacific Railroad operates freight trains through the City with an average of seven freight trains daily on weekdays and four freight trains daily on weekends. Amtrak operates regional and nationwide passenger rail service along the tracks that run through the City (Figure 9.1). An average of six round-trip passenger trains stop in Santa Barbara each day. The City does not operate and has limited control over railroad operations in the City. Freight and passenger train derailments or collisions are potential hazards associated with railroads. A passenger train derailment occurred during an earthquake in 1978. In 1991, a hazardous materials release occurred as a result of the Seacliff Incident (Seacliff Retreat) in Ventura County, an incident that had impacts on the City (City of Santa Barbara 2007).

**Roads:** The California Highway Patrol (CHP), the City Fire Department, and Santa Barbara County Fire Department respond to accidents on highways and roads, and incidents associated with transport of hazardous materials. See additional discussion under Hazardous Materials, *Transportation Corridors* section below.

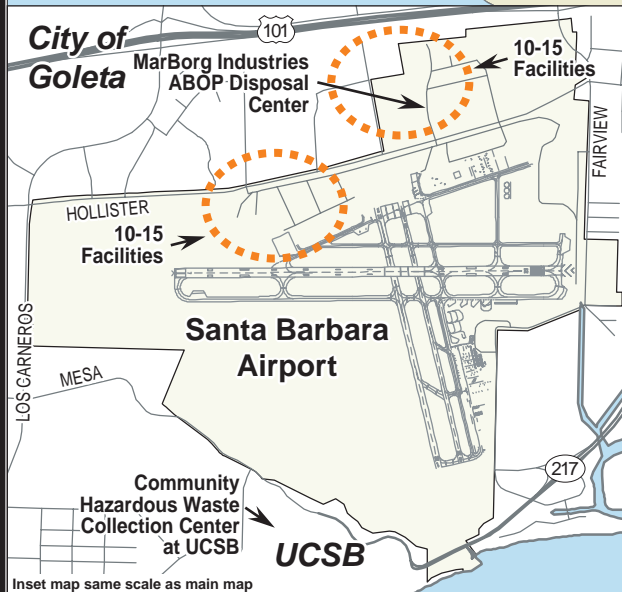
## 9.1.2 Oil and Gas Operations

Natural gas qualifies as a hazardous material by virtue of its flammable and explosive properties. No gas transmission pipelines associated with offshore drilling facilities are located in the City. The closest offshore production-related gas transmission pipelines are in the City of Carpinteria and the Ellwood area of Goleta. These pipelines are associated with offshore drilling platform Holly (offshore of Goleta) and platforms Hillhouse, Hogan, and Houchin (offshore of Carpinteria) and they deliver gas to onshore facilities.

**LEGEND**

- Sphere of Influence
  - City Limits
  - Central Business District
  - Mobility Oriented Development Area (MODA)
  - Major Rail & Truck Transportation Corridors
  - Area with Facilities with Hazardous Materials, Cleanup Programs, and Leaking Underground Storage Tanks (LUSTs)
  - >30 = high density
  - 29-20 = medium density
  - 15-10 = low density
- City of Santa Barbara 2008, GIS database.

Source:



Basemap prepared by amec

**Figure 9.1 Man Made Hazards and Hazardous Materials Locations**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence



**SCALE**

0 750 1,500 3,000 Feet

0 0.25 0.5 1 Mile

1:36,000  
1 inch equals 3,000 feet

NAD 1983 State Plane California V FIPS 0405 (Feet)



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Southern California Gas Company operates a network of low pressure natural gas lines throughout the City for residential, commercial and industrial users. These low pressure pipelines are supplied by a gas storage unit located at the More Mesa facility in the unincorporated Goleta Valley. External forces represent the largest cause of failures of natural gas lines, including earth movements, earthquakes, and accidental intrusion during construction projects. The City does not operate and has limited control over natural gas delivery pipelines.

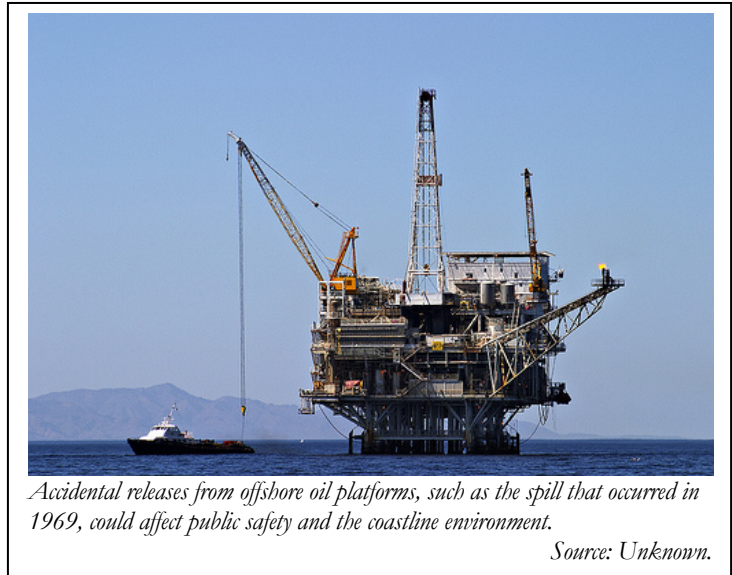
On January 28, 1969, Platform A in the Santa Barbara Channel experienced an uncontrolled “blowout” which lasted for eight days and released 100,000 barrels of crude oil, affecting over 40 miles of coastline. More rigorous environmental protection laws and regulations have since been put in place to prevent future occurrences. From 1980 through 2004, offshore oil platforms in the U.S. have produced approximately 10.4 billion barrels of oil while spilling less than 0.001 percent of that total, or less than 1 barrel spilled per every 120,000 produced (U. S. Minerals Management Service 2006). Currently the Minerals Management Service, California State Lands Commission, California Coastal Commission, Department of Fish and Game, and Santa Barbara County Energy Division heavily regulate oil production activities.

There are no active oil wells within the City. However, numerous abandoned wells exist on the Mesa and are subject to regulations for proper well closure. These wells are located in varying areas on either side of Cliff Drive from La Marina Road on the east side to Mesa Lane on the west side (refer to Figure 9.1).

### 9.1.3 Transmission Lines and Electro Magnetic Fields (EMF)

Southern California Edison (SCE) provides electrical service to the City, and the City has limited control over electrical service operations (see Section 17.0, *Energy*). The transmission system in the City includes several large tower-mounted 66 Kilovolt (kV) lines running east to west along the base of the Santa Ynez Mountains, approximately 2 miles north of the City. The electrical distribution system operates at 2.4 kV, 4.16 kV, and 16.5 kV and is distributed as needed throughout the City. Approximately 30 percent of the City’s electrical distribution system is underground (City of Santa Barbara 1998).

As the Santa Ynez Mountains are in the High Fire Hazard Area, power outages can be experienced during wildland fires in this area. The 66 kV transmission lines could also potentially contribute to wildland fire hazard.



*Accidental releases from offshore oil platforms, such as the spill that occurred in 1969, could affect public safety and the coastline environment.*

*Source: Unknown.*



*The City can experience power outages from wildland fires adjacent to foothill 66 kV transmission lines (2008 Tea Fire; The Independent 2008).*

Concerns exist about the possible health effects of 60-Hertz electric and magnetic fields (EMF) associated with electric power lines. EMF are invisible lines of force that surround any electrical device. Research is ongoing as to whether there is a link between EMF exposure and some diseases (including childhood leukemia, adult cancers, and miscarriages). Because of the research, some health authorities have identified EMF exposures as a possible human carcinogen (USEPA 2008). The Federal Communications Commission preempts local regulation for some facilities.

#### **9.1.4 Hazardous Materials**

Hazardous materials issues involve the exposure of humans and the environment to substances that are toxic, ignitable or flammable, reactive, and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). Hazardous materials are commonly used by nearly all segments of society, including manufacturing and service industries, commercial enterprises, agriculture, military installations, hospitals, schools, and households. Hazardous waste is often generated as a by-product of industrial, manufacturing, agricultural, or other uses. A hazardous material may become hazardous waste upon its abandonment, discard, or recycling; or by actions that change the composition of previously non-hazardous material. Facilities that use or handle hazardous materials may potentially pose a risk to public safety from the flammable, explosive, or toxic properties of the hazardous materials.

##### ***Contaminated Sites***

Soil or groundwater contamination can result from accidental spills or release of hazardous materials, resulting in exposure of the public and/or the environment. Such contamination typically involves chemical pollutants from industrial sources or leaking underground fuel tanks such as those associated with gas stations. Federal, State, and local requirements provide for clean-up of contaminated sites, and pollution prevention plans to clean surface drainage and waters recharging underground aquifers. The City requires on-site water filtering devices for new development (see Sections 11.0, *Hydrology and Water Quality* and 15.0, *Public Utilities*).

The Santa Barbara County Fire Department's Site Mitigation Unit (SMU), Leaking Underground Fuel Tank (LUFT) and Oilfield/Lease Decommissioning and Restoration (SMU-2) programs provide regulatory oversight for the clean-up of hazardous materials releases to the environment. The County maintains a list of LUFT sites which indicates 109 unclosed sites in various parts of the City including the Airport properties. The list of SMU sites includes 67 sites and the SMU-2 list contains no sites in the city of Santa Barbara (Santa Barbara County Fire Department 2009). Areas of concern within the City, including LUFT and other clean-up and abatement order or cease and desist order sites, are primarily located in Downtown and on the lower Eastside, as well as the western end of Upper State Street (refer to Figure 9.1). In addition, the State maintains several lists of hazardous waste and contamination sites, such as the California Environmental Protection Agency (Cal/EPA) - Department of Toxic Substances Control (DTSC) Cortese List and the State Water Resources Control Board (SWRCB) Spills, Leaks, Investigations, and Cleanups Program (SLIC) sites list. Active work to obtain Site Closures from the oversight agency is underway at these sites.

**Commercial/Industrial Facilities**

The Hazardous Materials Unit of the County Fire Department serves as the Certified Unified Planning Agency (CUPA) and regulates hazardous materials use and storage through the Business Plan program. Examples of facilities that require a Business Plan in the city of Santa Barbara are listed in Table 9.1. Facilities that store hazardous materials that could pose an explosion, fire hazard, or toxic fume-threat (such as sulfuric acid or chlorine gas) are not permitted near predominantly residential neighborhoods and/or facilities that house immobile populations (i.e., schools, child care centers, and convalescent homes).

Hazardous materials are governed by regulations that require proper storage and handling, employee and public noticing, spill contingency planning, business/environmental management plans, and other emergency preventative and response measures necessary to ensure public safety and to minimize the risk of accidental releases and associated environmental impacts.

The Santa Barbara County Fire Department has the responsibility for emergency planning for hazardous materials incidents and for coordination among other emergency response agencies. The city of Santa Barbara Fire Department has Standard Operating Procedures for the City’s Emergency Response Area Plan.

The Santa Barbara Airport and adjacent Specific Plan area includes facilities that use and store hazardous materials associated with aircraft maintenance (e.g., fuels, petroleum, oil, and lubricants), electronic components manufacturing (e.g., solvents and etching agents), and specialized research facilities (e.g., radioactive material).

**Transportation Corridors**

A potential source of major hazardous materials incidents are transportation accidents involving a vehicle or rail cars carrying hazardous materials. Historically, hazardous materials incidents most frequently occur on the heaviest traveled streets, freeway interchanges, and railroad crossings (USDOT 2009). Although the probability of occurrence are less for a railroad hazardous materials incident, the severity is potentially greater because of the number of rail tanker cars involved and the potential for chemicals and explosive substances being mixed together.

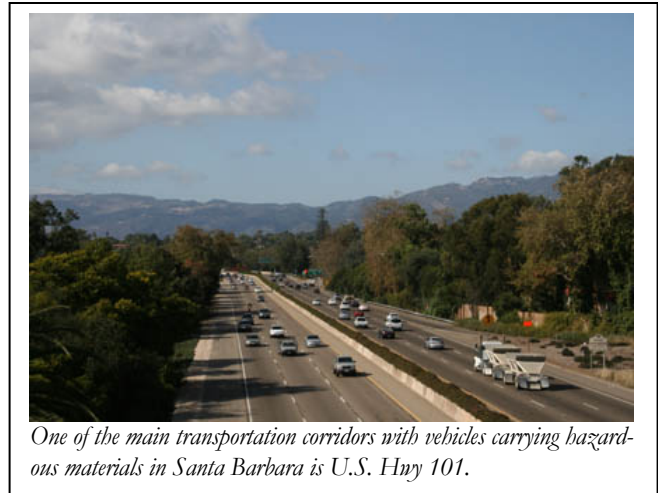
**Table 9.1: Types of Facilities with Business Plans in Santa Barbara**

Type of Facility	Materials Used/Stored	General Location in the City of Santa Barbara
Iron and Metal Working	Hazardous gases (acetylene)	Industrial area, southeast part of Downtown
Auto Repair	Used oils, oil filters, and fluids	Industrial area, southeast part of Downtown
Cellular Phone Service Provider	Used Batteries	Various locations
Metal Plating and Photo/Color Services	Various chemicals	Southern part of Downtown and various locations
Public Pools/Pool Companies	Chlorine	Various locations
Auto Parts Stores	Cleaning Solvents	Industrial area, southeast part of Downtown
Dry Cleaners	Chemicals	Various locations
Grocery Stores	Freon	Various locations
Hospital/Medical Facility	Diesel fuel (back-up generator), compressed gas, Biohazard wastes	Cottage Hospital, Oak Park neighborhood, between U.S. 101 and De La Vina St.
Gas Stations	Gasoline, Diesel Fuels	Various locations
Airport	Jet Fuels	Santa Barbara Airport
Electricity Substation	Transformer Oil	Lower eastside (SCE Substation), West Mission Street and Fellowship Rd

*Source: City of Santa Barbara 2009.*

Hazardous materials are also transported by marine vessel. Vessels transporting hazardous materials are confined to the ocean and harbor areas of the City. A potential vessel accident could result in an accidental release (e.g., oil) that could reach the City coastline. Such a release could have a large negative impact on the City’s tourism industry, as well as the health of coastal ecosystems and marine flora and fauna (see *Oil and Gas Operations* discussion above).

Truck weight limit and regulatory manifest tracking requirements regulate truck traffic for tankers carrying hazardous materials. The majority of tanker trucks transporting hazardous materials travel via U.S. Hwy 101 which traverses the City (refer to Figure 9.1). Hazardous materials are banned on State Route (SR) 154 by State law and this highway is not a regular truck route (City of Santa Barbara 2007). Hazardous materials are transported through the City via the Union Pacific Railroad on several northbound and southbound freight trains daily. Material shipped includes explosives, compressed and liquefied gasses, petroleum products, agricultural chemicals, industrial chemicals, military ordinance, radioactive materials, and hazardous wastes.



One of the main transportation corridors with vehicles carrying hazardous materials in Santa Barbara is U.S. Hwy 101.

**Household Hazardous Materials and Waste**

Improper disposal of household toxics and pharmaceutical wastes is potentially harmful to soil and groundwater. Wastewater treatment plants are not designed to process toxic materials that may be released into the sewer system. Because of their prevalence and proximity to residents, common household products constitute a ubiquitous source of potential health hazards (Table 9.2). The County of Santa Barbara, in cooperation with the City and other agencies, has programs to encourage the community to reduce, reuse, and recycle waste. Programs include periodic collection drives to encourage citizens to safely dispose of hazardous waste at the appropriate collection sites (refer to Table 9.3; Figure 9.1). Drop-off of un-used pharmaceuticals was recently established at Sheriff stations.

<b>Category</b>	<b>Examples of Waste</b>
Household Cleaning Products	Drain cleaners, oven cleaners, floor and furniture polish
Painting Products	Paints, stains, finishing products and thinners
Automotive Products	Motor oil, used gasoline, anti-freeze, car batteries, transmission, brake and steering fluids, solvents
Hobby Supplies	Solvents, photochemicals
Pool Supplies	Chlorine
Building Materials (pre-1980s)	Asbestos containing material
Garden Products	Fertilizers, pesticides, herbicides

*Source: Santa Barbara County Waste Reduction Programs 2009.*

**Table 9.3: Household Hazardous Waste Collection Sites in the Vicinity of the City of Santa Barbara**

Name	Location	Materials Accepted	Eligibility
MarBorg Industries Antifreeze, Batteries, Oil and Paint (ABOP) Center	725 Cacique Street Santa Barbara (on the same site as the recycling center on 132 Nopalitos Way)	Antifreeze, batteries, used motor oil and filters, latex paint, fluorescent light bulbs and electronic waste	Households only
South Coast Recycling & Transfer Station	4430 Calle Real Santa Barbara	Some hazardous materials at no cost. Electronics, construction waste	Households and businesses
MarBorg Industries ABOP Center	20 David Love Place Goleta	Antifreeze, batteries, used motor oil and filters, latex paint, fluorescent light bulbs and electronic waste	Households only
Community Hazardous Waste Collection Center	UCSB Mesa Rd., Bldg 565 Goleta	Household cleaning products, painting products, automotive products, garden products, hobby supplies, pool supplies, asbestos containing materials	Households and businesses in Santa Barbara County that qualify as Conditionally Exempt Small Quantity Generators (CESQG)

*Source: Santa Barbara County Waste Reduction Programs 2009.*

**9.1.5 Wildland Fire Hazard**

Wildland fires have been a significant part of Santa Barbara history and remain a great natural hazard to the Santa Barbara community (City of Santa Barbara 2004b). The interface between the urban land and wildlands in the Santa Ynez Mountains pose a substantial fire risk to the homes and structures in the Santa Barbara front-country. The combination of steep terrain, rocky outcroppings, dense chaparral vegetation, dry summer climate, and local Santa Ana and Sundowner winds creates a high fire hazard environment. As a part of the natural ecosystem, wildfire hazard is an inherent part of living in the area and acceptable risk for those that choose to live there. Difficult and limited access makes these wildland fires extremely challenging to battle after ignition. These factors have resulted in the largest amount of property damage and dollar losses of any natural disasters (City of Santa Barbara 2004b).



Public water systems are designed and maintained to fight individual structure fires, and development applicants are required to meet fire flow requirements for structures as determined by the City or County Fire Department, as applicable. Water flow from public water systems are sometimes able to help protect structures during wildfires, however it cannot be expected that flow from fire hydrants could be effective in stopping the advance of a major wildland fire. The amount of water needed to be stored for such an event would create water quality problems related to stagnant water, particularly the formation of disinfection by-products that are strictly regulated by the California Public Health Department. Certain improvements, such as annual water main replacements and emergency generator installations can help during wildfires, but are constructed with the primary goal of providing domestic water service and fighting individual structure fires on a limited basis.

The City Capital Improvements Program for 2010 – 2015 identifies two projects that could assist in fire fighting capabilities, particularly in the foothill areas. The Annual Water Main Replacement Project aims to replace one percent of the City's water mains on an annual basis and the Distribution Pump Station Rehabilitation Project would replace some pump station equipment in foothill areas such as Rocky Nook Park, El Cielito, and others. While not able to impede the progress of wildfire, these improvements would contribute to general fire fighting capabilities in the foothills (City of Santa Barbara 2004b). Emergency generators are also proposed to be installed by late 2011 at two critical locations - El Cielito Pump Station, and Campanil Pump Station.

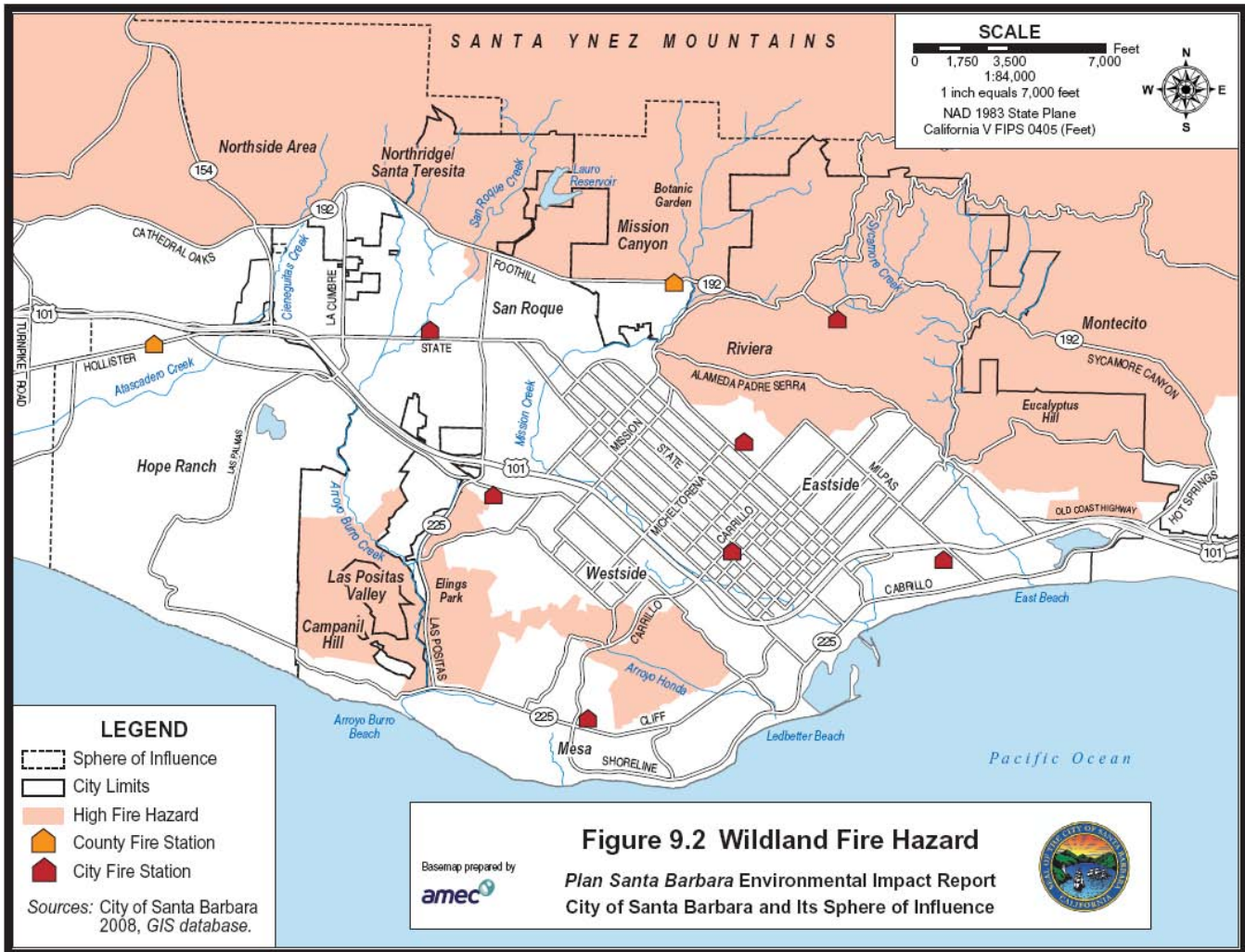
The fire history and potential for loss of life, property, and natural resources due to wildland fires have made fire planning a priority for the City. Several comprehensive wildland fire programs have been developed by the City in past decades including the *Fire Master Plan* (1986), the *Wildland (Vegetation) Fuels Management Plan on City Owned Lands* (1992/1993), the *City Wildland Fire Plan* (2000/2001), and most recently, the updated *Wildland Fire Plan* (2004). In addition, the City has prepared an *Emergency Operations Plan* (2007) that addresses the planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.

### ***Fire Hazard Areas***

Vegetation of the Santa Ynez Mountains is primarily dense chaparral which has adapted over millions of years with fire as a natural part of its ecosystem. The Mediterranean climate is characterized by concentrated precipitation from October to May and dry summers. A substantial amount of vegetation is able to grow with the winter precipitation, and when this vegetation dries during the summer season it creates abundant tinder for wildland fires. Fire exclusion and suppression policies result in accumulations of vegetation on the hillsides within and above the City. When these hillsides do burn, the accumulation of fuel can make for extremely hot, dangerous fire conditions.

Steep terrain and dense vegetation make some neighborhoods and structures adjacent to the Santa Ynez Mountains and other open areas susceptible to greater risk of wildland fire. Property owners in these areas are required to follow vegetative fuel management practices as prescribed by the Fire Department, and residents are advised to maintain "defensible space" around the perimeter of their homes and property and to consider installing private water suppression systems. This urban-wildland boundary runs for approximately 8 miles along the City's northern boundary.

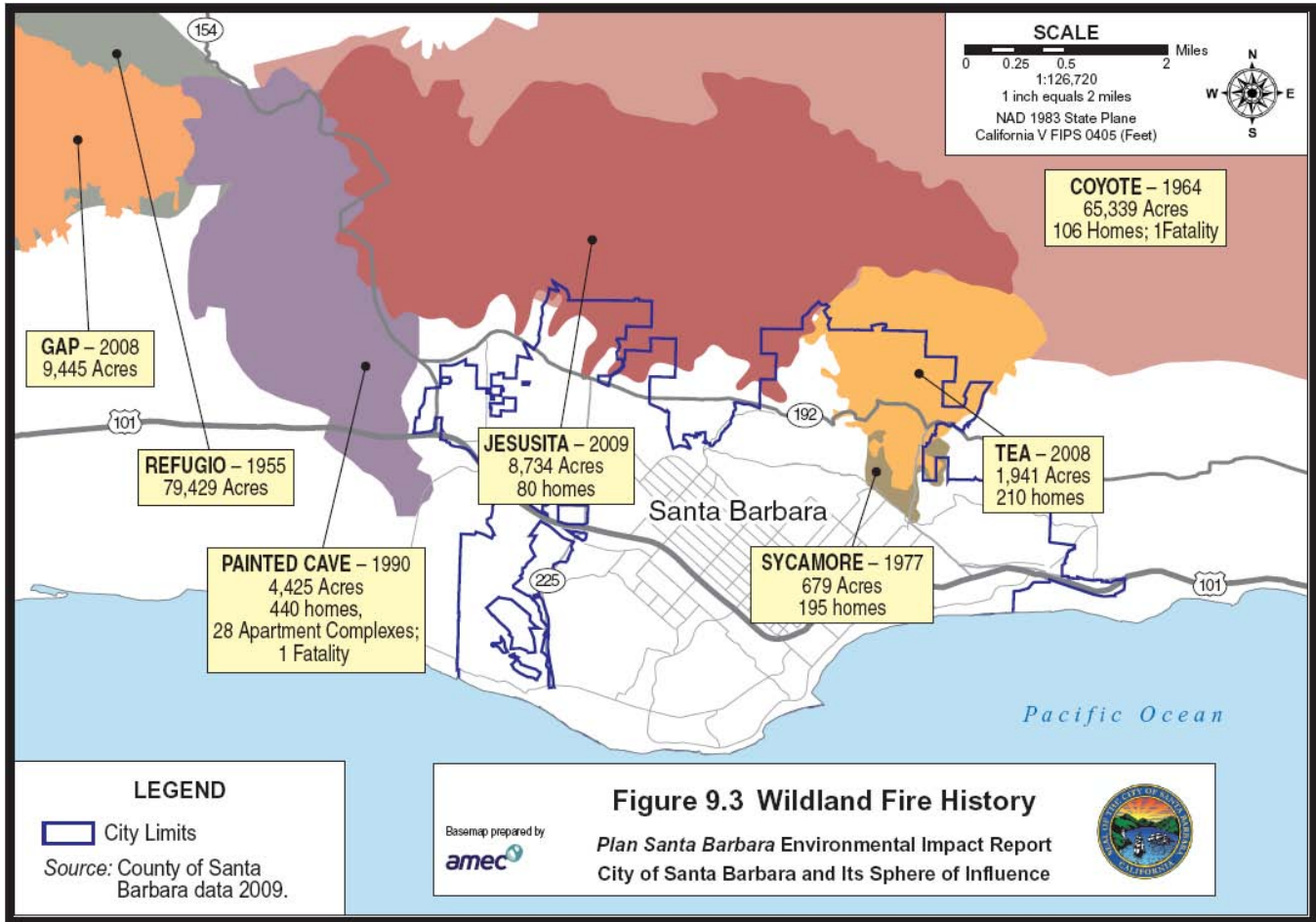
The City Fire Department has identified fire hazard zones based on three variables; topography, vegetation (fuel), and weather factors (Figure 9.2). High Fire Hazard Zones are identified in the Riviera and foothills above, the Northridge/Santa Teresita area, the Las Positas Park area, the Eucalyptus Hill area, and the Campanil Hill/Braemar Ranch/Vista Del Mar area neighborhoods (City of Santa Barbara 2004b). Approximately 30 percent of the City (4,400 acres) lies within High Fire Hazard Areas (refer to Figure 9.2). A municipal water system cannot provide sufficient water flow for fighting wildfires, and lower water flow from multiple hydrant use during wildfires may occur. Narrow winding roads can also make wildfire fighting ability a concern in neighborhoods such as upper areas in Mission Canyon, Las Canoas Road, West Mountain Drive, and upper areas of the Riviera.



**Santa Barbara Wildland Fire History**

Significant wildland fires have occurred in recent history across the Santa Barbara front-country and back-country forest (Figure 9.3), resulting in two fatalities in the past 60 years, some serious injuries, the cumulative loss of over 1,000 homes and other structures, and loss of wildlife and vegetation (Table 9.4). The 1964 Coyote Fire was the largest wildland fire in recent decades, burning over 67,000 acres of Santa Barbara and Montecito front-country. Most recently, significant fires occurred in 2008 and 2009, resulting in major evacuations and nearly 300 homes lost. The Tea Fire (2008) and the Jesusita Fire (2009) cumulatively burned over 10,000 acres of the Santa Barbara front-country. The loss of this vegetation can also increase the short-term risk of flooding, erosion, landslides, and mudslides across burned areas.





**Table 9.4: Destruction Due to Historic Fires in the Santa Barbara Area**

Date	Name of Fire	Acres Burned	Structures Destroyed	Fatalities
1964	Coyote Fire	67,000	106 homes	1 person
1977	Sycamore Canyon Fire	805	195 homes	None
1990	Painted Cave Fire	4,900	440 homes, 28 apartments, 30 other structures	1 person
2008	Gap Fire	9,445	0 homes, 4 other structures	None
2008	Tea Fire	1,940	210 homes	None
2009	Jesusita Fire	8,733	80 homes, 1 commercial property, 79 other structures	None

**Wildfire Response and Evacuation Planning**

The city of Santa Barbara, in cooperation with the County of Santa Barbara Operational Area and special districts within the City, have prepared an emergency operations plan to coordinate the effective and economical allocation of resources for protection of people and property in time of an emergency. Evacuation during a wildland fire is the primary responsibility of the City’s Police Department and cooperating law enforcement agencies. The City’s Wildland Fire Plan includes specific roads that do not meet Fire Department Access Standards and provides appropriate tools (i.e., a tool box of measures) that can be used to reduce fire risk in these areas. In addition, the Wildland Fire Plan includes continuing vegetation road clearance along identified roadways for Fire Department response and public evacuation within the High Fire Hazard Area.

Vegetation road clearance involves thinning, cutting, and pruning flammable vegetation for a distance of 10 feet from the road edge and a vertical distance of 13 feet 6 inches within the drivable roadway.

### 9.1.6 Climate Change

Climate change is predicted to have a pronounced effect on the severity and impacts of natural hazards (fires, flooding, etc.). Climate-induced shifts in local rainfall patterns and associated periods of intense precipitation followed by extended dry periods or droughts are thought to be a contributing factor to potential increasing wildfire severity and frequency in Santa Barbara County (see Section 18.0, *Global Climate Change*). The effects of climate change on wildfire hazards are likely to become more pronounced toward the end of the project planning period (i.e., 2030) and into the extended range (see Section 9.7, *Extended Range Hazards Impacts* below).

## 9.2 Applicable Plans and Policies

Potential hazards and the use and transportation of hazardous substances are regulated by an overlapping set of adopted City, County, State, and Federal plans, policies and regulations. In general, Federal and State legislation empowers regulation by local agencies; however, both State and Federal agencies such as the Federal Aviation Administration (FAA) (airports) and Regional Water Quality Control Board (RWQCB) (ground and surface water contamination) retain a substantial direct regulatory role. The City addresses these issues primarily in its Municipal Code and to a lesser extent in its General Plan. Hazardous materials are also regulated by the Santa Barbara County Fire Department and the Santa Barbara County Air Pollution Control District (APCD). The Santa Barbara County Association of Governments (SBCAG) maintains the Airport Land Use Plan (ALUP), and the City Municipal Code also contains the Airport Zoning Ordinance that addresses land use and safety regulations in the airport zone. Relevant portions of the Santa Barbara County Hazardous Waste Management Plan have been adopted by the City in the Municipal Code Chapters 22.05, 22.06, 22.75 and 28.94.

### 9.2.1 Existing Wildland Fire Plans and Regulations

The City's Seismic Safety-Safety Element, Open Space Element, and Land Use Element include policies and recommendations related to development and fuel management controls in fire hazard areas. Policies include maintenance of defensible space around structures located in High Fire Hazard Areas, including the use of drought-tolerant and fire-resistant plants and consultation with the Fire Department's Wildland Interface Specialist. The City 2004 *Wildland Fire Plan* and City Fire Code specify fire protection strategies for landscaping and vegetation maintenance, emergency vehicle access, water, structural requirements, etc., and policies to address fire hazard management for new, remodeled, and existing homes in High Fire Hazard Areas. The City Land Development Team, which includes the City's Fire Prevention Bureau, participates in all aspects of the land development review process, including compliance with all fire-related codes. Due to overlapping service area with the Montecito Fire Protection District (MFPD), the MFPD's Wildland Fire Protection Plan also applies to a portion of the project area.

## Relevant Plans and Regulations

### *Federal Regulations*

- Comprehensive Environmental Response Compensation and Liability Act (CERCLA) - The EPA regulates hazardous substance sites under the CERCLA (refer to Titles 29, 40, and 49 of the Code of Federal Regulations (CFR)).
- Resource Conservation and Recovery Act (RCRA), Title 40 CFR, Sections 230 - 299 (1976) and the Hazardous and Solid Waste Amendments (HSWA) of 1984 - The EPA regulates the generation, transportation and disposal of hazardous substances under RCRA, while, subject to EPA approval, states may implement their own programs consistent with and as strict as RCRA.
- 1976 Toxic Substances Control Act, 15 U.S.C. §2601 et seq. (TSCA) - EPA uses to track 75,000 industrial chemicals produced or imported into the United States.
- Underground storage tank regulations (40 CFR; 280 – 282) - Addresses groundwater contamination from leaking tanks through tank construction, installation and removal standards.
- Federal Aviation Administration (FAR Part 77; 14 CFR §§77.1, et seq.) - Provides criteria to for preserve navigable airspace around airports.
- Clean Air Act (CAA), 33 USC 1251 et seq. (1977) - National Emissions Standards for Hazardous Air Pollutants limit emissions of specific air pollutants, including asbestos, linked to serious health problems.
- Clean Water Act (CWA), 40 CFR, Parts 100 – 149 - Requires restoration/maintenance of the quality of the nation's waters by preventing pollution and guiding assistance to public wastewater treatment.

### *State Regulations and Agencies*

- Chapter 16 of Title 23 CCR - Controls underground storage tank construction, installation and removal standards.
- State Hazardous Waste Control Law (22 CCR sec 66260.1) - Enables local agencies to regulate hazardous waste generators. Requires hazardous materials-producing businesses to obtain a Hazardous Waste Generator Permit and to comply with state regulations.
- California Aboveground Petroleum Storage Act (AB 1130) - Vested Certified Unified Program Agencies with responsibility/authority to implement the Aboveground Petroleum Storage Act; requires facility registration, Spill Prevention Control and Countermeasures plans and ground water monitoring.
- California Environmental Protection Agency (Cal/EPA) – Responsible for developing, implementing, and enforcing the State's environmental protection laws to ensure clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction.
- Office Homeland Security/ Emergency Services - Responds to emergencies and natural disasters.
- Department of Toxic Substances Control (DTSC) - Requires hazardous waste transporters to comply with regulations and California Health and Safety Code (Division 20, Chapter 6.5, Article 6 and 13) and the Title 22, Division 4.5, Chapter 13 of the CCR.
- California Occupational Safety and Health Administration (Cal/OSHA) - Responsible for work place safety regulations within the State.
- Central Coast Regional Water Quality Control Board (RWQCB) - Implements federal CWA, including groundwater contamination issues.
- California Department of Transportation (Caltrans) - Regulates the transportation of hazardous materials.
- California Public Utilities Commission - Regulates public utility gas pipelines through the Office of Pipeline Safety, and railroad crossings through the Consumer Protection and Safety Division.
- California Department of Conservation, Division of Oil and Gas - Administers oil well and pipeline regulations.

### *Local Plans, Regulations and Agencies*

#### City of Santa Barbara

- Municipal Code - Establishes specific permit requirements to regulate hazards and hazardous materials.
- Circulation Element - Contains policies to address hazardous materials transport, interagency coordination, airport operation, etc.

**Relevant Plans and Regulations (continued)**

- Airport Master Plan and Facilities Plans - Guides airport operations and development of airport facilities
- Santa Barbara County Fire Department (Hazardous Materials Unit) - As the CUPA, primary local agency responsible for regulation of hazardous materials; administers LUFT and SMU Programs.
- Air Pollution Control District - Regulates airborne toxic substances including asbestos generated by construction, demolition or mining.
- Santa Barbara County Association of Governments (SBCAG) - Administers the Airport Land Use Plan (ALUP).
- Airport Land Use Plan (ALUP) - Addresses safety and noise concerns, sets forth standards for allowable land use permitted within area of airport operations.

## 9.3 Hazards Impact Evaluation Methodology

### 9.3.1 Project Components

The evaluation of hazards impacts considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth under the revised Land Use Element Map designations and *Plan Santa Barbara* policies. Proposed policies would promote in-fill development within the MODA, and some additional incremental development could occur on more outlying lands (refer to Section 3.3, *Plan Santa Barbara Project Components*). Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units and 2.0 million square feet (sf) of non-residential development. An additional 403 residential units and 178,202 sf of non-residential growth is forecast to occur within the City's sphere of influence in areas such as the foothills and Las Positas Valley.

The proposed *Plan Santa Barbara* General Plan Update contains a number of policies that could affect exposure of existing and future residents to hazards. Land Use and Growth Policies LG4, 6, and 9 would focus future development in existing urban zones, while Policy LG5 would offer incentives to reduce potential development in High Fire Hazard Areas. In general, these measures could tend to gradually increase potential population exposed to hazardous materials and decrease populations exposed to High Fire Hazard Areas compared to existing conditions and existing policies. Potential future exposures to hazards would generally be addressed by existing regulations.

### 9.3.2 Impact Evaluation

Citywide impact evaluation considers whether proximity of future growth to existing hazards involving risk of accident (pipelines and transmission lines, aircraft and railroads, industrial processes), hazardous materials contamination or use, and wildland fire hazards would expose persons or property to substantial hazards. Analysis also considers whether future development under *Plan Santa Barbara* policies (e.g., siting of new businesses or public facilities) could create such hazards or impair emergency response or evacuation. Despite many policies, regulations, and practices in place to prevent incidents, it is not feasible to entirely mitigate or prevent a hazard incident that could result impacts to the human and natural environment. CEQA generally requires that impacts be reduced to an acceptable level of risk, acknowledging that it is not feasible to eliminate the potential for impacts entirely; however, CEQA analysis must include, where necessary, anal-

ysis and planning to reduce hazards and the consequences of hazards on the human and natural environment to an acceptable level of risk.

Regional impact evaluation considers area-specific and citywide impacts together with impacts of future development within the City sphere of influence and South Coast region. Hazards impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with impacts under the *Plan Santa Barbara* scenario. Longer-term impacts associated with hazards through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the City General Plan and longer term trends (e.g., global climate change).

When potentially significant impacts could occur, existing City, State, and Federal policies and regulatory processes that would serve to avoid significant hazard impacts are identified. Many policies and regulations provide requirements to avoid public safety hazards associated with risk of accidents, hazardous materials, and wildfires. These include Federal and State regulations for oil and gas operations, power lines, airports, aircraft, railroads, manufacturing processes, hazardous materials use, transport, disposal, and spill remediation, and City Fire Code, emergency response, and emergency evacuation provisions. These regulations are identified in the *Applicable Plans and Policies* discussion (Section 9.2 above), and considered in the impact analysis below.

### 9.3.3 Mitigation

If existing policies and regulatory processes would not fully mitigate potentially significant impacts, any additional feasible mitigation measures are identified that would avoid significant impacts. General mitigation approaches would consider proximity of incompatible uses and protective measures around potential sources of hazards.

### 9.3.4 City Impact Significance Guidelines

The following City impact significance guidelines for accident risk, hazardous materials, and wildland fire hazards are based on City policies (General Plan Safety Element and the Master Environmental Assessment), and the State CEQA Guidelines.

***Citywide or Area-Specific Hazards Impacts (Project Impacts):*** Significant hazard impacts may result from the following, unless measures are implemented to avoid or lessen the significant effect:

- ***Accident Risk:*** Creation of a substantial, unacceptable public safety hazard due to incompatible land uses in close proximity to sources of accident or upset risk, such as pipelines, power transmission lines, industrial processes, railroads, or airports.
- ***Hazardous Materials:*** Exposure of persons or the environment to substantial, unacceptable risk from hazardous substances, including those from vapor intrusion, due to un-remediated or residual soil or groundwater contamination (including sites listed per Government Code 65962.5); or improper use, storage, transport, or disposal of hazardous materials.
- ***Fire Hazard:*** Exposure of persons or structures to substantial, unacceptable risk involving wildland fires.
- ***Health & Safety:*** Creation or expansion of other substantial public health or safety hazard, or impairment of an adopted emergency response plan or emergency evacuation plan.

***Regional Hazards Impact (Cumulative Impact):*** If a citywide impact, together with other existing and reasonably foreseeable effects within the City sphere of influence or South Coast, would result in any sub-

stantial hazard impact as identified above, the citywide impact, if not mitigated, may be considered to have a considerable contribution to cumulative impacts.

## 9.4 Citywide Hazards Impacts

### IMPACT HAZ-1: ACCIDENT RISKS

***Potential for substantial, unacceptable public safety risk associated with transportation, oil and gas facilities, or transmission lines.***

#### Impact HAZ-1.1. Aircraft.

No changes to the Land Use Element Map or densities are proposed for the Airport area, and a small amount of potential development could occur at the Airport per the Aviation Facilities Plan and the Industrial Specific Plan. New development adjacent to the Airport would conform to the Airport Land Use Plan (ALUP), Industrial Specific Plan, and/or Aviation Facilities Plan provisions for public safety, including the Airfield Safety Zones. The existing ALUP document does not yet identify the 2007 shift of Runway 7-25, but its incorporation into the ALUP has been approved by the County Airport Land Use Commission.

*Existing Policies:* The ALUP addresses safety and noise concerns and sets forth standards for allowable land use permitted within area of Airport operations. In addition, the FAA provides criteria to preserve navigable airspace around airports. Emergency response actions associated with a major air crash are in the Emergency Operations Center (EOC) Sectional and Department Standard Operating Procedures (SOPs).

*Proposed Policies:* No proposed policies address the issue of aircraft hazards.

*Impact Significance:* Compliance with Airport Land Use Commission (ALUC), APLUP, Industrial Specific Plan, Aviation Facilities Plan, and Federal Aviation Administration (FAA) safety standards and requirements would address any potential for public safety impacts at acceptable levels. Potential aircraft safety risks would be ***less than significant (Class 3)***.

#### Impact HAZ-1.2. Transportation Corridors.

Accidents along major transportation corridors, including U.S. Hwy 101 and the Union Pacific Railroad line are an ongoing possibility. Incidents related to hazardous materials spills are infrequent, however.

A limited amount of industrial and commercial development is forecasted to occur in the City through 2030 under *Plan Santa Barbara* policies. As such, development within the City would not be expected to cause significant increases in transportation of hazardous materials along U.S. Hwy 101 and the Union Pacific Railroad line. An incremental increase in development near the highway and railroad could put more people at risk of exposure to accidents or hazardous materials spills.

*Existing Policies:* Extensive existing Federal, State, and local regulations govern the transport of hazardous materials. Rigorous reporting and inspection programs exist to closely monitor use, disposal and transport of such materials. Extensive existing City, County, State, and Federal programs regulate the transportation of hazardous materials (e.g., City Circulation Element, Policy 15.1 addressing safe transportation of hazardous materials and wastes through the City). The City and County Fire Departments maintain substantial hazardous spill response capabilities and perform ongoing training for such incidents. In a collaborative effort, the City, County, and special districts implement an Emergency Operations Plan that ensures efficient resource allocation to minimize losses and protect people and property in time of an emergency, including

hazardous materials incidents and transportation accidents. The City has ongoing readiness, training, and adherence to Emergency Operation Plans for first responders (e.g., City Fire Department) for hazardous materials incidents along major transportation corridors.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies would further reduce hazards from transportation corridors. ER12 would evaluate the potential for avoiding locating additional residential and other sensitive land uses (e.g., schools, day care centers, etc.) within 500 feet of U.S. Hwy 101. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With continuing regulations in place, potential impacts of future development associated with accident risks along transportation corridors would be ***less than significant (Class 3)***.

*Impact HAZ-1.3. Transmission Lines and EMF.*

The potential for health impacts resulting from exposure to EMFs and transmission lines is uncertain and under study. There are no standards or guidelines for exposure, nor has a clear scientific link been established between exposure and health impacts. The 66-kv high-voltage transmissions lines serving the City primarily traverse undeveloped portions of the Santa Ynez foothills, in an east-west direction. These high-voltage lines are generally not in close proximity to schools, hospitals, and residences, with the exception of certain areas in the vicinity of Mountain Drive and Sycamore Canyon/Coyote Road, which would be expected to receive a minimal amount of additional development.

*Existing Policies:* Ongoing City development review procedures citywide provide for “prudent avoidance” and establish setbacks of development from high-voltage lines.

*Proposed Policies:* No new proposed policies address the issue of transmission lines and EMF.

*Impact Significance:* Potential impacts associated with transmission lines would be ***less than significant (Class 3)***.

In addition, a recommended measure is identified to incorporate language reflecting the current City policy and practice for prudent avoidance into the General Plan Update.

## IMPACT HAZ-2: HAZARDOUS MATERIALS

***Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials.***

*Impact HAZ-2.1. Contaminated Sites.*

Future development under *Plan Santa Barbara* growth and policies could include redevelopment of some properties with prior or ongoing soil or groundwater contamination due to past use, storage and spills of gasoline, solvents and other materials. Sites with past contamination are generally located within former or existing commercial and industrial areas on the lower Eastside, Downtown, Upper State Street near SR 154, and the Waterfront.



*Some areas that may experience additional growth, such as the lower Eastside, may be near industrial facilities containing hazardous materials.*

Soil and groundwater contamination does not generally pose a hazard to development or redevelopment with proper treatment and removal of contaminated materials, and/or appropriate engineering devices are installed prior to or during grading or development and site occupation. For development of properties near contaminated sites, impacts could also potentially occur as a result of vapor intrusion (i.e., seepage of chemical vapors into buildings that overlie contaminated soil or groundwater). Impacts from development of contaminated sites would be addressed through compliance with agency regulations, including health risk assessment and remediation of any existing contamination.

*Existing Policies:* Existing regulations require the preparation of hazardous materials assessments and implementation of clean-up plans prior to new development. Health risk assessments are conducted as necessary to confirm public safety and appropriate land uses and are implemented through State and Federal standards and proper procedures, which are enforced by the Regional Water Quality Control Board (RWQCB), Department of Toxic Substance Control (DTSC), County Fire Department, and City. These measures greatly reduce any potential risk of exposure to contamination by construction workers or occupants in new developments<sup>1</sup>. City development review procedures provide for sending development applications to the County Fire Department Hazardous Materials Unit for determinations as to the need for assessments for health risks and appropriate land uses.

*Impact Significance:* With existing ongoing regulations for protection of public safety, potential impacts associated with future development in areas of past contamination would be ***less than significant (Class 3)***.

In addition, a recommended measure is identified to further study the use of barriers as a part of site preparation for development in areas of groundwater or soil contamination to pre-empt the possibility of vapor intrusion without the need for expensive risk assessments.

*Impact HAZ-2.2. Commercial and Industrial Facilities.*

Proposed future development would include mixed-use development along Haley, Gutierrez, and Milpas streets and other commercial corridors, which could place new commercial and residential uses adjacent or near to previous and ongoing industrial or service commercial businesses that use hazardous materials. New development would also include landscaped areas with associated use of fertilizers, pesticides, and other chemicals on an as-needed basis.

*Existing Policies:* The County Fire Department has responsibility for emergency planning for hazardous materials incidents and for the coordination among hazardous materials emergency response agencies. The City Fire Department administers the Business Plan program for companies that store and use hazardous materials, with overall program oversight by the County Fire Department. The City is responsible for creating Standard Operating Procedures for the Santa Barbara County Hazardous Materials Emergency Response Area Plan. These procedures are included in the City Emergency Operations Plan and Department standard operating procedures (SOPs). Additionally,



<sup>1</sup> Hazardous materials assessments are often required as a condition of commercial loans for purchase or development of a property. This practice generally leads to such issues being addressed well before request for development if the site is a commercial development requiring a loan.



building and fire codes require the most restrictive standards for fire walls between mixed uses and industrial uses, and hazards would be addressed during the development review process.

*Proposed Policies:* Plan Santa Barbara General Plan Policy LG12 would encourage the preservation of light manufacturing uses by amending zoning to a narrow range of uses, which would not preclude the limited and well-defined development of residential uses. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing ongoing regulations for protection of public safety, potential public safety impacts associated with future mixed-use development and commercial use of hazardous materials would be **less than significant (Class 3)**.

Impact HAZ-2.3. Household Hazardous Materials and Waste.

Future development and population increase would involve an increase in citywide use of household hazardous materials, such as cleaning, gardening, and automotive products, and generation of hazardous waste. The MarBorg Industries Anti-Freeze, Battery, Oil, and Paint (ABOP) center on the lower Eastside is the primary household hazardous waste collection site within the City. This center accepts a limited range of household hazardous wastes. The Community Hazardous Waste Collection Center at UCSB accepts a broader range of wastes. Because the UCSB facility is relatively distant from the City and is nearing capacity, the projected increase in population under the Plan Santa Barbara General Plan Update could potentially lead to an increase in illicit disposal of household hazardous wastes in the municipal waste stream, and/or illegal dumping (City of Santa Barbara 2009).

*Existing Policies:* The City Municipal Code includes provisions for management and proper disposal of hazardous materials by residents, consistent with the Household Hazardous Waste Element of the County's Comprehensive Plan and Countywide Integrated Waste Management Plan.

*Proposed Policies:* No new proposed policies address the issue of hazardous waste collection.

*Impact Significance:* Impacts of increased household hazardous waste would be potentially significant but subject to potentially feasible mitigation. Mitigation measure MM HAZ-1 detailed below would augment proposed Plan Santa Barbara Public Services and Safety Element policies and programs to coordinate establishment of an additional household hazardous waste facility on the South Coast. Potential impacts associated with household hazardous waste would be **less than significant with mitigation (Class 2 impact)**.

### IMPACT HAZ-3: WILDLAND FIRES

***Potential for exposure of new development and residents to wildland fire hazard.***

Impact HAZ-3.1. Wildfires.

Under Plan Santa Barbara policies, potential future development is forecasted to primarily occur as in-fill within existing urban areas, with only incremental increases in development in front-country areas most subject to wildfire risk. Focusing development in urban areas would limit the increase in the potential number of structures and new residents at risk from wildland fires. Nonetheless, by the year 2030, development within High Fire Hazard Areas could likely gradually add up to dozens of new homes and hundreds of fire rebuilds and major remodel/expansions. In addition, climate change is predicted to potentially increase wildfire frequency over time. This change could be beginning and could become more manifest by the end of the 20-year planning period of the Plan Santa Barbara General Plan Update (see Section 18.0, *Global Climate Change* and Section 9.7, *Extended Range Hazards Impacts* discussion below).

Extensive Federal, State, and local plans are in place for responding to wildland fires. The City has also adopted and is implementing ongoing policies and programs that substantially reduce wildfire hazards for existing and new structures in High Fire Hazard Areas. These include Fire Code building standards for fire-resistant site design, structures, landscaping, access, and water storage, and active vegetative fuels management, emergency response, evacuation planning, and public education programs.

*Existing Policies:* Existing policies and regulations are included in the City's *Fire Master Plan*, the *Wildland (Vegetation) Fuels Management Plan on City Owned Lands*, the *City Wildland Fire Plan*, and most recently, the updated *Wildland Fire Plan*. In addition, the City has prepared an *Emergency Operations Plan* (2007) that addresses the planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.



*Plan Santa Barbara policies focus development away from high fire hazard zones; however, incremental development and redevelopment could occur.*

*Proposed Policies:* The proposed City Land Use Element Map does not contain changes in land use designations or increase development potential within High Fire Hazard Areas. Proposed *Plan Santa Barbara* Policies LG5 and LG6 could limit new development in High Fire Hazard Areas by offering incentives and/or an option to transfer development rights to urban areas, resulting in an incremental decrease in potential residential densities within High Fire Hazard Areas. Policy H14 would restrict second units in High Fire Hazard Areas. Policy PS12 would continue and expand coordination with other jurisdictions on the South Coast to provide for emergency response workforce, and PS13 would update emergency plan provisions for persons with disabilities. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing and proposed fire prevention and response policies and regulations would address the potential for limited additional growth and population in High Fire Hazard Areas under *Plan Santa Barbara* policies such that the potential risk from wildland fires would not substantially change, a ***less than significant impact (Class 3)***.

Potential increase in wildland fire risk due to global climate change is discussed further in Section 18.0, *Global Climate Change* and in Section 9.7, *Extended Range Hazards Impacts* discussion below.

*Impact HAZ-3.2. Emergency Response and Road Adequacy.*

Many older roads within High Fire Hazard Areas are narrower than the City's current road width standard of a minimum of 32 feet. Narrow roads are part of the area's rural character; however, this can increase the difficulty of access for firefighting equipment. The Fire Department conducts vegetation road clearance along primary response routes in High Fire Hazard Areas on a four-year maintenance schedule in order to decrease vegetation obstructions along roads. Property owners are also required to provide trimming of vegetation along roads. These measures increase ease of fire access and emergency evacuations during wildfire events. In addition, the City provides educational campaigns to homeowners associations and neighborhoods about fire hazards, the Red Flag Fire Alert Plans, emergency planning, and evacuation procedures.

*Existing Policies:* The City's *Wildland Fire Plan* requires vegetation road clearance including thinning, cutting, and pruning flammable vegetation for a distance of 10 feet from the road edge and a vertical distance of 13 feet, 6 inches within the drivable roadway. The City's *Emergency Operations Plan* (2007) addresses the

planned response to emergency situations associated with extraordinary emergency situations, such as wildland fires.

*Proposed Policies:* Plan Santa Barbara General Plan Policy PS12 would continue and expand coordination with other jurisdictions on the South Coast to provide for emergency response workforce, and PS13 would update emergency plan provisions for persons with disabilities. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* New development in High Fire Hazard Areas would be required to be consistent with City road requirements that allow for adequate responses to fire emergencies. The small amount of potential additional development in these areas could be accommodated by roads with any required project-specific improvements, such that no substantial change to wildfire risk or emergency response would result, a ***less than significant impact (Class 3)***.

*Impact HAZ-3.3. Water Support for Fighting Wildfires.*

Public water systems provide some incidental benefits during wildland fires, however they are not designed or intended to fight them. As such, the public water system cannot be depended upon to stop the advance of such a fire (See discussion of this issue in Section 9.1.5).

Some areas are supplied by private wells rather than the City water system. While many of these homes have swimming pools or large water storage tanks, the lack of public water service in these areas limits the amount of water available for fire fighting.

The City is actively pursuing upgrades to the water system which would also support improved fire fighting capabilities. Examples include permanent back-up electrical generators planned at the El Cielito and Campanil pump stations. The Tunnel Reservoir hydro-pneumatic pump station is also being evaluated for improvements. These improvements are being pursued to support the goal of providing domestic water service and fighting structure fires, and have some marginal additional benefit during wildfires.

*Existing Policies:* Existing City Fire Code requirements and development review process require an applicant to demonstrate adequate water supply for fighting a structure fire.

*Proposed Policies:* No new proposed policies address the issue of fire control water systems.

*Impact Significance:* The small amount of additional development potentially occurring in High Fire Hazard Areas to the year 2030 would not substantially change wildland fire risks associated with the water system, a ***less than significant impact (Class 3)***.

In addition, recommended measures are identified to improve upon water capabilities to further assist in wildland fire response. These include measures to evaluate and update the City Capital Improvements Plan to incorporate any further feasible water system improvements to support emergency preparedness, and measures to assist homeowners with installation of emergency water supplies for fire fighting.

## 9.5 Regional (Cumulative) Hazards Impacts

Development within the City along with other development within the City sphere of influence and on the South Coast could incrementally increase population on the South Coast potentially exposed to accidents, hazardous materials, and wildfire hazards.

*Accident Potential:* No substantial increase in transportation-related hazards is expected from the projected level of development, due to the extremely low frequency of such accidents and the existing regulatory framework that addresses such hazards. Current regulations and inspections of offshore oil platforms have reduced the risk of oil spills to approximately 1 barrel spilled per every 120,000 produced (U.S. Minerals Management Service 2006). A major oil spill incident of the magnitude of the Platform A “blowout” in the Santa Barbara Channel has not occurred since 1969. Existing regulations and inspections address potential impacts from oil and gas operations accidents. *Plan Santa Barbara* would not affect production and would not contribute to a regionally significant impact.

*Hazardous Materials:* Cumulative future development could slightly increase the overall use of hazardous materials in the region, as well as the number of residents potentially exposed to hazards associated with prior contamination and the transport of such materials. However, the projected increase in hazardous materials usage, storage, and transport would be expected to be small, and with existing strict laws and regulations by numerous Federal, State, and local agencies, the City contribution to regional hazardous materials impacts would be less than significant.

*Wildfire Hazard:* An additional 20 years of development within High Fire Hazard Areas of the South Coast has the potential to result in significant impacts from additional population and structures exposed to wildland fire risk. By directing future development and redevelopment to the more urban area of the City, *Plan Santa Barbara* policies would limit the City contribution to such regional fire hazards. In addition, as discussed above, the City Fire Code, Emergency Operations Plans, Wildland Fire Plan, and other Fire Department programs, existing General Plan policies, standard conditions, and proposed *Plan Santa Barbara* policies would substantially reduce wildfire hazards faced by both existing homes and new development. *Plan Santa Barbara* Policy LG5 would allow transfer of development rights from High Fire Hazard Areas. H14 would restrict second units in high fire zones. Public Service Policies P12 and P13 would improve regional emergency response coordination. The Land Use Element Map would not change land uses or increase densities in the High Fire Hazard Areas, and a small amount of additional development could occur.

Incremental increases in new development, remodels and expansions of existing homes, and potential annexations in foothill High Fire Hazard Areas and the Las Positas Valley could contribute to regional exposure of new homes and residents to wildfire hazards. Potential hazards from wildland fires during the useful life of these structures can be minimized, but not entirely avoided by existing and proposed policies. Due to the small amount of potential change and existing and proposed policies and programs, the contribution of City growth to regional wildfire hazards would be adverse but not significant.

## 9.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed program are (1) the No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following identifies hazards impacts compared to existing conditions and compared to *Plan Santa Barbara* impacts.

### 9.6.1 No Project/Existing Policies Alternative

The No Project Alternative is forecasted to involve construction of up to an estimated 2,795 new units and 2.3 million sf of commercial/institutional space through the year 2030, a similar amount of residential de-

velopment and slightly more non-residential development than under the proposed project. Development would continue under the existing City policy framework, such as existing policies for emergency response, regulation of hazardous materials, and fire preventive vegetation management and evacuation planning. The No Project Alternative would continue policies promoting mixed-use and in-fill development, but with somewhat less emphasis than the proposed MODA and related policies under *Plan Santa Barbara*. As a result, it can be anticipated that somewhat less housing might be constructed as urban in-fill mixed-use development, while a similar amount or incrementally more housing could be developed on more outlying lands.

Extensive existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue, and the projected amount of development would be similar. Potential impacts of the No Project Alternative associated with accident risks would be expected to be similar to project impacts, and less than significant.

Specific future businesses that could come into operation cannot be predicted, but it is expected that they could potentially use, handle, store, and transport hazardous materials. With ongoing extensive regulations governing hazardous materials, potential hazardous materials impacts of the No Project Alternative would be expected to be potentially significant. Mitigation for the establishment of additional household hazardous waste facility capacity on the South Coast would not be implemented and could potential result in inadequate capacity during the 20 year planning period.

Incrementally more development might occur within high fire hazard zones than under *Plan Santa Barbara* policies, but with existing, ongoing fire prevention and response policies and practices, impacts of the No Project Alternative would not be expected to be significant, similar to the project.

Less than significant citywide hazards impacts under the No Project Alternative would not constitute a considerable contribution to regional cumulative impacts.

## 9.6.2 Lower Growth Alternative

The Lower Growth Alternative is forecasted to involve construction of up to an estimated 2,000 new units and 1.0 million sf of non-residential space, a lower amount of non-residential and residential growth than under the proposed project scenario. Development would continue under the existing City policy framework, such as existing policies for emergency response, regulation of hazardous materials, and fire preventive vegetation management and evacuation planning. The Lower Growth Alternative would place less emphasis on promoting in-fill development than the proposed MODA and related policies under *Plan Santa Barbara*. More restrictive height limits and lower densities could tend to direct more development outward toward less developed lands. As a result, it can be anticipated that less new housing could be constructed as mixed-use development, and more housing could be built on outlying lands.

Lower residential growth could potentially result in fewer residents in proximity to transportation corridors. Existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue. Impacts of the Lower Growth Alternative on accident risks would be expected to be less than significant, and similar or slightly less than under the project growth scenario.

Less non-residential and mixed-use development could result in fewer exposure risks from hazardous materials, as less mixing of commercial/industrial and residential development would be expected to occur. With existing regulations and procedures, hazardous materials impacts of the Lower Growth Alternative would be expected to be less than significant with mitigation, and impacts would be similar or slightly less than under the project growth.

With potentially increased development pressure in the foothills, including High Fire Hazard Areas, potential impacts of the Lower Growth Alternative related to wildfire hazards could be similar to, or somewhat worse, than those anticipated under *Plan Santa Barbara*. With existing, ongoing City policies and practices for fire prevention and response, potential Lower Growth Alternative fire hazard impacts would be expected to be less than significant, similar to or slightly greater than under the project growth scenario.

Less than significant citywide hazards impacts under the Lower Growth Alternative would not constitute a considerable contribution to regional cumulative impacts.

### 9.6.3 Additional Housing Alternative

The Additional Housing Alternative is forecasted to involve gradual construction of up to an estimated 4,360 new units and 1.0 million sf of non-residential space by the year 2030, a greater amount of residential growth than under the proposed project and a lower level of non-residential growth. Development would proceed under the existing policy framework for accident response, hazardous materials, and wildfire management.

Increased residential growth could potentially result in a greater number of residents in proximity to transportation corridors. Existing regulations for aircraft, rail, accident response, well closures, pipelines, and development review near transmission lines would continue. Impacts of the Additional Housing Alternative on accident risks would be expected to be less than significant, and similar or somewhat more severe than under the project growth scenario.

Greater densities in the Downtown area and the MODA could increase the number of residents in proximity to operations and businesses handling hazardous materials and potential for encountering contaminated soils and/or groundwater at proposed new development sites. However, as discussed above, businesses and industrial operations are subject to an extensive array of Federal, State, and local regulations pertaining to hazardous materials. Impacts related to hazardous materials would be less than significant with mitigation, similar to or potentially somewhat more severe than those anticipated under *Plan Santa Barbara*.

This alternative would substantially increase densities and the number of units to be accommodated within the MODA, and would encourage development of secondary residential units. An incrementally greater pressure to develop outlying lands in High Fire Hazard Area foothills would be expected compared with the proposed program. Impacts related to wildfire hazards would be expected to be similar to, or potentially somewhat worse, than those anticipated under *Plan Santa Barbara*.

Less than significant citywide hazards impacts under the Additional Housing Alternative would not constitute a considerable contribution to regional cumulative impacts.

## 9.7 Extended Range (2050) Hazards Impacts

Development in the City through the year 2050 would effectively represent full build-out of the City under proposed land use and zoning plans. The Extended Range Forecast assumes that residential growth of up to approximately 8,620 units and 3 million sf of non-residential growth could gradually occur over this 40-year time frame. Development through 2050 would proceed under the existing regulatory and City policy framework as well as the proposed policies of the *Plan Santa Barbara* General Plan Update.

The Extended Range would continue policies promoting mixed-use and in-fill development. As a result, it can be anticipated that a substantial amount of housing might be constructed as urban in-fill mixed-use development, while incrementally more housing could be developed on more outlying lands. Increased number of people and density of development would increase the potential for the likelihood and severity of an accident. As the population of Santa Barbara and California increases over the Extended Range the amount of people and hazardous materials being transported through the City would increase. Santa Barbara Airport would increase capacity in what is already one of the Country's busiest airspaces; the potential for aircraft accidents could incrementally increase (City of Santa Barbara 2007). Oil and gas operations would continue in the Santa Barbara Channel for the near future; however, many platforms may reach the end of their economic life during the Extended Range. The State of California has not developed statewide policies for the handling of offshore platforms once they are decommissioned.

Greater densities in the Downtown area, particularly redevelopment on the lower Eastside, could increase the number of residents in proximity to operations and businesses handling hazardous materials and potential for encountering contaminated soils and/or groundwater at proposed new development sites. However, as discussed above, businesses and industrial operations are subject to an extensive array of Federal, State, and local regulations pertaining to hazardous materials. Impacts related to hazardous materials would be less than significant, similar to or potentially somewhat greater than those anticipated to the year 2030.

Incrementally more development might occur within high fire hazard zones by 2050, but with existing, ongoing fire prevention and response policies and practices, impacts during the Extended Range Forecast would not be expected to be significant.

As discussed in Section 18.0, *Global Climate Change*, the gradual acceleration of global climate change could substantially increase wildland fire hazards. Projected decreases in annual precipitation and increasingly erratic weather patterns could increase the frequency, severity, and duration of drought, leading to increased severity and frequency of fires. Public safety impacts could occur due to increased fire frequencies in High Fire Hazard Areas, and potentially an expansion of High Fire Hazard Area boundaries. Incremental additional development within High Fire Hazard Areas could result in additional population exposed to wildfire safety risks. With more frequent wildfires, the City would likely devote more resources and personnel towards wildland fire prevention and response. An increase of wildland fires could also lead to more frequent flash flooding hazards due to erosion from loss of vegetative coverage in the High Fire Hazards Areas (see Figure 9.2 and Sections 11.0, *Hydrology and Water Quality* and 18.0, *Global Climate Change*). Such risks would continue to be addressed through existing regulations, policies, and programs for emergency planning, emergency response, Fire Plan development review for site, structural, landscape, and access design, water requirements, vegetative fuel management, and evacuation planning, and *Plan Santa Barbara* policies for increased regional coordination for emergency planning. Such policies and programs would address the potential effects of a small amount of additional development, but may not fully address the potential effects of climate changes, which could be significant.

## 9.8 Mitigation Measures

### ***MM HAZ-1 HAZARDOUS MATERIALS***

*The City shall add the following new policy to the Plan Santa Barbara Public Services and Safety Element:*

- **Household Hazardous Waste Disposal Capacity.** *Coordinate with other South Coast jurisdictions and the waste management industry to establish additional household hazardous waste collection facility capacity on the South Coast.*

## 9.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

### **RM HAZ-1 ACCIDENT RISKS**

*The City should consider adding the following new policies to the Plan Santa Barbara Public Services and Safety Element:*

- **EMF Development Setbacks.** *Continue application of prudent avoidance policy in siting development near transmission lines with adequate setbacks.*
- **Monitor EMF Study.** *Continue to monitor scientific study of electromagnetic fields and update development policies as necessary.*

### **RM HAZ-2 HAZARDOUS MATERIALS**

*The City should consider adding the following new policy to the Plan Santa Barbara Public Services and Safety Element:*

- **Hazardous Materials Exposure Vapor Barrier Study.** *Conduct an engineering study on the use of vapor barriers as part of site development on properties next to sites with past contamination for further protection against potential vapor intrusion. Identify guidelines for the type and thickness of materials for specified foundation types, proper installation and construction techniques, and general area distances for application.*

### **RM HAZ-3 WILDFIRE HAZARDS**

*The City should consider adding the following new programs to the Plan Santa Barbara Public Services and Safety Element:*

- **Water System Improvements for Fire Fighting.** *Evaluate the potential for additional water system improvements to assist in emergency preparedness and incorporate feasible measures into the City Capital Improvement Plan (partially implements Objective PS1).*
- **Private Water Supplies for Fire Fighting.** *Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies for fire fighting operations. Assistance could include expedited permit review.*





## 10.0 HERITAGE RESOURCES

**Issues:** *The central Heritage Resources issue is how to address potential impacts of future development to historic structures, historic districts and landmark districts, such as El Pueblo Viejo, through policies to regulate building density, design, size, bulk, and scale including:*

- *Form-based codes to protect heritage resources that improve standards to regulate new construction in historic districts and adjacent to historic structures;*
- *Floor-to-area ratios to limit building size in sensitive history areas;*
- *Continued designation and preservation of historic resources; and*
- *Interim measures for Historic Landmarks Commission review in areas adjacent to districts to protect heritage resources*

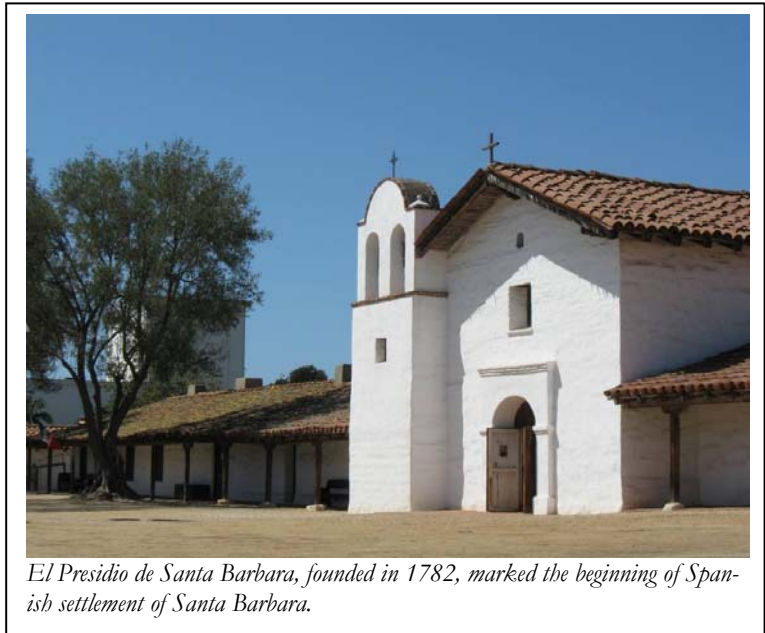
Santa Barbara's diverse cultural heritage is reflected in the broad range of heritage resources within the City. Heritage resources include archaeological sites, paleontological (fossil) materials, and historical buildings, structures, sites, objects, and districts.

Heritage resources are of cultural value to Native American and other ethnic groups; provide continuity between the historic past and future, and a unique sense of place; provide information for historical and scientific research; and educate residents and visitors about the City's past.

Archaeological sites are primarily subsurface material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

Paleontological resources are organic remains or their traces, usually older than 11,000 years, which are naturally preserved and imbedded in rocks or rock-like material such as amber. Fossils occur primarily in sedimentary rocks.

Individual historical resources include structures used for habitation, work, recreation, education, and religious worship. The City Municipal Code (Section 22.22) also defines an historic district as a delineated geographic area of the City (or a noncontiguous grouping of real properties within the City) where most of the properties within the district are thematically architecturally related and possess historical significance, special character, or aesthetic value, including, but not limited to, a distinct section of the City possessing a significant concentration of cultural resources which are united historically or aesthetically either by plan or by physical development.



*El Presidio de Santa Barbara, founded in 1782, marked the beginning of Spanish settlement of Santa Barbara.*

This section summarizes Santa Barbara’s archaeological and historic settings and assesses the potential impacts associated with future development that would occur under the *Plan Santa Barbara* General Plan policy update.

## 10.1 Heritage Resources Setting

### 10.1.1 Archaeological Resources

During prehistoric and early historic times, the project area was part of the region occupied by the Chumash Indians. The Chumash and their predecessors have occupied the Santa Barbara region since at least the late Pleistocene Epoch. The earliest documented human habitation of the area dates to about 13,000 years ago (Erlandson et al. 1996; Johnson et al. 2001). Few sites are known from this earliest period, and none have been identified within the City limits (Erlandson et al. 1987, 1996). Sites are often located on elevated landforms, and their presence on the Northern Channel Islands indicates early knowledge and use of marine resources.

Beginning shortly after 9,000 years ago, metates and manos (seed grinding tools) appear in the archaeological record in large numbers, indicating a broad-spectrum diet focused on plant foods and shellfish, with lesser emphasis on nearshore fish and terrestrial animals (Erlandson 1991, 1994, 1997; Glassow 1996; Glassow et al. 1988). During this time people lived in small, dispersed extended family groups, and used generalized tool kits (Table 10.1). Population density appears to have increased gradually over time.

Following an apparent drop in the number of occupied sites in the period from 6,500 to 5,000 years ago, populations appear to have rebounded. Mortars and pestles were added to the milling tool kit, and subsistence practices intensified—including increased reliance on acorns and marine fish and mammals (Glassow 1996, 1997).

Beginning around 3,000 to 2,500 years ago, the patterns of population growth, intensified subsistence, diversified food resource base, and more elaborate technology appear to have accelerated. Hunting and fishing increased in relative importance.

<b>Period</b>	<b>Approximate Dates</b>	<b>Key Artifacts or Features</b>
Mid 20th Century	Post-1925	Spanish Colonial Revival architecture
Early 20th Century	A.D. 1900-1925	Intense urbanization; street paving, parks
Early American	A.D. 1870-1900	Victorian architecture; older structures “Americanized;” mass produced artifacts
Hispanic/American Transition	A.D. 1850-1870	Continuation of Hispanic traditions of land use and building
Spanish Colonial/Mexican	A.D. 1782-1850	Adobe dwellings; metal, glass, and ceramic artifacts
Late Prehistoric/Protohistoric	A.D. 1200-1782	Small triangular projectiles, elaborate shell and steatite ornaments
Middle Period	1000 B.C.-A.D 1200	Shell fish hooks, bone harpoon, arrow points, plank canoe (tamol)
Early Period	3000-1000 B.C.	Mortars and pestles, large side- and corner notched projectiles
Millingstone/Early Holocene	7000-3000 B.C.	Millings slabs, hand stones, bone fish hooks and gorges
Paleocoastal	Prior to 7000 B.C.	Fluted points, crescents

*Source: City of Santa Barbara Master Environmental Assessment, Guidelines for Archaeological Resources and Historic Structures and Sites (2002) as modified by Applied EarthWorks, Inc. (2008).*

During the early decades of the twentieth century, David Banks Rogers, the first curator of archaeology at the Santa Barbara Museum of Natural History, referred to the immediate predecessors of the ethnographic Chumash as the “Canaliño.” Their diverse material culture included triangular projectile points (arrow heads) and finely made tools, ornaments, and religious objects made from shell and steatite. The most recent prehistoric period saw a gradual increase in the use of fish and sea mammals and the development of more complex political and economic systems, including a money economy (Arnold 1992; King 1990; Landberg 1965; Rogers 1929; Wallace 1955).

The Chumash lived in permanent, largely autonomous villages with political leaders who inherited their rank. Early accounts noted that Santa Barbara villages included hemispherical semi-subterranean houses built of poles and thatch and oriented in rows along streets. Communal dance areas, sweat lodges (*temescals*), and cemeteries also existed in these villages (Erlandson 1993; Gamble 1991, 2008). The largest and most populous villages in the region flanked the Goleta Slough. Other settlements were substantially smaller.

Mission records indicate that each of the eight major political centers along the coast between Gaviota and Carpinteria had at least two chiefs, and the two largest villages on the Goleta Slough may have had four or five (Gamble 2008; Johnson 1982, 1988, 2001). The principal Chumash village in the Santa Barbara region was *Syuxtun*, which means “where the trail splits” in Chumash, referring to a fork in the main trail along the coast (Applegate 1975). Located near the beach west of Mission Creek, *Syuxtun* was probably the home of 400 to 600 people at the time of European contact. The village may have straddled a lagoon close to the intersection of Chapala Street and West Cabrillo Boulevard, where an archaeological site now commonly referred to as “the Burton Mound” is located. Smaller villages occurred in Mission Canyon, near the mouth of Arroyo Burro Creek, and at other locations within the current City limits.

Numerous archaeological studies within and around the City have confirmed that most prehistoric archaeological sites occur within 300 feet of drainages, coastal bluffs, and the margins of coastal estuaries. The City Planning Division maintains an Archaeological Resource Sensitivity Map outlining watercourses, bluff edges, estuaries, and other locations where prehistoric archaeological sites are most likely to occur. Planners refer to the map when making decisions regarding the archaeological sensitivity of a proposed project site and the need for additional cultural resource studies (see Section 10.2 below).

### 10.1.2 Paleontological Resources

Paleontological resources are fossils, the remains or traces of prehistoric life preserved in the geological (rock stratigraphic) record. They range from well known and scientifically important vertebrate fossils (such as dinosaur and mammoth bones) to more obscure and scientifically interesting fossils (such as paleobotanical remains, trace fossils, and microfossils).

Paleontological records for the city of Santa Barbara and its sphere of influence are cataloged as part of countywide records at the University of California, Museum of Paleontology at Berkeley (UCMP). The UCMP has nearly 1,400 fossil records listed within Santa Barbara County, the majority of which are microfossil samples which can be scientifically interesting, but are not considered significant vertebrate fossils (Table 10.2). While finds of vertebrate or macro fossils are very rare within the City, the Santa Barbara, Rincon, Vaqueros, Monterey, Sespe, and Cozy Dell Geological Formations are known to contain micro- and macro-fossils (including vertebrate, invertebrate, diatom, foraminifera<sup>1</sup>, and plant specimens)<sup>2</sup> (Rincon Consultants 2009). The University of California at Santa Barbara (UCSB) Earth Sciences Department houses a

<sup>1</sup> Diatoms and foraminifera are marine algae and protists, respectively. Both form calcium carbonate shells and can be identified and traced in the fossil record.

<sup>2</sup> Fossils in noted formations are inferred from known deposits, and do not necessarily occur in these formations within the City.

substantial collection of fossils found within the City and adjacent areas. Santa Barbara City College (SBCC) also maintains a small collection of locally-derived fossils within their teaching specimens. Known resources and paleontological sites within the City, sphere, and vicinity, and information on the paleontological sensitivity of geological units present within the study area are summarized below.

The Quaternary deposits (sand, stream channel and alluvium deposits) underlying the Downtown are unlikely to contain fossils. The Monterey Formation that outcrops at the Mesa could have microfossils, although none are officially recorded from this area. The Upper West Side, Bel Air Knolls, and Mesa Hill areas are partially or largely located on the Santa Barbara Formation, a formation which typically has microfossils and invertebrate fossils (refer to Table 10.2). One notable location within the City is Fossil Hill (also referred to as Packard’s Hill [Arnold R. 1903, USGS 2002]), an outcrop of the Santa Barbara Formation near SBCC.

**Table 10.2: Recorded Paleontological Resources and Associated Geological Units for the City of Santa Barbara, its Sphere of Influence and Vicinity**

Formation Name	Number of Records	Fossil Types		
		Invertebrate	Microfossils	Vertebrate
<i>Santa Barbara</i>	93	25	68	0
<i>Rincon</i>	0	0	0	0
<i>Vaqueros</i>	0	0	0	0
<i>Monterey</i>	0	0	0	0
<i>Cozy Dell</i>	0	0	0	0

*Note: Many of the records within the UCMP do not identify the formation with which the fossil was associated.*  
*Source: University of California, Museum of Paleontology at Berkeley 2009*

The bluff that begins near Leadbetter Beach (historically referred to as Bathhouse Beach [Arnold R. 1903, USGS 2002]) and extends southwest along the ocean also is also part of the Santa Barbara Formation and is a relatively rich source of marine invertebrate fossils. East of East Beach, a stratum of poorly preserved shell fragments was identified within the cliff face (Arnold R., 1903). The strata of this bluff are similar to, and probably contemporaneous with, the late Pleistocene strata in the Leadbetter bluff described above. Such fossil remains are interesting but are generally not of substantial scientific importance.

West of the City boundaries, some larger invertebrate fossils have been found within the current location of the South Coast Recycling and Transfer Station, where an 80- to 100-foot deposit of post-Pliocene age is located. The current condition of this deposit and how the transfer station has affected it is not known. Fossil deposits within the City provide interesting glimpses into the region’s natural history; however most do not constitute unique paleontological resources. The City Planning Division maintains an MEA Map outlining geologic formations. Planners refer to this map when making decisions regarding the paleontological sensitivity of a proposed project site and the need for additional studies.



*Large invertebrate fossils, such as this scallop shell found in the 1970s at the site of the County Transfer Station, is exemplary of fossil resources found locally (Specimen courtesy Betsy Blaine).*

### 10.1.3 Historical Resources

Recorded history in Santa Barbara County began in 1542 when explorer Juan Rodriguez Cabrillo entered the Santa Barbara Channel and made the first European contact with the Barbareño Chumash. Governor Felipe de Neve and Lieutenant José Francisco Ortega founded the Presidio of Santa Barbara in 1782, with Father Junipero Serra. The Santa Barbara Mission was established in 1786. The Presidio encompassed an area roughly bounded by the modern De la Guerra, Anacapa, Garden, and Carrillo streets; the Missions and associated facilities were concentrated 2 miles northwest at what is now East Los Olivos and Laguna Streets. Pueblo Santa Barbara grew around the Presidio with scattered adobe buildings on all four sides with a greater concentration south and west of the Presidio along what are now Santa Barbara, Anacapa, and State streets. By the end of the 19<sup>th</sup> century, the heart of the Spanish/Mexican pueblo had become known as *El Pueblo Viejo*. Many historic buildings and sites are located in this area, including the Santiago De la Guerra adobe at 110 East De la Guerra Street (circa 1812), the 1830s Lugo Adobe, the Covarrubias (Carrillo) Adobe (1817) now occupied by the Santa Barbara Historical Museum, and the Casa de la Guerra, built between 1818 and 1828 (Conard and Nelson 1986) Figure 10.1).

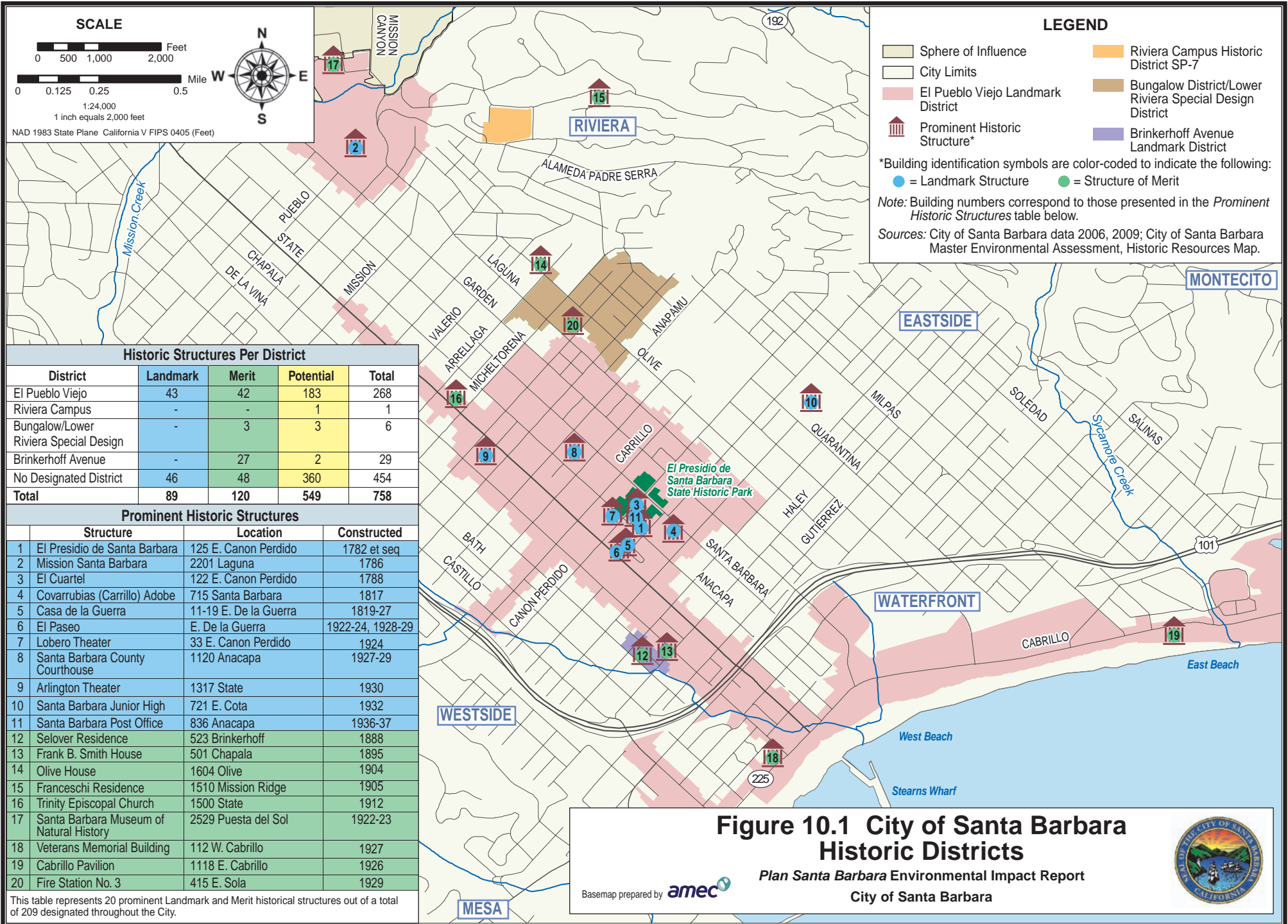
At the time of statehood in 1850, the Santa Barbara population was almost completely Spanish (Nelson 1979) and political control of the City also remained with the old Spanish families (Williams 1977). The “Americanization” of Santa Barbara was a gradual transition exemplified by the grid system laid out by Salisbury Haley in 1851. The new American-European business district was concentrated along State Street between Gutierrez and Ortega streets. The Hispanic community was concentrated near State Street in an eight-block area between Ortega and Figueroa streets. Spanish political influence is reflected in street names related to people and events of the pre-American and early American history of Santa Barbara. Californios remained in control of the local government until Anglos swept the elections in 1873. The town did not expand beyond the original Pueblo Viejo until the 1880s.

The Early American Period (1870-1900) saw the erection of Stearns Wharf in 1872 and completion of the Southern Pacific Railroad, which reached Santa Barbara in 1887 from the south (Cole 1999). Between 1886 and 1907, the population ballooned from 4,500 to 12,000 as tourism expanded and wealthy easterners discovered the mild climate, bringing with them the brick and wood-framed buildings<sup>3</sup> constructed in the popular Victorian-era styles of the 19<sup>th</sup> century such as Italianate, Eastlake, and Queen Anne. Urbanization during the late 19<sup>th</sup> and early 20<sup>th</sup> century included civic improvements such as paved streets and development of several residential tracts (Williams 1977). Lights were installed along 2 miles of State Street in 1887, and at approximately the same time the City streets were laid with sewer and water mains.



*Hispanic design tradition dominated Santa Barbara's architecture until the late 1860s when other styles, such as Queen Anne, were constructed.*

<sup>3</sup> Several buildings of this type were also constructed in the 1870's and early 1880's.



**Figure 10.1 City of Santa Barbara Historic Districts**

Plan Santa Barbara Environmental Impact Report  
 City of Santa Barbara

Basemap prepared by amec



This table represents 20 prominent Landmark and Merit historical structures out of a total of 209 designated throughout the City.

The first narrow-gauge mule-drawn streetcars appeared in Santa Barbara in 1875. Initially they ran on a single line between the 1300 block of State Street and Cabrillo Boulevard, but the system expanded over time to stretch from the ocean to Oak Park, up past the Mission onto the Riviera, and down to the lower Eastside. Electric power replaced the mules in 1897, but within a few years automobiles began to gain popularity. In 1929, the system was finally shut down (Redmon 2008).

Before the 1925 earthquake that severely damaged much of the Downtown, the Santa Barbara Community Arts Association was joined by Irene and Bernhard Hoffman. The Plans and Planting Committee of the association, led by

Mr. Hoffman and Pearl Chase, supported the creation of an Architectural Review Board and City Planning Commission that would establish design controls (Streatfield 2005).

After the 1925 earthquake, much of the City was designed in the Spanish Colonial Revival architectural style or the “Hispanic Tradition.” Community leaders pursued the preservation of the Mission, Presidio, and older Pueblo-related structures and adobes and they were somewhat successful. The El Pueblo Viejo Landmark District was established in 1960. That same year, the Advisory Landmark Committee was created to protect the integrity of the district that included such historic buildings as the Casa de la Guerra (1818-1828), Santa Barbara County Courthouse (1927), and several adobe residences (1817-1858). El Presidio de Santa Barbara State Historic Park was established in 1966 in the heart of the district to recognize and protect the site of the Royal Presidio. El Presidio de Santa Barbara (now encompassed within El Presidio de Santa Barbara State Historic Park) represents the historic beginnings of the City, and thus is recognized by historical preservation groups as critical to preservation of the City’s heritage.

The historical trends and events described above are encapsulated in the archaeological remains within the City. While such remains may be found in various areas of the City, the potential is highest for such remains to occur in the six- to eight-block region surrounding the old Presidio near the corner of Santa Barbara and Canon Perdido streets and in the vicinity of the Mission. In some cases the historic archaeological remains are the only tangible remaining evidence of those trends and events, or the only sources of information about the lives of the people who experienced them. The City’s Archaeological Resource Sensitivity Map delineates the zones of sensitivity where archaeological remains from the major periods of Santa Barbara history (Spanish Colonial/Mexican, Hispanic-American Transition, American, and Early 20<sup>th</sup> Century) are most likely to occur as exemplified by the general locations as discussed above. Planners refer to the map when making decisions regarding the archaeological sensitivity of a proposed project site and the need for additional cultural resource studies (see Section 10.2 below).



*The entryway to the historic Arlington Theater remains much as it was when it first greeted guests in 1931.*



## 10.2 Applicable Plans and Policies

Various local, State, and Federal policies and regulations address heritage resource concerns. Historical resources include properties listed on, or eligible for listing on the California Register of Historical Resources (CRHR), or on the City’s list of Historic Landmarks, Structures of Merit, and Potential Historic Resources, or that an agency determines to be significant in the annals of California. The criteria for listing a resource in the CRHR are also generally used to identify important heritage resource properties (Table 10.3).

Within the City, the City Historic Landmarks Commission (HLC) oversees implementation of City policies and regulations for protection of cultural and historic resources, including the guidelines and standards of the City’s historic preservation or landmark districts (refer to Table 10.4). As of September 2009, there were 89 Designated City Landmarks and 120 Designated Structures of Merit, along with a list of 549 other structures and sites identified as potentially historic. The HLC, with the administrative support of City staff, maintains the list of Historic Landmarks, Structures of Merit, and Potential Historic Resources, and reviews projects involving demolition (non-Landmark projects) or modification of such structures within the El Pueblo Viejo District and Brinkerhoff Avenue Landmark District to ensure appropriate protection. The HLC also reviews identified historic structures outside EPV. This includes regulating the compatibility of architectural styles used in the new construction and the exterior alteration of existing structures within designated historic districts and other areas of the City. The HLC also reviews all archaeological and historic structures reports for accuracy and consistency with the requirements of the MEA.

<b>Table 10.3: California Register of Historical Resources</b>	
<b>A resource may be listed in the California Register if it meets any one of the following criteria:</b>	
(1)	it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
(2)	it is associated with the lives of persons important in California's past;
(3)	it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value;
(4)	it has yielded or is likely to yield information important in pre-history or history.

### 10.2.1 Archaeological, Paleontological, and Historical Resources

The California Environmental Quality Act (CEQA) and Guidelines provide detailed guidance and direction for evaluation and mitigation of potential project impacts to heritage resources (e.g., CCR 15064.5, 15126.4). This includes use of the Secretary of the Interior’s Standards for the Treatment of Historical Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Existing City policy documents are consistent with these State requirements and contain extensive provisions for protection of historic and archaeological resources, including in the General Plan Land Use and Conservation Elements and Coastal Plan. The Municipal Code (Section 22.22) contains standards for protection of significant archaeological and paleontological resources, and detailed provisions for use of historic surveys, noticing, evaluation, and decisions on demolition applications, designations of Landmarks and Structures of Merit, Landmark and Historic Districts, Historic Landmark Commission procedures and findings, and project compatibility analysis. Additional policies are contained within various City design guidelines and the Municipal Code Sign Regulation ordinance that limits signage. The City retains a qualified Urban Historian on staff.

The City Master Environmental Assessment (MEA) *Guidelines for Archaeological Resources and Historical Sites and Structures* (MEA Guidelines) provide policies and procedures for the identification and treatment of archaeological resources and historic structures and sites. Depending on the type of project and location and nature of proposed development, Planning Division staff will consult the Archaeological Resources Sensitivity Map and other available information sources to determine which sensitivity zone(s) are applicable and what kind(s) of documentation may be needed. A Phase 1 Archaeological Resources Report (ARR) may be required if no prior reports cover the area and certain other conditions are not met. If resources are identified on the subject property, a Phase 2 ARR may be required to assess the significance of the resource, assess potential project effects, and develop measures to mitigate potential adverse effects. Implementation and results of mitigation would be described in a Phase 3 ARR.

For historic buildings and structures, staff consults various lists of landmarks and other historic resources, as well as maps and survey forms of the City’s Historic Architectural Surveys and Study Areas to determine whether historic buildings, structures, or sites may be present. In some cases, resources are not mapped or on any list. In consultation with the Urban Historian, staff determines whether a Historic Structures Report (HSR) is required. All ARRs and HSRs are reviewed by City staff and, if available, the City’s Archaeological Advisor. Once the report is reviewed and approved, staff forwards a recommendation of acceptance to the HLC for its review and action.

To protect places important in the cultural, religious, or ceremonial life of Native American tribes, Government Code §65352 (Senate Bill 18) requires government-to-government consultation with local tribes before a city adopts or amends a General Plan or Specific Plan, or when designating land as Open Space. The City first contacts the California Native American Heritage Commission to obtain a list of local tribal contacts, then sends a written offer to consult to each identified representative. If the tribe responds with a request for consultation, the City proceeds with face-to-face discussions to identify issues of concern to tribe and determine how the proposed plan might impact important cultural places. The consultation concludes when the parties have found acceptable ways to accommodate each others concerns, acceptably resolved any differences, if possible, or determined that mutual agreement cannot be reached.

As part of the *Plan Santa Barbara* General Plan update process, the City contacted representatives identified by the California Native American Heritage Commission for the Central Band of the Chumash Nation and the Santa Ynez Band of the Mission Indians with offers for consultation.

**10.2.2 Landmark-Historic Structures and District**

The City currently has four designated historic or landmark districts or special design districts which cover more than 850 acres of the City (Table 10.4)<sup>4</sup>. Each of these districts has specific design guidelines overseen by the HLC. The guidelines regulate new construction and rehabilitation details such as architectural styles, construction materials, design elements, massing, landscaping, roof forms, wall surfaces, exterior colors. The Guidelines’ intent is to preserve each district’s individual character and unique historic appeal while still enabling appropriate development and economic growth.

<p><b>City of Santa Barbara</b>  <b>Historic Resources Categories</b></p> <p><b>Landmark Structure:</b> A structure or site that has been recommended for Landmark status by the Historic Landmarks Commission based on review of historical, architectural, archaeological, cultural, or aesthetic significance. Landmark Structure designations must be approved by City Council.</p> <p><b>Structure of Merit:</b> The Historic Landmarks Commission may designate a Structure of Merit based upon the same criteria used in assessing a Landmark Structure. No approval by City Council is necessary for designating a Structure of Merit.</p> <p><b>Potential Historic Structures:</b> Structures that have been identified as having some importance to the community.</p>
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<sup>4</sup> The City has multiple special design districts and design regulations that cover much of the City. Three of these districts encompass areas within and adjacent to the City’s core and include the majority of identified landmarks structures and those of historical merit.

**Table 10.4: Historic, Landmark, and Special Districts and Guidelines**

Design Guideline (Year Adopted)	Location	Architectural Styles	Acreage
El Pueblo Viejo Landmark District 3 <sup>rd</sup> Ed. (2009)	Cabrillo Boulevard from the harbor to the Andree Clark Bird Refuge; Mission area; portions of the central business district	Traditional Hispanic, Spanish Colonial, California Adobe, Monterey Revival	785
Lower Riviera Special Design District (2006; AKA Bungalow Haven District)	Special District located north of Anapamu Street; east of Garden Street, and south of Arrellaga Street. *Bungalow Haven is a 54-acre neighborhood within this District.	Craftsman; National Folk (Vernacular), Mission Revival; Spanish Colonial Revival; American Colonial Revival	54
Riviera Campus Historic District (2004)	Along Alameda Padre Serra	Traditional Hispanic, Spanish Colonial Revival	9
Brinkerhoff Avenue Landmark District (1986)	Brinkerhoff Avenue between Cota and Haley streets	Eastlake, Queen Anne, Colonial Revival and Italianate	7

*Source: City of Santa Barbara Master Environmental Assessment, Historic Resources Map*

The City’s historic and landmark districts are generally located within or near the Downtown and City core. The Riviera Campus Historic District is designated an historic district. The El Pueblo Viejo, Lower Riviera, and Brinkerhoff Avenue design districts also contain substantial numbers of historic buildings. Development within each of these districts is regulated by design guidelines intended to protect each area’s unique character and setting, including consideration of historic resources. These guidelines are strictly administered. Recent updates to City Municipal Code procedures require compatibility findings for a project’s compliance with Charter and Municipal Code provisions, compatibility with architectural character of the City and neighborhood, appropriate size, mass, bulk, height, and scale, and sensitivity to adjacent landmarks and historic resources.

***El Pueblo Viejo (EPV), Parts I and II***

Originally established in 1960 around the historic Spanish Royal Presidio of the City, this District has been gradually expanded over time to encompass 785 acres including Mission Santa Barbara, the Museum of Natural History, the adjacent Plaza Rubio neighborhood, and the Waterfront and its scenic coastal entrances to the City. The EPV District contains many of the City’s most important historic and architectural landmarks such as Casa de la Guerra and El Paseo, the Santa Barbara County Courthouse, Meridian Studios and Lugo Adobe, and the Lobero and Arlington Theaters, as well as the Mission and related structures. The historic heart of EPV is centered on El Presidio de Santa Barbara State Historic Park, which supports important historic and cultural resources. At least a dozen other 18<sup>th</sup> and 19<sup>th</sup> century residential adobe buildings, along with numerous other residential, commercial, public, and civic buildings, also are included in the District.

District guidelines were published in 1986 and 1995. In 2009, the City Council adopted updated El Pueblo Viejo Design Guidelines. All of these guidelines require that any alteration or new construction within El Pueblo Viejo conform to Hispanic/Mediterranean building styles (e.g., Spanish Colonial Revival, Monterey Revival, Mission Revival, and California Adobe). Broad stucco surfaces, porches, arcades and red-tiled roofs are key elements of these styles. Other typical design elements include enclosed patios and gardens, interior courtyards, weather protecting colonnades and wall extensions, low-keyed traditional colors, exposed stone, wood, and iron work, fountains, and arbors.

***The Riviera Campus Historic District (2004)***

This District contains the site of the Santa Barbara Normal School of Manual Arts and Home Economics, established in 1909, which became the University of California, Santa Barbara College (UCSB) in 1944. The UCSB campus moved to its current site in 1954, leaving the older campus to school and office development. This 9-acre District encompasses eight buildings of the original campus. Four of these—the Quadrangle Building (1913), Grand Staircase (1913), Furse Hall (1927), and Ebbets Hall (1928)—were determined eligible for the National Register. Of the four remaining buildings within the District, one building is a structure of merit and three are non-contributing.

***The Lower Riviera Special Design District (2004)***

This District encompasses approximately 54 acres located between Anapamu, Garden, and Arrellaga streets and north of Alta Vista, with Grand Avenue to the East (see Figure 10.1). This District includes the historic Bungalow Haven neighborhood, an assemblage of modest, mainly one-story bungalows designed in the Craftsman and period revival styles (National Folk, Mission Revival, Spanish Colonial Revival, and American Colonial Revival) dating principally from the first quarter of the 20th century. Houses generally feature small lots, open front porches, tree-lined streets, and gardens designed in the Craftsman tradition. A historic resources survey of the District inventoried more than 300 structures, approximately 80 percent of which contribute to the historical significance of the district.

***Brinkerhoff Avenue Landmark District (1986)***

This District, named for Samuel Brinkerhoff, Santa Barbara's first Anglo-American physician, is a small district (approximately 7 acres) and contains one of the most dense concentrations of historic buildings in the City clustered along the 500-block of Brinkerhoff Avenue (between Haley and Cota streets). It includes some 20 Victorian and post-Victorian residences built between 1887 and 1923. Notable among these are the Henry and Edward Tallant homes (both built in 1887), the Cook-Frisius residence (1887), and the Kirsch House (1890). Several later (1900-1913) bungalows also are present.



*The Bungalow Haven-Lower Riviera Special Design District supports 300 older cottages in the Craftsman and period revival styles, dating primarily from the first quarter of the 20<sup>th</sup> century.*

**Relevant Plans and Regulations**

- **National Environmental Policy Act (NEPA)** - requires assessment of projects on Federal land or projects permitted by a Federal agency to identify potential impacts to cultural resources and to recommend appropriate measures to mitigate adverse effects (42 USC 4321).
- **National Register of Historic Places** - the nation's official list of historic places worthy of preservation. The National Register is administered by the National Park Service.
- **National Historic Preservation Act (16 USC 470)** - requires Federal agencies to take into account the effects of their undertakings on properties eligible for the National Register of Historic Places, and to provide the Advisory Council on Historic Preservation the opportunity to comment on such proposed activities.
- **Other Federal Acts including the Antiquities Act of 1906 (USC 431-433), Historic Sites Act of 1935 (16 USC 461-467) and the Archaeological Resources Protection Act of 1979 (16-USC 470aa)** - mandate the protection of cultural resources on lands owned or controlled by the Federal government.

**Relevant Plans and Regulations (Continued)**

- **The Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR 68)** - defines four options for the treatment of historic buildings: 1) preservation, 2) rehabilitation, 3) restoration, and 4) reconstruction (Weeks and Grimmer 1995).
  - Preservation involves the application of measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment.
  - Rehabilitation entails making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.
  - Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.
  - Reconstruction involves new construction to recreate the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.
- **California Environmental Quality Act (CEQA)** - Provides guidance in evaluating the significance of impacts to resources (CEQA Section 21083.2 and CEQA Guidelines Section 15064).
- **California Coastal Act and the City Local Coastal Plan** - provide policies for the assessment, protection, and mitigation of impact to cultural resources.
- **California Register of Historical Resources** - Lists buildings, sites, and structures important in local, State, or national history, archaeology, or architecture.
- **Government Code §65352 (Senate Bill 18)** - requires government-to-government consultation with local tribes before a local government adopts or amends a General Plan or Specific Plan, or when designating land as Open Space.
- **State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.94** - provides protection to human burials and skeletal remains.
- **State Public Resources Code 5024** – requires that all state agencies preserve and maintain all state-owned historical resources.
- **City Conservation and Land Use Elements** - Require that “Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.”
- **City Historical Landmarks Commission (HLC)** - Provides recommendations for protection of cultural resources, designation of City Landmarks or Structures of Merit, reviews archaeological reports and development for consistency with City policies (City Charter Section 817).
- **City Master Environmental Assessment, Guidelines for Archaeological Resources and Historic Structures and Sites** - Maps potential and known cultural resources; includes mitigation measures to reduce or prevent impacts.
- **Santa Barbara Municipal Code Chapter 22.12** - standards for the preservation and protection of known and unknown significant archaeological resources for all new development.
- **Santa Barbara Municipal Code Chapter 22.22** - recognizes that preservation, enhancement, perpetuation of structures, natural features, sites within the City having historic, architectural, archaeological, cultural or aesthetic significance is in the public interest.
- **Santa Barbara Municipal Code Sec. 22.68, Demolition Review Ordinance** - requires demolition permits requested to be reviewed for potential historical significance, impacts, and mitigation.
- **Santa Barbara Design Guidelines** – regulate new construction or rehabilitation details in the City’s historic and landmark districts.
- **Santa Barbara Municipal Code Sec 22.70** - Sign Regulations

## 10.3 Heritage Resources Impact Evaluation Methodology

The data in this section are drawn primarily from information available at the city of Santa Barbara Planning Division, including existing General Plan policies, Municipal Code ordinances, and the Master Environmental Assessment (MEA) Guidelines for Archaeological Resources and Historical Sites and Structures, supplemented by additional information presented by Gerber (2006), Munns et al. (2004; 2005), and Beedle (2007) or generated by Applied EarthWorks, Inc. specifically for this study. The analysis of potential impacts is based on the amount and general location of projected growth and the professional judgment of the report authors.

### 10.3.1 Project Components

Under proposed *Plan Santa Barbara* policies, development of up to approximately 2,795 new dwelling units and 2.0 million square feet (sf) of commercial development could potentially occur through the year 2030. An additional 403 new residences and 178,202 sf of commercial growth is forecast to occur within the City's sphere of influence; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. Because private land in the City is already developed, new development under *Plan Santa Barbara* policies would be expected to consist of redevelopment of older, single-story commercial or industrial buildings, larger public and private parking lots, and single-family homes. Additional development would occur on scattered smaller parcels throughout the City, particularly in the foothills, Las Positas Valley, and the North La Cumbre areas. Therefore, as in recent decades, future development in Santa Barbara is likely to often involve demolition of existing older development on a site and redevelopment with potential for demolition of historic structures and possible damage to subsurface remains.

The precise character and distribution of growth projected under *Plan Santa Barbara* policies and the proposed updated Land Use Element Map is not known. However, based on policy proposals and past development trends, it is likely to involve development of new multiple-story, mixed-use structures in commercial zones throughout the City, with more limited growth in multiple-family zones and single-family neighborhoods. The majority of this growth would be expected to occur within the MODA, within El Pueblo Viejo, along Upper State Street (e.g., La Cumbre Plaza), and in other commercial corridors. Up to an estimated 1,845 new units and 1.3 million sf of non-residential development could be located within the 2,325-acre MODA. The location, size, and number of new buildings needed to accommodate new development in the MODA are not known. An undetermined amount of this new residential and non-residential development would be constructed as smaller one- and two-story projects, as additions to existing buildings or as part of larger redevelopment projects such as redevelopment of La Cumbre Plaza. However, based on the number of new units contained in recently constructed multiple story mixed-use buildings (generally 20 to 30 units) and proposed Variable Density Ordinance revisions to require smaller units, new buildings could likely accommodate from 20 to 40 units each. Using the range of units per building, implementation of *Plan Santa Barbara* could result in potential construction of up to 40 to 50 new three- to four-story buildings on existing developed sites within the MODA over the next 20 years.

Proposed *Plan Santa Barbara* policies and programs contain measures to further protect heritage resources. These include Policy CH2-Increase Historical Resource Appreciation and CH6-Chumash Culture and Archaeological Resources that promote education and inclusion of archaeological and historic resources. Policies CH1-Adaptive Reuse and CH3-Loan Program direct provisions of incentives for adaptive reuse and historic preservation. A number of policies would further protection of existing historic resources and

neighborhoods through development design, including Policy CH4-Development Review Adjoining Designated Historic Structures, requires review of development adjoining historic structures; Policy CH9-Building Size, Bulk, and Scale, which requires new non-residential and mixed-use development to be in scale with existing neighborhoods; Policy CH10-Building Height Limits Downtown Near Residential areas and Historic Structures, which requires lower building height and stepping back of buildings adjacent to historic structures to provide buffers; CH14-Commercial Neighborhood Compatibility and CH15-Form-Based Codes, which would further address compatibility of new development with respect to scale, design, and historic resources. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 10.3.2 Important Heritage Resources

The City MEA maps identify areas sensitive for subsurface prehistoric archaeological resources or above-ground historical resources based on known resources of various prehistoric and historical periods. Potential for subsurface paleontological resources is identified based on the types of geological substructures and soils. The Existing Setting section above identifies historical periods and areas of the City sensitive for resources.

The criteria for determining resource importance are specified in the State CEQA Guidelines and City MEA *Guidelines for Archaeological Resources and Historical Structures and Sites* (MEA Guidelines) and are generally summarized as follows:

- Scientific Value: Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information;
- Unique Quality: Has a special, distinctive quality of a type, period, region, or method of construction, such as being the oldest or best available example of its type;
- Federal, State, or City Designations: Landmark or Structure of Merit status or a qualitative assessment of the physical state and context of the resources; and/or
- Historic Event or Person: Is directly associated with an important prehistoric or historic event or person.

Resource importance is determined based on designations (e.g., Landmark status) or a qualitative assessment by archaeologists or historians of the physical state and context of specific resources using the criteria for resource importance. For the citywide *Plan Santa Barbara* analysis, the designations and more general resources sensitivity area maps are used to identify potential areas of important resources.

### 10.3.3 Impact Evaluation

The evaluation of heritage resources impacts considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth under the proposed Land Use Element Map designations and *Plan Santa Barbara* policies. The Land Use and Growth Management Element (LU) policies would promote in-fill development within the MODA where heritage resources are concentrated.

Policies and programs in the draft Historic Resources and Community Design (CH) Element<sup>5</sup> contain a number of recommendations that are intended to protect the City's small town character, improve urban design, and protect heritage resources. These include Policy CH1-Adaptive Reuse, which directs the City to provide incentives for adaptive reuse; Policy CH4-Development Review Adjoining Designated Historic Structures, which requires review of development adjoining historic structures; Policy CH9-Commercial and

<sup>5</sup> The EIR project description and analysis is based on the January 2009 *Plan Santa Barbara* General Plan Update draft titled "Policy Preferences Report". Since that time, the Draft General Plan Update has continued to undergo refinements, including changes in format moving the historical resources policies into a separate element and policy number changes.

Mixed-Use Building Size, Bulk and Scale Requirements, which requires new non-residential and mixed-use development to be in scale with existing neighborhoods; Policy CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures, which requires lower building height and stepping back of buildings adjacent to historic structures to provide buffers.

Citywide and localized area impacts are qualitatively evaluated to consider whether future development under *Plan Santa Barbara* policies would substantially affect important archaeological and historical resources. In particular, evaluation considers potential direct impacts to buildings, structures, or sites listed on the National Register of Historic Places or CRHR, as well as locally designated City Landmarks, Structures of Merit, historic districts, and historic buildings yet to be identified. Regional impacts consider citywide or localized area impacts together with impacts from projected development within the City's sphere of influence and other similar impacts of future development on the South Coast.

Existing City, State, and Federal policies and regulatory processes that would serve to avoid significant impacts to heritage resources are identified. Numerous policies are in place to provide direction and requirements for avoiding or lessening potentially significant impacts to archaeological or historical resources. These include Federal and State regulations, and City Conservation Element policies, Municipal Code requirements, MEA procedures, and standard construction conditions for earthwork monitoring and resource protection. The City also undertakes historic resources surveys and periodically updates district provisions.

The City MEA provides guidelines for the identification, evaluation, and treatment of archaeological and historical sites, and contains maps of known resources, identified historic districts, and sensitive areas, including:

- Prehistoric—Drainage Corridors and Estuaries;
- Spanish Colonial and Mexican Period, 1782-1849;
- Mission Complex and Waterworks, ca.1786-1835+;
- Hispanic to American Transition Period, 1850-1870;
- Early American Period, 1870-1900; and
- Early 20<sup>th</sup> Century, 1900-1925.

In addition to the State and Federal criteria discussed above, the City has established criteria to identify significant archaeological and historical resources that take into consideration their importance or uniqueness within the context of local prehistory and history. A resource may be judged historically or culturally significant if it:

- Has character, interest, or value as a significant part of the heritage of the City, State, or Nation;
- Is the location of a significant historical event;
- Is identified with a person or persons who significantly contributed to the culture and development of the City, State or Nation;
- Exemplifies a particular architectural style of way of life important to the City, State, or Nation;
- Exemplifies the best remaining architectural type in a neighborhood;
- Is the creation, design, or work of a person or persons whose effort has significantly influenced the heritage of the City, State, or Nation;
- Demonstrates outstanding attention to architectural design, detail, materials, or craftsmanship;
- Is related to any other landmark and its preservation is essential to the integrity of that landmark;
- Is uniquely located or has singular physical characteristics that make it an established and familiar visual feature of a neighborhood;
- Has potential to yield significant information of archaeological interest; or



- Creates a natural environment that contributes strongly to the well-being of the people of the City, State, or Nation.

### 10.3.4 Mitigation

If existing and proposed policies and regulatory processes would not fully avoid potentially significant impacts, any additional mitigation measures are identified that could feasibly avoid significant impacts. General mitigation approaches may include project redesign to avoid impacts, protection of the resource in place, or collection, documentation, or designation of resources. Mitigation costs are limited by CEQA Statute §21083.2.

### 10.3.5 City Impact Significance Guidelines

City impact significance guidelines are based on regulations, City policy (General Plan Conservation Element, Municipal Code, MEA Guidelines, and State CEQA Guidelines (Section 15064.5)).

***Citywide or Localized Area Heritage Resources Impacts (Project Impacts):*** Significant heritage resource impacts may result from loss or substantial disturbance to important archaeological, paleontological, or historical resources, or human remains, unless measures are implemented to avoid or lessen the significant effect:

- Archaeology: Loss or substantial damage to archaeological or paleontological resources identified as important or unique by MEA criteria.
- Historical Resource: Loss or damage to historical resources identified as important by MEA criteria.
- Human Remains: Disturbance of human remains.

***Regional Heritage Resources Impacts (Cumulative Impacts):*** If citywide or local area impacts together with other existing and reasonably foreseeable future impacts within the City's sphere of influence or South Coast would result in a substantial heritage resources impact as identified above, a substantial City impact, if not mitigated, may be considered to be a considerable contribution to cumulative impacts.

## 10.4 Citywide Heritage Resources Impacts

### IMPACT HER-1: ARCHAEOLOGICAL RESOURCES

#### ***Potential for loss or damage to important archaeological resources.***

Development over the next 20 years under *Plan Santa Barbara* General Plan policies could result in construction of a substantial number of mixed-use and multiple-family redevelopment projects within the urban area and MODA. A minor amount of redevelopment of hotels and public facilities along the waterfront near Burton Mound and other areas identified as archaeologically sensitive in the MEA is also possible.



*New development near archaeologically sensitive areas such as the Burton Mound has the potential to disturb subsurface remains.*

Many of these sensitive areas have been disturbed by prior development, however new in-fill development including demolition, soil remediation, site preparation, foundation work, construction of subsurface parking structures, and installation of utilities and driveways could disturb or destroy subsurface archaeological materials, a potentially significant impact. Some incremental additional development could also be expected in more outlying areas such as the foothills and Las Positas Valley. Such development, especially along elevated areas in proximity to the City's major streams, could also expose resources to damage.

Changes in micro-climate and associated potential alterations to moisture content in older adobe and potentially wooden buildings from increased shading resulting from adjacent development might theoretically have the possibility of affecting structures, however no substantial evidence is known from literature that such impacts would be considered likely to occur.

*Existing Policies:* Existing City Charter, General Plan, and Municipal Code policy and regulatory review processes provide for the identification, evaluation, and protection of archaeological resources. The MEA Guidelines require careful consideration of all available information regarding the location of prehistoric and historic sites and the potential for such resources to be present in a proposed project area. Phase 1 and 2 studies are used to identify the presence of such resources in a project area, evaluate their significance, assess specific project impacts, and develop recommendations for impact mitigation if necessary. City staff and the HLC review and approve all Phase 1 and 2 reports, as well as Phase 3 (mitigation) proposals. Municipal Code provisions provide for evaluation and mitigation of any unanticipated resources discovered during grading and construction processes. Through imposition of standard conditions, monitoring requirements, consultation with Native American tribal representatives, and other measures, the City ensures that impacts on subsurface archaeological remains are mitigated appropriately.

*Proposed Policies:* Plan Santa Barbara Policy CH6-Chumash Culture and Archaeological Resources, promotes public awareness and appreciation of the initial inhabitants of Santa Barbara through support of public exhibits and inclusion of elements of Chumash arts and culture in development. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With application of existing policies and procedures and implementation of the project-specific mitigation measures they would generate, impacts to archaeological resources would be **less than significant (Class 3)**.

## IMPACT HER-2: PALEONTOLOGICAL RESOURCES

### ***Potential for future development to damage important paleontological resources.***

The Santa Barbara area supports limited paleontological resources. Most potential future construction activities would be located within areas of low resource potential and sensitivity. For areas underlain by sedimentary bedrock formations or containing outcrops that may include fossils, including the Santa Barbara, Rincon, Vaqueros, Monterey, Sespe, Coldwater Sandstone, and Cozy Dell Formations, potentially significant impacts could occur.

*Existing Policies:* The City Municipal Code (Section 22.12 Archaeological and Paleontological Resources) and the MEA Guidelines provides for Phase 1, 2, and 3 technical reports as appropriate prior to development to identify whether resources exist, whether they are important, and if so, whether the project could substantially impact them. If so, measures are applied to mitigate significant impacts (such as protection in place, collection of resources, or documentation), and monitoring may be required during grading, which may lead

to additional evaluation and mitigation. This constitutes an existing citywide programmatic mitigation that is applied incrementally as appropriate when project applications occur.

*Impact Significance:* Given the low level of important paleontological resources potentially present in the City, and with existing City site-specific evaluation and mitigation procedures in place, potential paleontological impacts of future development under *Plan Santa Barbara* policies would be ***less than significant (Class 3)***.

### **IMPACT HER-3: HISTORICAL RESOURCES**

#### ***Potential for loss or damage to important buildings, structures, and other historical resources.***

Future development and redevelopment in the City has the potential to result in significant impacts associated with the demolition or alteration of historic structures or their settings, and the cumulative contribution of individual developments to historic districts.

The City has 89 structures designated as City Landmarks and 120 designated as Structures of Merit, along with 549 other potentially historic structures and sites. Most of these heritage resources are located within the MODA and contribute to the City character and appeal as a historical small city. Continued new development within the MODA, with some new development potentially located within the Brinkerhoff Avenue and El Pueblo Viejo districts, could continue the potential that some historic buildings and structures could be altered, relocated, or removed. In addition, new structures could be proposed on or near sites containing landmark structures or structures of merit or within or adjacent to historic or landmark districts. Construction of large new structures adjacent to these heritage resources could in some cases alter the context and setting of these structures. Substantial demolition and grading processes occurring next to historic structures could also cause damage during the construction process.

Landmark, historic, and design districts or future, not yet designated historic districts within the City also could be affected by the additional development that could occur under *Plan Santa Barbara* General Plan policies. The loss or alteration of contributing buildings within a historic district, or inappropriate in-fill that is out of scale with the existing setting or incompatible in design or lay-out could diminish a district's physical character, setting, feeling, and associations. The combined effect of multiple developments within or adjacent to a district could cumulatively alter its historic character and create potentially significant impacts.

*Existing Policies:* Existing City policy calls for the protection and preservation of historic buildings, structures, and sites, and the City has an extensive existing regulatory process that addresses the issue. City Charter/Ordinance provisions limit growth. The Land Use and Conservation Elements of the City General Plan and the Local Coastal Plan establish the City policy of protecting and preserving heritage resources. The City Municipal Code has a process for designating and protecting Landmarks and other historic resources, and Mill's Act provisions as an incentive for property owners to preserve important resources. The City has an extensive historic survey program, and Municipal Code provisions establishing Landmark, Historic, and design districts and guidelines, demolition permitting procedures, and regulations limiting signs. The State CEQA Guidelines and City Municipal Code and MEA Guidelines establish procedures for identifying historic resources, assessing project impacts, and establishing mitigation consistent with the Secretary of the Interior's Standard's for the Treatment of Historical Properties. City staff and the Historic Landmarks Commission review Historic Structures Reports for compliance with the MEA requirements. The HLC has discretionary approval authority over alterations to historic resources and the Municipal Code requires findings for project compatibility with the City and neighborhood character, appropriate structure sizes and heights, and sensitivity to adjacent historic resources.

*Proposed Policies:* Plan Santa Barbara policies propose to strengthen historic resource protections, particularly Policy CH1- Adaptive Reuse, Policy CH4 - Development Review Adjoining Designated Historic Structures, Policy CH9 – Commercial and Mixed-Use Building Size, Bulk and Scale Requirements, and Policy CH10 - Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures, CH14-Commercial Neighborhood Compatibility, and CH15-Form-Based Codes. These policies would impose additional provisions for avoiding significant historic resource impacts, such as greater building setbacks and reduced heights, and require development of additional guidelines to further address potential project impacts and protect important historical resources. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Existing City policies and regulatory processes provide an extensive framework for preservation of the integrity of important historic structures and historic and landmark districts. Additional proposed Plan Santa Barbara General Plan policies would further reduce potential project impacts. In many cases, application of the MEA Guidelines and existing and proposed Plan Santa Barbara General Plan policies and design review provisions would address potential impacts of future development.

Substantial demolition and grading processes adjacent to important historic structures has the potential to damage historic structures. Mitigation Measure HER-1.a. – Protection of Historic Structures, establishes a policy to provide protection of historic structures during substantial adjacent demolition or grading activities, such as by inclusion of a historic structures expert as part of the project design team.

Even with the extensive existing City protections and proposed Plan Santa Barbara General Plan policies, the proposed density increases within the MODA and projected construction of up to 40 or 50 new three- to four-story structures through the year 2030 could potentially result in significant impacts to historic and landmark districts within the City. Proposed Mitigation Measure HER-1.b would provide additional detail for Plan Santa Barbara Policy CH15-Form-Based Codes and Policy CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures for additional density and design controls to restrict development size and scale in areas and districts sensitive for historic structures.

With these mitigation measures, together with measures identified in Section 13-Open Space and Visual Resources to protect open space, visual resources, and community character, potential impacts to historic resources and potential cumulative effects to districts would be ***less than significant with mitigation (Class 2 impact)***.

## 10.5 Regional (Cumulative) Impacts to Heritage Resources

Future development under Plan Santa Barbara is projected at up to 403 new units and 178,202 sf of non-residential development within the sphere of influence to the year 2030, with some of this development potentially occurring in areas with potential for historic structures, such as older farmhouses in north La Cumbre and foothill canyons and a limited number of older commercial structures along Upper State Street.

Development on constrained sites within the City's sphere of influence could result in additional direct and indirect impacts to heritage resources through new subdivisions or construction of new homes on properties with archaeological resources or historic buildings. Potential incremental alteration of the historic character of El Pueblo Viejo and other historic or landmark districts could contribute to cumulative changes in other downtowns along the South Coast undergoing modest redevelopment, such as those in Carpinteria and Goleta Old Town, where potential exists for demolition or alteration of historic structures.

However, as identified in the citywide impact analysis in Section 10.4 above, with extensive existing policies and regulations, potential archaeological and paleontological impacts would be less than significant. Impacts on historical buildings, structures, sites, and districts also would be reduced to less than significant levels with implementation of mitigation measures. Therefore, while cumulative impacts on heritage resources could occur from development across the South Coast, the City contribution to regional heritage resources impacts would be less than considerable.

## 10.6 Comparative Impacts of Project Alternatives

The three growth and policy alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following evaluates heritage resource impacts in comparison to the *Plan Santa Barbara* impact levels identified above.

### 10.6.1 No Project/Existing Policies Alternative

The No Project Alternative is estimated to involve construction of up to approximately 2,800 new units and 2.3 million sf of non-residential space by the year 2030, roughly similar to the proposed project but with slightly more non-residential growth. Development would continue under the existing City policy framework, including existing land use and density designations, building height limitations, and policies and programs to preserve and protect heritage resources.

The No Project Alternative would continue existing policies that promote in-fill development, but with less emphasis than under proposed *Plan Santa Barbara* MODA policies. As a result, somewhat more of the City's housing development could potentially occur through development of more outlying lands, and less through redevelopment within the MODA. While development could incrementally increase in the Las Positas Valley and foothills, undeveloped areas with associated potential for disturbance of archaeological resources, the existing City policy framework is adequate to protect these resources. Similar to *Plan Santa Barbara*, impacts would be less than significant.

Redevelopment within the MODA would continue under the No Project Alternative but without the added level of protection provided by *Plan Santa Barbara* improved design and heritage resource policies. Therefore, impacts to historic structures and districts could be incrementally greater in El Pueblo Viejo District and the urban area under the No Project Alternative compared to *Plan Santa Barbara* impacts. Mitigation measures similar to the improved design policies of *Plan Santa Barbara* and mitigation measures to require protection of historic structures and buildings and the adoption of form-based codes and density and design controls (e.g., floor-to-area ratios) to reduce building size, bulk, and scale would be needed to reduce impacts to a less than significant level.

The No Project Alternative's contribution to regional cumulative impacts associated with the damage or loss of heritage resources would be similar to that under *Plan Santa Barbara*, a less than considerable contribution with application of feasible mitigation.

### 10.6.2 Lower Growth Alternative

The Lower Growth Alternative is estimated to involve construction of up to 2,000 new units and 1 million sf of commercial space by the year 2030, a lower amount of growth than under the proposed project. De-

velopment would continue under the City's existing policy framework for land uses, densities, and protection of heritage resources.

The Lower Growth Alternative would reduce development potential within the MODA when compared to that projected under *Plan Santa Barbara* General Plan policies and would employ more restrictive height limits. It is also assumed that heightened review of multiple-story development policies such as those required in *Plan Santa Barbara* Policies CH9 (Commercial and Mixed-Use Building Size, Bulk and Scale Requirements) and CH10 (Building Height Limits in Downtown, Downtown Residential Buffer Areas, and Buffers Next to Historic Structures) would be required.

Overall reductions in development under this alternative combined with lower heights and densities would decrease the potential for impacts to historic structures and subsurface heritage resources within El Pueblo Viejo and other sensitive areas. Potential impacts associated with incompatible development and alteration to the character of the City's historic districts would be less than under *Plan Santa Barbara*. However, mitigation measures to require protection of historic structures and buildings and the adoption of form-based codes and density and design controls (e.g., floor-to-area ratios) to reduce building size, bulk and scale would be needed to reduce impacts to a less than significant level.

The Lower Growth Alternative's contribution to regional cumulative impacts associated with the damage or loss of archaeological resources and heritage resources would be less than significant, similar to that under *Plan Santa Barbara* policies with identified mitigation.

### 10.6.3 Additional Housing Alternative

The Additional Housing Alternative is estimated to involve construction of up to 4,360 new units and 1 million sf of commercial space, substantially higher residential growth and lower non-residential development than under the proposed *Plan Santa Barbara* policies. In addition, potential growth within the sphere of influence is projected to be 443 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County.

Although potential non-residential growth would be reduced, this alternative could substantially increase the density and the projected number of residential units to be accommodated within the MODA. Of this projected future growth, 2,878 residential units and 468,161 sf of non-residential growth are forecast to be developed within the MODA. Although precise future forecasts are not possible, much of this growth could be constructed as new three- to four-story mixed-use buildings within the MODA with an average of 20 to 40 new units per building. Although many of these new units could be accommodated in larger projects (e.g., La Cumbre Mall redevelopment), in scattered smaller-scale residential projects, or as second residential units, this could result in construction of 60 to 80 new multiple-story buildings within the MODA with some of these located within El Pueblo Viejo.

Existing building height limitations would continue. Development within outlying open space in the north La Cumbre area, Las Positas Valley, foothills, Upper State Street, and other areas could also incrementally increase. Development would proceed under the City's existing policy framework, including existing State, County, and City heritage resource regulations, policies, and programs to preserve and protect heritage resources. It is also assumed that heightened review of multiple-story development policies such as those required under Policies CH9 (Commercial and Mixed-Use Size, Bulk, and Scale Requirements) and CH10 (Building Height Limits in Downtown, Downtown Residential Buffer Areas, and Next to Historic Structures) would be required.

Under the Additional Housing Alternative, the increased amount and density of new development and potential additional number of new multiple-story buildings within the MODA and El Pueblo Viejo could increase the difficulty in preserving the integrity of heritage resources. The potential for direct demolition, alteration, or relocation of historic structures, as well as more indirect impacts associated with disruption of the historical continuity and context of individual buildings and historic districts could increase under this alternative.

Potential damage to subsurface prehistoric and historic remains could be greater due to more demolition of existing buildings and excavation of subterranean parking structures. Although additional development could also occur in the Las Positas Valley and foothills, the existing City policy framework would address protection of heritage resources. Lower levels of non-residential development could result in less potential disturbance of coastal waterfront areas from development of visitor-serving hotels and other facilities to accommodate tourism.

Application of existing State regulations and City policies and programs would address potential archaeological and paleontological resource impacts, which would be less than significant, similar to *Plan Santa Barbara* impacts.

Historical resource impacts would be potentially significant, but could be mitigated to less than significant levels with application of mitigation measures similar to the *Plan Santa Barbara* policies and mitigation measures to require protection of historic structures and buildings and the adoption of form-based codes and density and design controls (e.g., floor-to-area ratios) to reduce building size, bulk and scale to further protect historical resources and districts in the Downtown area would be needed to reduce impacts to a less than significant level.

The Additional Housing Alternative's contribution to regional cumulative impacts associated with the damage or loss of archaeological and heritage resources would be potentially significant, but subject to feasible mitigation, similar to that under *Plan Santa Barbara*.

## 10.7 Extended Range (2050) Impacts to Heritage Resources

Development of the City through the year 2050 would effectively represent full build-out under the revised Land Use Element Map designations. The Extended Range forecast assumes that non-residential growth of up to 3 million sf and residential growth of up to approximately 8,620 units could occur over this 40-year time frame. Development through 2050 would proceed under the City's existing policy framework, as well as the proposed policies of *Plan Santa Barbara*. Existing cultural resource protection policies and programs to preserve and protect the City's heritage resources, and those measures in *Plan Santa Barbara* such as Policies CH9 (Commercial and Mixed-Use Building Size, Bulk and Scale Requirements) and CH10 (Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures) that are designed to minimize impacts of new multiple-story construction on historical resources would continue to apply.

Under the Extended Range forecast, continued development within the MODA and El Pueblo Viejo could substantially increase the potential impacts to heritage resources given the construction of more multiple-story buildings on constrained urban sites within the MODA. The potential for direct demolition, alteration, or relocation of historic structures, as well as more indirect effects on historical continuity and context of

individual buildings and historic districts could increase over the longer 40-year time frame of the Extended Range forecast.

Potential damage to subsurface archaeological and paleontological resources could also increase due to more demolition of existing buildings and excavation of subterranean parking structures within the core areas of the City with the highest potential to have subsurface resources; however, existing regulations and City policies and procedures would address this and impacts would be less than significant. Archaeological and paleontological impacts of further development within the Las Positas Valley and foothills and incremental additional development within the Waterfront area would also be addressed by existing City policy framework and would be less than significant.

In addition to the impacts of development projected to occur under the Extended Range forecast, existing heritage resources could be affected over time by climate changes and associated rising sea levels, and increased coastal and creek-related flooding. Rising sea levels are projected to result in accelerated rates of coastal sea cliff retreat, which in-turn could lead to damage or destruction of coastal archaeological sites and historic structures. In low-lying areas along the Waterfront, historic structures such as the Cabrillo Bath House and various harbor buildings could be exposed to erosion and increased wave-related damage, and remnant archaeological sites such as Burton Mound could be damaged by flooding (refer to Sections 8.0, *Geology*, 11.0, *Hydrology*, and 18.0, *Global Climate Change*).

Potentially significant impacts to heritage resources are expected to continue with development and climate changes projected to occur under the Extended Range forecast. Implementation of existing and proposed policies, as well as identified mitigation measures would address potential impacts. Impacts would be less than significant with mitigation.

## 10.8 Mitigation Measures

Additional measures that would reduce impacts to Heritage Resources are also found in Section 13- Open Space and Visual Resources, mitigation measures for Community Character. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### ***MM HER-1 PROTECTION OF HISTORIC BUILDINGS, STRUCTURES, AND DISTRICTS***

#### **1.a. Protection of Historic Structures and Buildings**

*Add new policy as follows:*

***Construction Adjacent to Historic Structures.*** *Provide that construction activities adjacent to an important historical structure do not damage the historical structure. For projects involving substantial demolition and/or grading adjacent to an important historical structure, include any necessary measures to provide that such construction activities do not damage the historical structure, as determined in consultation with the City Urban Historian, or in approved Historic Structures Report recommendations. Such measures could include participation by a structural engineer and/or an historical architect familiar with historic preservation and construction in the planning and design of demolition or construction adjacent to important historic structures. Where appropriate, study and mitigation for potential damage of certain historic structures (e.g., older adobe structures) shall be considered when adjacent development might result in a change in micro-climate of the affected historic structure.*



### **1.b. Protection of Landmark and Historic Districts**

*Implement a Historic Preservation Work Program for surveying and identifying future Historic Districts throughout the City, including mapping and evaluating Historic Resources within El Pueblo Viejo to determine where Historic Districts, permanent buffer areas, and overlay zones should be considered to ensure further protection from new development, as well as buffer protection for historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.*

*Add new Historic Resource Protection policy HR5 to the Historic Resources Element as follows:*

- **Historic Resource Protection.** *Identify and designate Historic Districts or grouping of historic resources and consider additional implementation actions listed in LG13 and LG14 such as revised development standards, buffer protection and overlay zones to further protect historic resources.*

*Add new Historic Resource Protection Implementation Action HR5.1 to the Historic Resources Element as follows:*

- **Buffers.** *Implement a priority focus on buffer protection for the historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.*

*Add new Historic Structures Implementation Action LG14.5 to the Plan Santa Barbara Land Use and Growth Management Element as interim measures to establish buffer zones to further protect historic resources as follows:*

- a. *Require that all parcels within 100 feet of a Historic Resource located within the downtown core be identified and flagged for careful consideration by decision-makers prior to approval of any development application including increased bonus density proposals.*
- b. *Require all development proposed within 250 feet of historic adobe structures, El Presidio State Historic Park, and other significant City Landmarks and the grouping of landmarks in close proximity to El Pueblo Viejo be subject to Preservation Design Guidelines in the core of the City to protect these resources. Protection may require actions such as adjustments in height, bulk, or setbacks.*
- c. *Adopt Interim Preservation Design Guidelines within six months of the General Plan Update adoption that outline suggested buffer protection methods establishing specific distance, setback, height limits, separation and step back criteria for parcels adjoining designated Historic Resources.*

*See also Section 13- Open Space and Visual Resources, mitigation measures for Community Character, which also address protection of historic resources.*

## 11.0 HYDROLOGY AND WATER QUALITY

**Issues:** Key water quality and hydrology issues for the City under Plan Santa Barbara will be:

- to continue the highly successful City programs aimed at creek restoration and improvement of surface water quality
- to put in place adaptation measures to deal with the effects of global climate change on coastal inundation in low-lying areas such as the Waterfront.

Hydrology involves the movement and use of surface water and groundwater. Issues include the amount of water resources, drainage patterns, flooding, and water quality (e.g., physical and chemical properties, related to the suitability of water for drinking, recreation, and to support a healthy ecosystem).

The major watersheds in Santa Barbara drain natural undeveloped areas within the Santa Ynez Mountains and Los Padres National Forest, as well as urbanized areas within the City.

City creeks, ocean, and beaches also provide important wildlife habitat and contribute to the natural beauty of Santa Barbara.

[Note that drinking water supply issues are addressed in Section 15, *Public Utilities*.]

### 11.1 Hydrology and Water Quality Setting

#### 11.1.1 Surface Water Hydrology

Santa Barbara contains four major watersheds, each of which eventually drains to the Pacific Ocean. These watersheds are drained by Arroyo Burro, Mission, and Sycamore creeks, and the Laguna Channel (Figure 11.1).

The three larger creeks all originate on the south face of the Santa Ynez Mountains, generally at elevations of 2,000 to over 3,000 feet above mean sea level (MSL). Each of these major watersheds, particularly those of Arroyo Burro Creek and Mission Creek, drain large natural undeveloped areas within the Santa Ynez Mountains and Los Padres National Forest, as well as urbanized areas within the City.

With the exception of some undeveloped canyons of the south face of the Riviera, the Laguna Channel drains an almost entirely urbanized watershed.



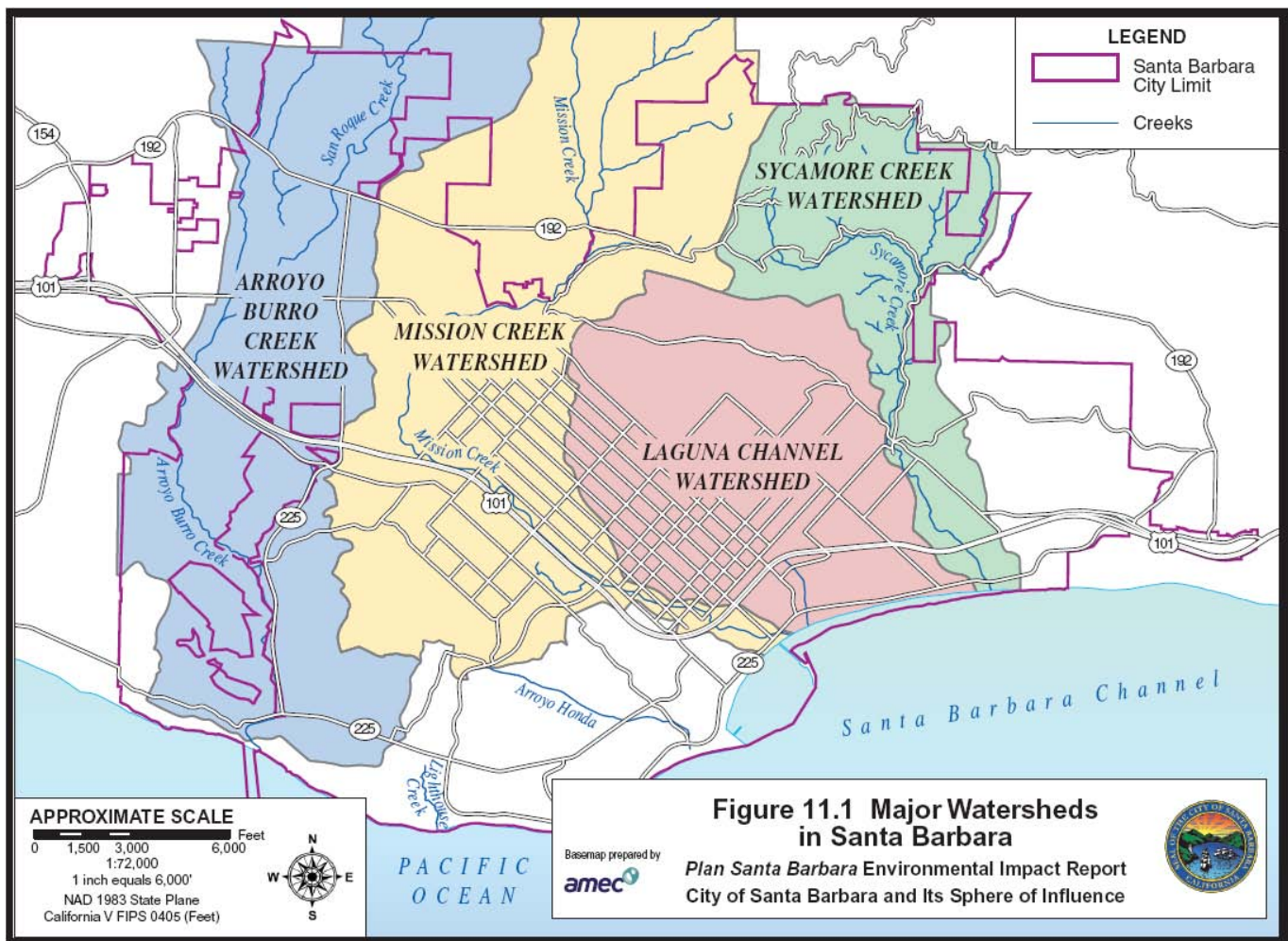
*Mission Creek flows through central Santa Barbara and the close proximity of development can contribute to potential flooding and surface water quality problems.*

Three other smaller watersheds are located in the City, and include Arroyo Hondo and Lighthouse creeks that drain much of the Mesa, and Cieneguitas Creek which drains limited areas of the far west end of the

City near State Route 154 (refer to Appendix F). Mission, Arroyo Burro, and Sycamore creeks have steep gradients in their upper watersheds in the foothills, but level out to become gently sloping in the more urban portions of the City, below Upper State Street for Mission and Arroyo Burro creeks, and below Alameda Padre Serra for Sycamore Creek. The Laguna Channel drains most of Downtown and the Upper East Side and is gently sloping, except for limited areas on the south-facing slopes of the Riviera.

In the urbanized areas of the City, drainage to all of these major and minor creeks is fed by runoff from roadway gutters which empty into a network of urban storm drains that generally vary in size from 18 to 48 inches in diameter. Each of the lower reaches of the major creeks, as well as the lower reaches of several major storm drains, such as the central drain at East Beach and those that empty onto West Beach, is less than 15 feet above MSL for approximately 1 mile inland.

These creeks also support tidal estuaries; at Arroyo Burro and Mission creeks, tidal estuaries are approximately 2 acres in size.



**Major Creeks**

The three major creeks within the City are seasonal over most of their reaches, with higher flows occurring during winter and spring (Table 11.1). In drought years, segments of these creeks or their tributaries may not flow, while in wet years near-perennial flow may be maintained. Generally, Arroyo Burro Creek, Sycamore Creek, and especially Mission Creek remain perennial in their upper reaches due to groundwater discharge<sup>1</sup> to the creeks. The pools that exist in these upper reaches, particularly in Rattlesnake Canyon, are important to fish, aquatic organisms, and wildlife, making the canyon creeks especially sensitive to disturbance.

Arroyo Burro Creek, and to a lesser extent, Mission Creek, maintain relatively strong summer flows in lower reaches, approximately 1 mile upstream from the Pacific Ocean. Ample water and the relatively natural channel of Arroyo Burro Creek provide important fish and wildlife habitat. However, the middle reaches of both Arroyo Burro and Mission creeks are generally dry from May or June through October as lower flows percolate through streambed gravels into the groundwater basins below. Sycamore Creek’s smaller watershed generally supports flows of shorter duration. Even its upper reaches are reduced to minimal flows or drying completely in places during the summer drought.

Many of the City’s most scenic and heavily-used parks are located along major creeks, particularly Mission Creek. Such parks include Rattlesnake Canyon Park and Stevens Park in the foothills, as well as more urban parks such as Oak Park and Bohnett Park along an old creek bend cut off from Mission Creek. The portion of Mission Creek near Bohnett Park recently received habitat restoration and water quality improvements, as well as the installation of park improvements to improve access and public safety.

Although development occurs up to the edge of the creek banks in much of the urban area, many of the City creeks retain relatively natural open channels over the majority of their length; however, small- to mid-sized tributaries are frequently contained in culverts.

Segments of all of the creeks have bank protection such as rip-rap<sup>2</sup> or retaining walls of wood, concrete, or rocks. Creek banks are frequently protected by pipe and wire revetment to prevent erosion and speed floodwater passage<sup>3</sup>, although such devices are failing in many locations.

**Table 11.1: Characteristics of Creeks & Watersheds**

Creek Name	Length/ Nature of Major Streams <sup>1</sup>	Wa- tershed Area (Acres)	Coverage	Public Lands (Acres)
Arroyo Burro Creek	7 + miles/ 3,000 feet channelized	5,600; 45% in City (2,600 acres)	77% open space; 23% urban	USFS: 3,000 Parks: N/A
Mission Creek	7.5 miles/ Approx 1.1 miles chan- nelized	7,400; 41% in City (2,900 acres)	68% open space; 32% urban	USFS: 3,200 Parks: 578
Sycamore Creek	5 miles/ N/A chan- nelized	2,600; 55% in City (1,430 acres)	66% open space; 24% urban	USFS: 640 Parks: 265
Laguna Channel	N/A miles/ Mostly channelized; 3,100 feet natural	2,020; 98% in City (2,000 acres)	79% urban; 21% open space	Parks: 65

*Note: <sup>1</sup>Creek lengths and channelization estimates are general. USFS – U.S. Forest Service, Los Padres National Forest  
Source: City of Santa Barbara; modified by AMEC.*

<sup>1</sup> Groundwater discharge is the process of water exiting the ground at discharge points where the water table is at or near the surface; discharge points typically occur as seepage into streams, lakes, and wetlands.

<sup>2</sup> Rip-rap is rock or other material (i.e., concrete rubble) that is placed along shorelines or streambeds to protect against scour and erosion by absorbing the impact and energy of moving water.

<sup>3</sup> Pipe and wire revetment consists of steel fence poles driven into the creek bottom and bank along the toe of slope that support a wire fence to stabilize flood flows and reduce bank erosion.

Notable exceptions include a concrete-lined, 1,400-foot reach of Arroyo Burro Creek above U.S. Highway (Hwy) 101, and two concrete channels along lower Mission Creek below Micheltorena Street at U.S. Hwy 101 (approximately 1 mile).

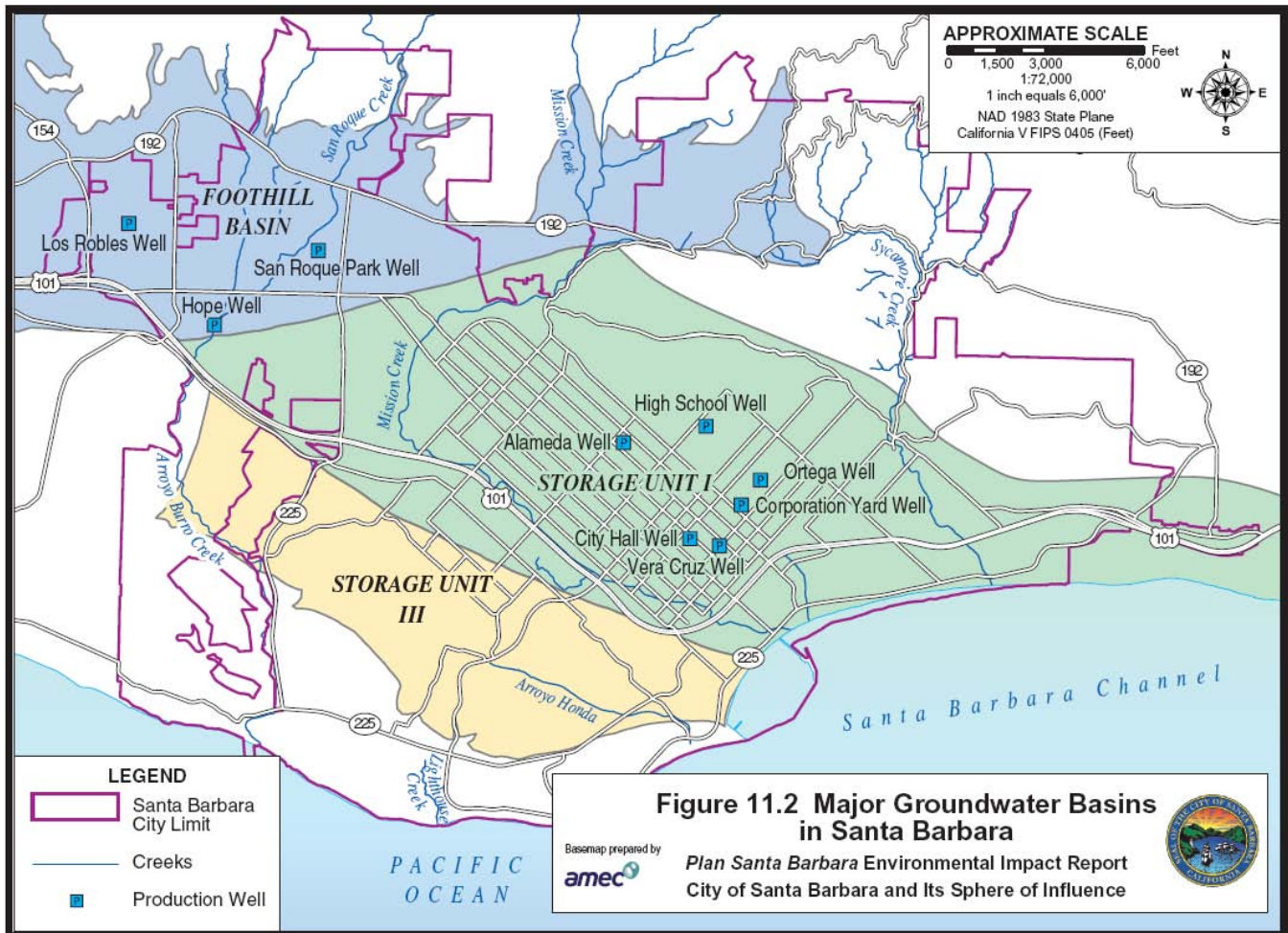
**Santa Barbara Airport**

The Santa Barbara Municipal Airport is located on low-lying land within and adjacent to the historic boundaries of the Goleta Slough. The Airport is drained by limited portions of Tecolotito, Carneros, Las Vegas, and San Pedro creeks, as well as via channels of the Goleta Slough.

Almost all of these creeks are perennial within lands under Airport jurisdiction, either due to tidal action or groundwater discharge. Because of its location within and adjacent to the Goleta Slough, flooding, drainage, water quality, and habitat protection are all important Airport planning issues.

**11.1.2 Groundwater**

Three major groundwater basins underlie the city of Santa Barbara. These are the Foothill Basin, located north of the Mission Ridge Fault, and Storage Units 1 and 3 of the Santa Barbara Basin, including most of the urban area to the south. The Montecito Basin which underlies the Sycamore Creek Watershed only partially underlies the City (Figure 11.2).



The Foothill and Santa Barbara basins are typically overlain by relatively permeable and unconsolidated alluvium and debris flow deposits eroded from the mountains. Runoff percolates through these deposits to replenish the underlying aquifers, and groundwater percolates through underlying rocks, fractures, and faults to form deeper aquifers.

Throughout much of the urbanized areas of the City, development, particularly along floodplains of the major creeks, has limited recharge due to the presence of buildings and impervious paved surfaces such as parking lots. More recharge occurs in lower density or rural areas, and along natural segments of area creek channels.

Historically, approximately six percent of the City’s water supply (1,000 acre-feet per year [AFY]), has been supplied from groundwater. During periodic droughts, as surface water supply diminishes the City increases pumping from this source (refer to Section 15, *Public Utilities* and Appendix H). During the 1987-1993 drought, substantially increased City pumping from this basin contributed to seawater intrusion into this basin; however, since that time, the City has increased management efforts for groundwater resources including ongoing efforts to recharge the basin and drilling additional wells inland to reduce the risk of seawater intrusion (refer to Section 15, *Public Utilities*).

**11.1.3 Floodplains and Flood Hazards**

The Santa Barbara County Flood Control and Water Conservation District (County Flood Control) provides flood and storm water control services along creeks and selected public storm drains within the District, including in the city of Santa Barbara. County Flood Control maintains creeks and major surface drainage channels, and also designs and constructs capital improvements, and provides a hydrologic data collection/warning system.

The City Public Works Department and Caltrans also maintain various public storm drains and channels within the City, with Public Works being responsible for maintenance of most underground storm drains and smaller channels. Private property owners are responsible for maintenance of smaller drainages and channels on their properties.



*County Flood Control performing maintenance work to clear out a creek channel after a heavy runoff event.*

***Designated Flood Zones***

The City Building Department is the floodplain coordinator for the city of Santa Barbara, and in cooperation with the Federal Emergency Management Agency (FEMA), has designated flood zones within the City. Designated 100-year flood zones<sup>4</sup> are typically located along major creeks (Arroyo Burro, Mission, Sycamore, and Laguna) and beach areas (Figure 11.3). These 100-year flood zones occupy approximately 9.7 percent (1,166 acres) of the City.

The Santa Barbara Airport and ‘Funk Zone’ are entirely located within the designated 100-year flood zone.

Within these areas, during peak runoff events, floodwaters have periodically inundated affected portions of the City, creating public safety hazards and damaging structures and personal

<sup>4</sup> The 100-year flood zone describes low-lying areas adjacent to waterways that could be subject to flooding during a 100-year flood event (the level of flood water expected to be equaled or exceeded in a storm the size to occur every 100 years on average).

possessions. Area flood zone studies are conducted periodically and designated floodplain boundaries are updated periodically by the City in coordination with required FEMA procedures. Mapped floodplain boundaries for special flood hazard areas around Mission Creek and Sycamore Creek drainages, and “Area A” near the Estero are considered in need of update.

Along Arroyo Burro Creek, floodwaters can break out of the creek north of U.S. Hwy 101, creating a large floodplain along the Creek’s east bank, approximately 1 mile long, exposing limited portions of the Hitchcock and larger areas of Veronica Spring’s neighborhoods and businesses along Calle Real and Modoc Road to flood hazards (refer to Figure 11.3). Several neighborhoods are subject to potential flooding from Mission Creek, particularly the upper West Side east of Oak Park, Downtown below Haley Street and as far north as De la Guerra Street east of State Street, as well as the entire Waterfront and “Funk Zone” south of U.S. Hwy 101 between City College and Chase Palm Park North. Sycamore Creek can also cause substantial flooding east of Milpas Street on the lower East Side below Montecito Street and along the Waterfront near Dwight Murphy Field and the Fess Parker’s Doubletree Resort. In addition, the entire Santa Barbara Airport area is located within the designated 100-year flood zone.

High tides are known to contribute to flooding in low lying areas such as the Waterfront and Airport as higher sea levels back up flood flows and prevent the lower reaches of creeks from effectively draining (refer also to Appendix F).

#### 11.1.4 Surface Water Quality

The surface water in City creeks has at times harbored levels of bacteria that exceed adopted water quality protection standards.

Runoff from roads and parking lots polluted with petroleum products and other urban debris, as well as sediment released from urban development, horticulture, and creek bank erosion, contributes to pollution in area creeks.

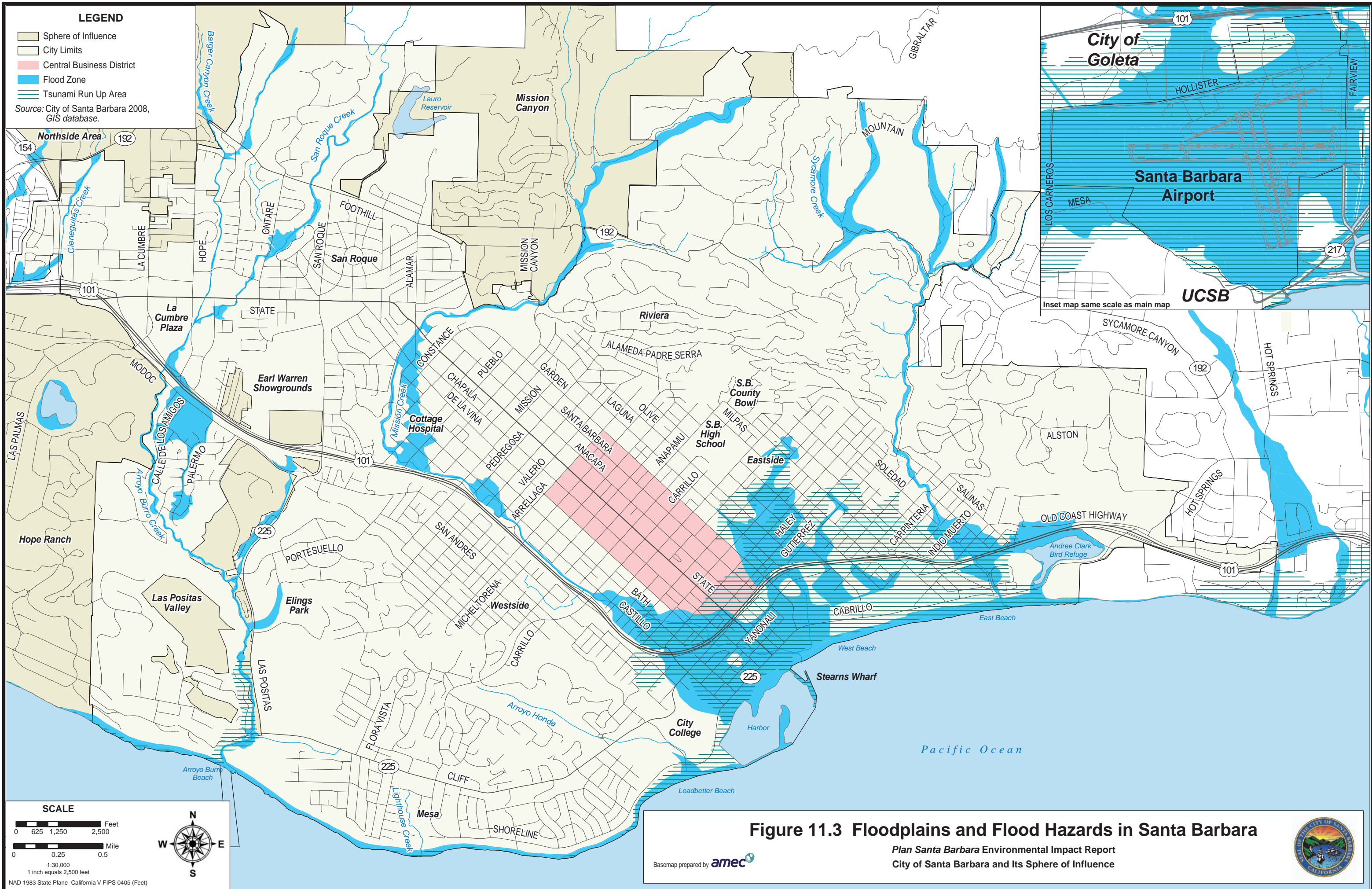
In-stream pollutants contribute to pollution at popular downstream beaches such as East Beach and Arroyo Burro Beach. Such pollution can expose swimmers and surfers to infections and illness, and conflicts with local, State, and Federal clean water policies and regulations.



*Urban in-fill development along City creeks offers opportunities for creek and habitat restoration.*

Over the last few decades, clean water issues have been a major public concern, leading to the passage of the City’s Measure B in 2000. This measure increased the hotel bed tax by two percent per year to provide approximately \$2.3 million annually to fund water clean-up and protection measures, and the establishment of the City’s Creeks Division.

Regulations to protect surface water quality include local policies implemented by the City’s Creeks Division and the County’s Project Clean Water, as well as State and Federal regulations. The Creeks Division implements water quality and habitat improvement projects, provides public education and reviews major new





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development projects to ensure that water quality protection measures are incorporated. A major recent project involved the “daylighting” (uncovering of buried portions) of Mesa Creek along with habitat restoration to improve water quality and habitat at the Arroyo Burro estuary.

Acting under Sections 305(b) and 303(d) of the Federal Clean Water Act (CWA), the Central Coast Regional Water Quality Control Board (RWQCB) has designated 13 beneficial uses for water bodies within the city of Santa Barbara in the Central Coast Basin Plan (Table 11.2). These creeks must meet the objectives for protection and improvement of water quality as defined within the Basin Plan.

Under Section 303(d) of the CWA, States are required to develop lists of impacted water bodies which do not meet water quality standards defined in the Basin Plan. Five water bodies in the City that periodically do not meet these standards include: Arroyo Burro Creek, Goleta Slough,

Mission Creek, Pacific Ocean at Arroyo Burro Beach, and Pacific Ocean at East Beach (Table 11.3). Potential pollutants of concern in these water bodies include coliform bacteria, petroleum products discharged off thousands of acres of parking lots and roadways, and sediment from new construction, agricultural development and eroding hillsides<sup>5</sup> (see also Appendix F).

**Table 11.2: Designated Beneficial Uses of Santa Barbara Creeks**

Beneficial Use	Arroyo Burro	Mission	Sycamore
Municipal and Domestic Supply	x	x	x
Agricultural Supply			x
Groundwater Recharge	x	x	x
Water Recreation	x	x	x
Wildlife Habitat	x	x	x
Cold Freshwater Habitat		x	x
Warm Freshwater Habitat	x	x	x
Migration of Aquatic Organisms		x	x
Spawning, Reproduction and Early Development	x	x	x
Preservation of Biological Habitats of Special Significance	x		
Rare, Threatened, or Endangered Species	x	x	x
Estuarine Habitat		x	x
Freshwater Replenishment	x	x	x

*Note: Beneficial uses have not been designated for Laguna Channel  
 .Source: Central Coast RWQCB 1994.*

**Table 11.3: Water Bodies in the City of Santa Barbara on California’s 303(d) List (Pollutants/Stressors)**

Water Body	Pollutant	Potential Source
Arroyo Burro Creek	Bacteria; Sediment	Urban runoff/storm sewers
Goleta Slough	Bacteria; Sediment	Urban runoff/storm sewers
	Metals	Industrial point sources
	Priority Organics	Nonpoint source
	Sediments and Silt	Urban and agricultural land development
Mission Creek	Bacteria; Sediment	Urban runoff/storm sewers/transient encampments
Pacific Ocean at Arroyo Burro Beach	Total coliform	Unknown
Pacific Ocean at East Beach	Total coliform	Agriculture/urban runoff/storm sewers/natural sources/ non-point sources
	Fecal coliform	Agriculture/urban runoff/storm sewers/nonpoint sources

Source: RWQCB 2007

<sup>5</sup> Total maximum daily loads (TMDLs), the ultimate allowable discharge of each of these pollutants, have not yet been established by the RWQCB for these water bodies.



*Mission Creek and East Beach (shown here) are included on California's 303(d) List because they have not met water quality standards defined in the Central Coast Basin Plan.*

**11.1.5 Coastal Hydrology and Sediment Transport**

The City is located along the coastline of the Santa Barbara Channel, within the Southern California Bight region of the Pacific Ocean. The major currents in the vicinity of the City are the California Current, which dominates, and the Southern California Counter-Current. Generally, most waves impact City shorelines at a slightly oblique angle, from the west. This drives a longshore current toward the east within the surf zone (Hickey 1993). As a result, the net transport of sand suspended in the nearshore surf zone is toward the east.

The transport of sand and sediment along the City's near-shore waters is important for maintenance of City beaches and related resident and tourist recreational opportunities, as well as for protection of structures along the City coast. Primary sand sources for City beaches include sediment discharge from the Goleta Slough, and Arroyo Burro and Mission creeks. The Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) is a California Joint Powers agency established in

1992 to address coastal erosion, beach nourishment and clean oceans within the Central California Coast from Point Conception to Point Mugu. The member agencies of BEACON include the Counties of Santa Barbara and Ven-



*Arroyo Burro Beach has had water quality issues.*

tura as well as the cities of Santa Barbara, Goleta, Carpinteria, Ventura, Oxnard and Port Hueneme.

During storm and high-wave events, erosion of area beaches can expose public and private property to damage from storm waves (refer to Section 8.0, *Geological Conditions*). In addition, the U.S. Army Corps of Engineers annually expends approximately \$1.4 million in dredging the harbor mouth and redistributing sand, which is subject to obstruction from eastward drifting longshore sand transport.

Due to the presence of the Channel Islands off the coast, the city of Santa Barbara is relatively sheltered from swells generated outside the Santa Barbara Channel. However, during major storm events, such as those generated during El Niño conditions, substantial damage can occur to oceanfront property. For example, during the El Niño storms of 1983, extensive damage occurred to oceanfront homes along the South Coast, as well as the City Waterfront parking lots, the Waterfront bike path, etc.

### 11.1.6 Coastal and Marine Water Quality

Coastal water quality is affected by a number of factors including oceanographic processes, contaminant discharge, erosion, atmospheric deposition, and freshwater inflow. Offshore oil development activities, commercial and recreational vessels, natural hydrocarbon seeps, river runoff, municipal wastewater outfalls, agricultural runoff and minor industrial outfalls contribute to the increased presence of nutrients, trace metals, pesticides, synthetic organic contaminants, and pathogens in ocean waters and sediments. Issues of concern relating to coastal and marine water quality in the vicinity of the City are described below.

#### *Beach Water Quality*

Water quality along South Coast beaches is an important public concern. Over the last decade, water quality concerns have been documented at a number of beaches. Within the City, Arroyo Burro Beach (a.k.a. Hendry's Beach) and East Beach near Mission Creek have exhibited degraded water quality. In 2008, 27 percent of the 51 samples taken at Arroyo Burro Beach (which receives water from Arroyo Burro Creek) and 13 percent of the 46 samples from East Beach near Mission Creek exceeded water quality objectives (WQOs) for fecal indicator bacteria (FIB) (City of Santa Barbara 2008), which indicates the potential presence of waterborne pathogens that pose risks to swimmers. These water quality problems are linked to upstream pollutant inflow from Mission Creek and Arroyo Burro Creek, which are on the Environmental Protection Agency's (EPA's) Section 303(d) impaired waters list for FIB. In spite of these problems, the annual number of days on which measured beach water quality exceeded standards at beaches in Santa Barbara County has dropped since 1998, from an average of 30 days at each beach in 1998 to an average of only 6 days in 2007 (Santa Barbara County Public Health Department [SBCPHD] 2007).

Beach water quality testing indicates substantial improvement in water quality at area beaches since testing began in the late 1990s. Arroyo Burro Beach and East Beach near Mission Creek continue to exhibit some water quality issues.

Violations of WQOs at area beaches during the dry season, when flows from storm water are very low or zero, has led to suggestions that sewer lines within the City are leaking and contaminating groundwater, which then exchanges with the ocean. However, hundreds of recent samples taken from 13 groundwater wells, Mission Creek and the ocean for more than two years by U.S. Geological Survey (USGS) hydrogeologists indicate that microbial groundwater contamination is not occurring (USGS 2009). Potential explanations for exceedances during the dry season include bacterial growth within drainage channel sediments (Iishi et al. 2005) and beach sand (Yamahara et al. 2009), and fecal deposits from birds (seagulls, waterfowl, shorebirds, etc.) which can be mobilized by rising tides and cause levels of FIB in the water column to rise substantially (Izbicki 2008).

Ongoing efforts, such as a recent restoration project at Arroyo Burro Creek, may improve water quality at the beach downstream but several years of monitoring will be required to confirm whether these mitigation efforts are having a long-term beneficial effect. In addition, as parts of a pilot project to reduce bacterial export to the ocean, the Haley Street (drained to Mission Creek) and Hope Avenue (drained to Arroyo Burro) storm drains are now connected to the El Estero Wastewater Treatment Plant during low flow periods. Finally, the City has conducted extensive studies to track the sources of fecal pollution from City storm drains to nearby beaches (Sercu et al. 2009).

During major rainstorms, City sewers have occasionally been overwhelmed because of inflow of rainwater into the wastewater collection system, and from homeowners' uncapped, private sewer lines or illegally-connected roof drains. This has led to several incidences of untreated sewage flowing into storm drains or channels and eventually to the ocean. To reduce the amount of infiltration and inflow, the City has had a 20-year program to rehabilitate and replace and improve the collection system. One substantial project was the 2007 installation of a new sewer line, 3,200 feet long in the vicinity of Quarantina and Montecito streets, to convey higher flows to El Estero Wastewater Treatment Plant. The City also routinely inspects the collection system and identifies deficiencies for a phased program to provide upgrades to the most vulnerable sewer infrastructure.

El Estero Wastewater Treatment Plant is a full secondary level treatment facility that uses an activated sludge treatment system to substantially degrade the biological content of the sewage and removes most organic material. Treated wastewater is then chlorinated and dechlorinated prior to discharge (refer to Section 15.0, *Public Utilities* for more details on treatment). Treated effluent from this facility is discharged into the ocean 8,720 feet offshore at a water depth of 70 feet via a 48-inch diameter pipeline. The last 720 feet of the pipeline employ 4-inch diffusers that rapidly mix the freshwater with sea water, maintaining a minimum dilution factor of 120:1. As a result of the level of treatment, distance offshore and the high dilution factor, the discharged effluent should not contribute to violation of water quality standards at City and vicinity beaches. In the past, treated municipal wastewater discharges in southern California have been incorrectly identified as a source of FIB to nearby beaches; an Orange County Sanitation District submarine outfall was implicated as a source of FIB to Huntington Beach (Boehm et al. 2002), but it was later concluded that the effect of the outfall on FIB levels at Huntington Beach was negligible compared to nearby Santa Ana River (Ahn et al. 2005).

Current water quality standards for recreation at beaches focus on FIB that indicate the presence of sewage and an increased risk of gastrointestinal illness. However, potential waterborne diseases and illnesses also include non-gastrointestinal infections such as skin rashes, pinkeye, respiratory infections, meningitis and hepatitis. At the same time, the current FIB WQOs developed by USEPA may not be appropriate in California, as WQOs were determined by conducting epidemiological studies in the late 1970s at beaches where human sewage was a known source of contamination (USEPA 1986). In contrast, FIB at California beaches generally originate from non-point surface water runoff (Southern California Coastal Water Research Project 2009). Consequently, the pathogens associated with human sewage may not be present in coastal California waters when FIB levels are elevated. Due to these reasons and others, the USEPA is legally bound to update its recreational WQOs by 2012 (Boehm 2009). The new/revised criteria may be more representative of beach environments impacted by non-point (as opposed to point) source contamination.

### ***Discharge of Drug-Resistant Bacteria and Other Pathogens***

Bacteria, viruses, protozoa, other pathogens, radioactive compounds and pharmaceutical waste can be present in sewage generated from medical, residential, and commercial facilities (City of Santa Barbara 2005c). Such pathogens may not be fully removed by treatment facilities such as El Estero Wastewater

Treatment Plant, with some organisms being removed entirely and others being unaffected during the treatment process, including antibiotic-resistant strains of bacteria (Anderson, S.R. 1993; Zhang et al 2009). El Estero Wastewater Treatment Plant tests daily for total coliform and fecal coliform bacteria; however, the Plant's NPDES permit (based off of standards in the California Ocean Plan) does not establish a standard for bacteria. The California Ocean Plan does require that effluent that contains pathogenic organisms or viruses be discharged a sufficient distance from shell-fishing and water-contact sports areas to maintain applicable bacterial standards without disinfection.

The presence of antibiotic-resistant bacteria in sewage and effluent discharges has been known for many decades (Goyal et al 1979); however, the presence of these bacteria has not been demonstrated to result in the transmission of illness (City of Santa Barbara 2005c). It is likely that most of the pathogens in sewage are removed by the sewage treatment process and disinfection, and the concentrations that remain do not present increased risk to distant beaches (City of Santa Barbara 2005c). Currents that might carry the effluent plume to nearshore waters peak in fall and early winter, when winds off Point Conception "relax" from their typical direction towards the equator (State Lands Commission 2006). Under these conditions surface currents can exceed 1.1 miles per hour. However, environmental waters (fresh or marine) are generally not the natural environment of waterborne pathogens, and their survival time is limited (Rzeztuka and Cook 2004). Studies on the health impacts of working in wastewater treatment plants, which would result in daily exposure to antibiotic-resistant bacteria and other pathogens, indicate potentially increased risk of infection or illness as compared to public works employees at other types of facilities (Thorn et al 2002). However, some other studies have shown no increase in infection rates among wastewater treatment plant workers (Clark et al 1981, Jeggli et al 2004).

Best management practices, such as those implemented at Santa Barbara Cottage Hospital, further reduce potential risks associated with exposure to antibiotic-resistant bacteria. Medical waste management practices are implemented as required by the Department of Health Services Medical Waste Management Division (City of Santa Barbara 2005c). No pharmaceutical wastes (including antibiotics) are disposed of via the sewer system. Antibiotics that are only partially used are treated as pharmaceutical waste and incinerated. Antibiotics that expire on the shelf at the Hospital, as well as pharmacies throughout the City, are returned to the manufacturer.

### ***Discharge of Synthetic Hormones***

Synthetic hormones are commonly released into the marine environment from commercial agricultural operations and through release of treated municipal wastewater containing excreted pharmaceutical products (e.g., birth control pills). The concentrations of steroid hormones in municipal wastewater effluent usually are high enough to induce feminization of fish (Huang et al. 2001). In some cases, the concentrations also are high enough to interfere with chemical communication among fish, which is crucial to successful reproduction (Kolodziej et al. 2003). These concentrations are dramatically lower in the ocean due to the dilution factor; however, steroid estrogens appear to aggregate on contact with high ionic strength seawater and settle to the seafloor after discharge through deep ocean outfalls (Braga et al 2005). Activated sludge sewage treatment systems such as that used at El Estero Wastewater Treatment Plant have been shown to remove between 74 and 88 percent of synthetic estrogens (Johnson et al 2000).

### ***Discharge from Large Vessels in the Channel***

The Santa Barbara Channel is heavily used by international cargo vessels and occasionally by cruise ships, which in the past have anchored offshore of the City. The Clean Coast Act of 2005 prohibits the release of sewage, sewage sludge, oily bilge water, hazardous waste and graywater within 3 nautical miles of shore by

large vessels (with sufficient holding tank capacity) and cruise ships. However, sewage discharge by cruise ships is prohibited by State law (AB 2093; AB 2672) and the State is pursuing a similar ban in Federal waters under Section 1322(f) of the CWA. In addition, recent regulations instituted by the Channel Islands National Marine Sanctuary prohibit release of sewage and graywater by large vessels (with sufficient holding tank capacity) and cruise ships within Sanctuary waters. Therefore, sewage discharges from cruise ships and large vessels are generally prohibited in much, but not all of the channel.

### ***Toxic Harmful Algal Blooms***

Toxic harmful algal blooms (HABs), commonly known as “red tides” are periods of rapid growth or blooms of certain algal species, mainly of two genera (*Alexandrium* and *Pseudo-nitzschia*), that produce harmful neurotoxins (e.g., domoic acid). While these toxins cause no direct harm to the shellfish that initially consume the algae, the shellfish serve as vectors that transfer the toxins to humans and other animals. Bioaccumulation of these algal toxins through the food web has been linked to significant wildlife mortality events of fish, birds, and marine mammals, especially protected species like sea lions. In California, HABs have occurred along the coast in areas such as Monterey Bay, where hundreds of sea birds were killed in 2007 and farther north in Sausalito where over 70 sea lions died in a single weekend. In humans, poisoning from consuming contaminated shellfish can cause memory loss, brain damage, numbness and fatalities. The State monitors seafood toxin levels and closes shellfish harvesting to prevent poisoning in humans. Another major concern related to these HABs is depletion of dissolved oxygen in the water<sup>6</sup>.



*Toxic HABs or “red tides” such as this one in Maine can pose a threat to human health, coastal marine fisheries, and marine wildlife.*

HABs are a national concern affecting an increasing number of coastal ecosystems, with virtually every coastal state now reporting recurring blooms (National Oceanic and Atmospheric Administration 2009). Impacts have included the devastation of critical coastal habitats, loss of economically and culturally vital shellfish resources, illness and death in populations of protected marine species, and serious threats to human health posed by algal toxins. The cause of increased HABs is under investigation. However, studies have identified a possible link between land use trends creating changes in runoff (e.g., increased fertilizer use in agriculture, coastal development) and HABs; blooms of algal species have been found to be associated with elevated nutrient levels, notably nitrate, silicon and phosphate (Glibert and Burkholder 2006). These elevated levels typically occur during coastal upwelling and stratification events. Increased levels of these nutrients are also associated with urban storm water and agricultural runoff. Groundwater exchange with the ocean can also provide a significant source of nutrients. Finally, indirect effects of climate change, which potentially exacerbate the HAB problem, could be significant and difficult to identify, pending additional research (Anderson, 1997; International Panel on Climate Change 2001).

### ***Marine Debris***

Marine debris, especially plastic, is an issue throughout the world’s oceans. In the Santa Barbara Channel, much of this debris winds up on the shorelines of the mainland and the Channel Islands. Volunteers from

<sup>6</sup> HABs contribute somewhat to oxygen depletion by establishing a physical barrier to gas exchange at the water surface, but more dramatically when the algal cells die in large numbers and are digested by aerobic bacteria.

several organizations conduct an annual debris clean-up effort at the Islands, which in 2008 removed over 1,100 pounds of debris from Anacapa Island alone. Plastic bottles, bags and other packaging comprised the majority of debris removed. Residents of the City contribute to the marine debris through litter that finds its way to the ocean through storm water, wind and wave action. The City participates in public awareness campaigns such as the “Where’s Your Bag” campaign, in cooperation with Channelkeeper and other organizations. The Santa Barbara Harbor also supports an annual clean up.

## 11.2 Applicable Plans and Policies

Hydrologic issues are addressed in adopted City, County, State and Federal plans, policies, and regulations. Within the City, responsibility for these issues is addressed in the City General Plan and Municipal Code as administrated by the City Parks and Recreation Department, Creeks Division, Public Works Department, Community Development Department, Waterfront Department, and Airport Department.

These City departments also coordinate with the RWQCB on the implementation of State and Federal regulations. The RWQCB has jurisdiction over storm water discharge from new developments and groundwater resources in the City, and administers these resources primarily through the Storm Water Management Program (SWMP) and National Pollutant Discharge Elimination System (NPDES) Permit Program.

Because only a little more than half of each watershed is within City limits, the County and U.S. Forest Service also have jurisdiction over land use and hydrologic issues in the upper reaches of these larger watersheds. Actions by these agencies can therefore affect downstream hydrologic resources within the City. In addition, County Flood Control has authority over and maintains flood control facilities within the City.

### Relevant Plans and Regulations

#### *Federal and International*

- **Federal Clean Water Act (CWA), 33 USC 1251 et seq. (1977)** - The primary Federal law addressing water pollution, established the goals of eliminating releases to water of high amounts of toxic substances, eliminating additional water pollution, and ensuring that surface waters would meet standards necessary for human sports and recreation.
- **Rivers & Harbors Act (1899)**- Controls excavation, dredging and discharge into navigable rivers, channels and harbors of the US
- **Safe Drinking Water Act, 40 USC 100 ET seq.** - Although originally intended to address potable water treatment, has been expanded to address the quality of water supplies.
- **National Flood Insurance Act (1968) and Flood Disaster Protection Act (1973)** - Created the National Flood Insurance Program and mandated flood insurance coverage for those in Special Flood Hazard Areas.
- **Marine Protection, Research and Sanctuaries Act** – Restricts and establishes permit procedures for dumping of dredged material, industrial wastes and sewage sludge.
- **The Oil Pollution Act of 1990** – Improved the nation’s ability to prevent and respond to oil spills by establishing provisions that expand the Federal government’s ability, and provide the money and resources necessary, to respond to oil spills.
- **MARPOL Annex V** – International regulation that makes it illegal to dump plastic at sea; the U.S. is a signatory.



**Relevant Plans and Regulations (Continued)***State*

- **Porter-Cologne Water Quality Control Act (1969)** - The primary State law addressing water quality, the Act established the State Water Resources Control Board and nine Regional Water Quality Control Boards. Under the Act, water quality policy is established, water quality standards are enforced for both surface and groundwater, and the discharges of pollutants from point and non-point sources are regulated. The Act authorizes the State Control Board to establish Water quality principles and guidelines for long range resource planning including groundwater and surface water management programs and control and use of recycled water.
- **California Ocean Plan** - The California Ocean Plan establishes water quality objectives for California's ocean waters and provides the basis for regulation of wastes discharged into the State's coastal waters. The plan applies to point and nonpoint source discharges. Both the State Water Board and the six coastal Regional Water Quality Control Boards (Regional Water Boards) implement and interpret the California Ocean Plan.
- **Coastal Zone Management Act (CZMA)** – The Coastal Nonpoint Source Pollution Control Program (Section 6217) requires the 29 states and territories with approved Coastal Zone Management Programs to develop Coastal Nonpoint Pollution Control Programs. These programs describe how nonpoint source pollution controls (management measures) will be implemented consistent with adopted Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters.
- **California State Water Resources Control Board Statewide General Permit**- Requires projects that would disturb 1 or more acres of soil or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, to prepare a Storm Water Pollution Prevention Plan (SWPPP).

*County and Regional*

- **Central Coast Basin Management Plan (1994)** - Identifies Beneficial Uses for regional water bodies and describes the water quality that must be maintained to allow those uses. The Regional Board implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose waste discharges can affect water quality.
- **Santa Barbara County Flood Plain Management Ordinance**- Attempts to minimize flood risk by restricting development within floodplains, as well as alteration of natural landforms and watercourses that could increase risk of flooding.

*City of Santa Barbara*

- **Storm Water Management Program** – provides management policies and programs for storm water run-off, including temporary measures during construction and long-term measures for post-construction.
- **Storm Water Best Management Practices (BMP) Guidance Manual** – provides detailed guidance for project design measures to control storm water.
- **City NPDES Phase II Program**- Intended to reduce adverse impacts to water quality and aquatic habitat by instituting the use of controls on the unregulated sources of storm water discharges that have the greatest likelihood of causing continued environmental degradation.
- **City Construction Storm Water Management Program**- Implements federal Clean Water Act by establishing standard to control sediment and other pollutants associated with new construction
- **City Stormwater Pollution Prevention Program**- Program that partners with residents and businesses to prevent pollution of our local water bodies; such as creeks and the Pacific Ocean.
- **City NPDES Permit for El Estero Wastewater Treatment Plant** – Establishes criteria for the operation and maintenance of publicly-owned treatment works, and establishes limits for discharge from the City's wastewater treatment plant to the Pacific Ocean.
- **City General Plan**
  - Conservation Element-Identifies goals, policies and implementation measures to improve drainage and flood control as well as ensure water quality of potable water resources.
  - Open Space Element-Stipulates that creeks, hillsides, the shoreline and the ocean shall be maintained as close to possible in their natural state, directing development of policies forbidding channelization, minimizing erosion and sedimentation, and restricting development near creeks and in flood plains.

**Relevant Plans and Regulations (Continued)**

- Parks & Recreation Element- Identifies ways in which beaches and the shoreline can be maintained for public use while avoiding environmental degradation.
- Seismic Safety and Safety Element- Identifies goals regarding public safety related hazards such as fire, flood, earthquake, bluff retreat and dam safety and establishes the policies and programs to protect the community from risks.
- **City Local Coastal Plan**- As required by the Coastal Act, establishes policies and regulations for most activities within the coastal zone, including protection of freshwater and marine environments and minimization of hazards such as flooding and bluff retreat.
- **City of Santa Barbara Municipal Code**- Contains ordinances that establish creek setbacks for development, guide proper disposal of industrial and liquid waste, maintain public safety, etc.

## 11.3 Hydrology and Water Quality Impact Evaluation Methodology

### 11.3.1 Project Components

The evaluation of hydrology and water quality impacts considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth under the revised Land Use Element Map designations and *Plan Santa Barbara* policies (refer to Section 3.2, *Plan Santa Barbara Project Components*). Growth under *Plan Santa Barbara* is projected to include 2,795 new homes and 2.0 million square feet of non-residential development during this period. Future development is projected to be concentrated in the MODA, but would also include incremental development of undeveloped, more outlying areas in the foothills and Las Positas Valley. In addition to growth directly associated with *Plan Santa Barbara*, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Proposed *Plan Santa Barbara* policies and programs direct further hydrology and water quality protection: Policies Environmental Resources (ER)3-Comprehensive Climate Change Action Plan; ER21-Multi-Use Plan for Coast; ER24-Creek Resources and Water Quality; ER25-Storm Water Management Guidelines; ER26-Creek Setbacks and Restoration Standards and Guidelines; ER27-Creekside Development Guidelines; ER28-Master Drainage Plan; ER30-Floodplain Mapping Update; Public Services and Safety (PS)1-Long-Range Water Supply Plan; PS2-Water Conservation Program; PS3-Recycled Water; PS4-Groundwater Banking. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 11.3.2 Impact Evaluation

Direct citywide effects on hydrology and water quality due to future growth under *Plan Santa Barbara* policies are identified qualitatively in comparison to existing conditions. Drainage, flooding and water quality issues are considered by comparing the general amount and location of new development to known flood hazard areas, general proximity of potential development to creeks, and known water quality impacts associated with new urban development. The evaluation of possible effects to groundwater accounts for the proximity of the groundwater basin to the Pacific Ocean, known groundwater history and management issues and possible future increases in demand for groundwater resources.

The evaluation of regional cumulative effects on hydrology and water quality due to cumulative growth in the City, the City's sphere of influence and the surrounding South Coast region are identified, with attention

to the City contribution to such effects. The potential impacts of alternatives to the proposed project on hydrology and water quality are also considered, both in the context of the existing setting and comparatively with the proposed project. Finally, long term impacts through the year 2050 are discussed on a more programmatic level to highlight impacts associated with global climate change.

When potentially significant impacts could occur, any existing City, State, and Federal policies and regulatory processes that would serve to avoid significant impacts to hydrology and water quality are identified in the Applicable Plans and Policies discussion (refer to Section 11.2 above), and considered in the impact analysis below.

Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce hydrology and water quality impacts are also identified as part of the impact analysis.

### 11.3.3 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that potentially could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards or changes to existing City General Plan policies, programs or procedures. General mitigation approaches are to avoid development impacts to hydrology and water quality through revisions and additions to programs and standards, adoption of new programs, project design measures, and provision of on-site mitigation through resource restoration, protection, or replacement.

### 11.3.4 City Impact Significance Guidelines

The following City impact significance guidelines for hydrology and water quality impacts are based on City policies and the State CEQA Guidelines.

***Citywide or Area-Specific Hydrology and Water Quality Impacts (Project Impacts):*** Significant hydrology and water quality impacts may potentially result from any of the following (either long-term operational or temporary construction impacts), unless measures are implemented to avoid or lessen the significant effect.

- **Water Resources:** Substantially change the amount of surface water in any water body or the quantity of groundwater recharge.
- **Drainage:** Substantially change the drainage pattern, exceed the capacity of existing or planned drainage and storm water systems, or increase the amount or rate of surface water runoff.
- **Flooding:** Development within a designated 100-year flood hazard area; within close proximity to the top of a creek bank; substantially alter the course or flow of flood waters; or otherwise expose people or property to substantial flood hazard.
- **Water Quality:** Discharge substantial sediment or pollutants into surface water or groundwater, or otherwise substantially degrade water quality, including temperature, dissolved oxygen, seawater intrusion, or turbidity, in violation of any water quality or waste discharge regulations.

***Regional Hydrology and Water Quality Impact (Cumulative Impact):*** If a citywide impact, together with other existing and reasonably foreseeable effects within the City sphere of influence or South Coast, would result in any substantial hydrologic or water quality impact as identified above, the citywide impact, if not mitigated, may be considered a considerable contribution to cumulative impacts.

## 11.4 Citywide Hydrology and Water Quality Impacts

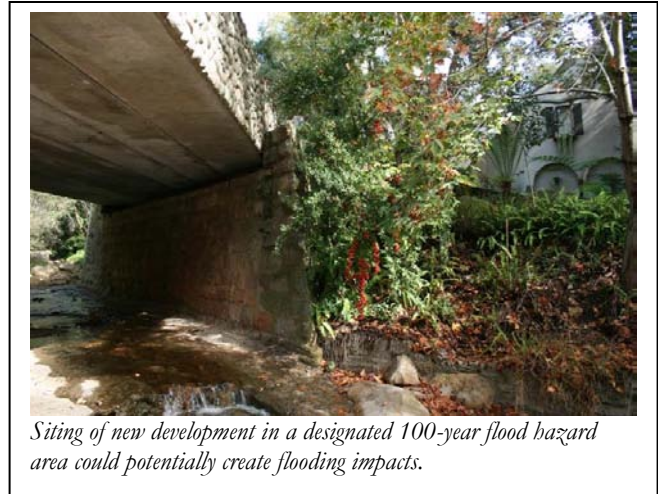
### IMPACT HYDRO-1: FLOOD HAZARDS

#### *Potential for future development to increase flood hazards.*

##### *Impact HYDRO-1.1. Development in Floodplains.*

Approximately 1,166 acres of the City are located within the identified 100-year floodplain, including approximately 378 acres within the MODA (16.3 percent). Floodplain areas are associated with Arroyo Burro Creek, Sycamore Creek, and Mission Creek, particularly within low-lying neighborhoods of the lower East Side, East Beach, and Waterfront (refer to Figure 11.3).

The potential for siting of additional development within floodplains could expose structures and facilities to hazards related to periodic flooding. New residents and employees of development located within floodplains could be exposed to low-frequency potential for personal risk and flood-related damage to cars and personal possessions during major flooding events when driving, parking, or walking outside of secured structures.



*Siting of new development in a designated 100-year flood hazard area could potentially create flooding impacts.*

*Existing Policies:* Extensive Federal, State, and City regulations and policies exist to address potential flooding hazards of development. The County and City provide active maintenance of creeks and drainage facilities to ensure free passage of flood waters and monitor flood events to remove obstructions and debris from channels during high flow circumstances. The Federal Emergency Management Agency (FEMA) and City Municipal Code generally allow for development within the 100-year floodplain, but require that the first floor of new residential buildings be constructed to projected base 100-year flood water surface elevation. Commercial development can occur below the 100-year flood water surface elevation, but must utilize flood-proof construction or other methods. Additional design criteria under FEMA and City policies include measures such as flood gates at entrances and sealing of storage areas in subterranean garages, as well as informing owners and residents of new buildings in flood zones of potential hazards. The City Conservation element contains specific policies that guide new development in flood prone areas. The Federal/City Lower Mission Creek project underway will reduce floodplain north of U.S. Hwy 101 within the Downtown area. The City has undertaken several area studies to update mapped floodplain boundaries in coordination with FEMA.

*Proposed Policies:* Plan Santa Barbara Policy ER30-Floodplain Mapping Update directs additional studies to update floodplain boundaries on the Flood Insurance Rate Maps (FIRM). (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With extensive existing regulations and policies, and the proposed Plan Santa Barbara program to update floodplain mapping for special flood hazard areas, potential impacts of future development on flooding hazards would ***be less than significant (Class 3)***.

Impact HYDRO-1.2. Development Adjacent to Creek Banks.

A small amount of development and redevelopment could continue to occur along the City's major creek corridors in the next 20 years under *Plan Santa Barbara* policies. High-velocity floodwaters pose the risk of creek bank erosion and potential damage to new or expanded buildings and associated facilities such as parking, yards, and landscaping. The actual risks of exposure to major creek bank erosion varies by stream and is affected by variables such as soil type, creek morphology, creek meanders, the presence of erosion-reducing native vegetation, etc. Such erosion often occurs along the outside bend of a creek meander in the creek's channel or in instances of a channel obstruction (e.g., fallen tree, flood debris) that directs high-velocity floodwaters toward an exposed creek bank.

*Existing Policies:* The City Municipal Code currently requires a minimum 25-foot setback for new development from the top of bank of Mission Creek. This 25-foot minimum setback standard is also used as a general guideline in City development review and permitting practices for individual projects next to other creeks, based on site-specific studies and general flood protection policies of the General Plan Conservation, Open Space, and Safety Elements, Local Coastal Plan, and Storm Water Management Program. Greater setback distances are often established when feasible. Setbacks provided are generally greater in more outlying areas with natural creek banks and smaller in more urbanized settings containing more hard banking devices such as concrete or rip rap.

*Proposed Policies:* Proposed *Plan Santa Barbara* ER26-Creek Setbacks and Restoration identifies a program to establish updated creek setback standards for new development in proximity to the top of creek banks, along with guidelines for creek restoration, pervious surface, and appropriate land uses within creekside buffers. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing City policies and programs for development adjacent to creeks combined with the proposed *Plan Santa Barbara* program ER26, Creek Setbacks and Restoration, to establish more specific creek setback standards for all City creeks would substantially reduce potential impacts. With the application of existing policies in combination with Policy ER26, potential impacts of future development on creek erosion flooding hazards would be ***less than significant (Class 3)***.

Additional recommended measures could help to further minimize impacts. MM BIO-2.c in Section 7, *Biological Resources* recommends an addition to the proposed *Plan Santa Barbara* policy ER26, Creek Setbacks and Restoration, to establish an initial creek setback policy update of greater than 25 feet from the top of bank of creeks for new structures and hard surfaces as General Plan policy, consistent with existing practices. Recommended measure RM HYDRO-1, Flood Hazards, suggests considerations for the ER26 process for updating creek setback standards, including that creek buffers be adequate to provide protection from flood, erosion, and geologic hazards, and support habitat, and consideration of surrounding jurisdiction standards.

Impact HYDRO-1.3. Increases in Storm Water Runoff.

Additional impervious surfaces associated with intensification of uses and new development could potentially create incremental increases in surface runoff. New roads, driveways, and buildings do not allow water to be absorbed into the ground. If not offset, this additional runoff can result in increased peak runoff, which could incrementally increase the potential for downstream flooding should flows exceed creek channel or storm drain capacities. The combined effect of new development citywide over 20 years could substantially increase storm water runoff.

*Existing Policies:* Several existing City storm water policies require that new discretionary development demonstrate, to the degree feasible, that post-development peak storm water runoff discharge rates would not

exceed the estimated pre-development rate. Where possible and appropriate, development projects are required to integrate on-site storm water detention facilities into site plans and to incorporate Best Management Practices (BMPs) to reduce runoff, which can significantly reduce the needed size of downstream facilities.

*Proposed Policies:* Plan Santa Barbara Policy ER25-Storm Water Management Guidelines would incorporate guidelines from the adopted City Storm Water Management Plan into the General Plan. Proposed program ER28-Master Drainage Plan would develop a comprehensive drainage plan that identifies the existing system, development standards to better address drainage issues, and opportunities for drainage retention/detention. Both of these measures would provide citywide coordination of existing City storm water management policies that are applied on a project-by-project basis, to the benefit of reduced storm water runoff. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Existing regulations and policies, and the proposed Plan Santa Barbara policies and programs provide that new development would not contribute to downstream flooding hazards, a ***less than significant impact (Class 3)***.

Also see further discussion of longer-range climate change flood issues in the Extended Range discussion below and in Section 18, *Global Climate Change*.

## IMPACT HYDRO-2: SURFACE WATER AND GROUNDWATER QUALITY IMPACTS

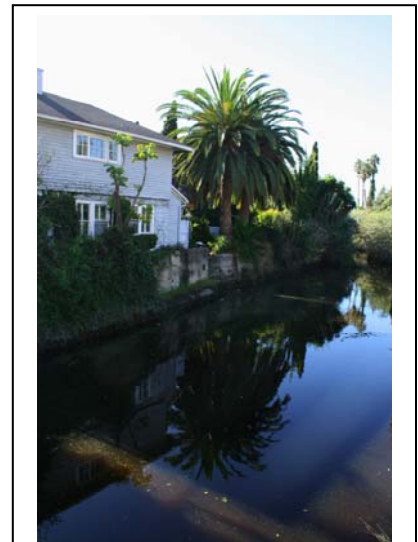
### ***Potential for future development to impact water quality of creeks and groundwater.***

Under Plan Santa Barbara policies, most additional development to the year 2030 is projected to be located within the MODA; however, a small amount of development could also occur throughout the City in areas such as the Las Positas Valley and the foothills.

Construction activities and increased impervious surfaces associated with future development could potentially result in increased pollutants in storm water runoff. During storm events, pollutants such as oils, grease, heavy metals, pesticides, and sediment are transported via drainage systems into creeks. Potential short-term water quality impacts can result from grading and construction activities. Long-term impacts to water quality, including decreased oxygen content, alterations in pH, and increased temperature and nutrient levels, can result due to increased urban runoff. Polluted runoff could also percolate into underlying groundwater.

The combined citywide effect on water quality from incremental projects over time is potentially significant. Impacts to surface water quality would be of particular concern for projects sited near or adjacent to City creeks where surface water runoff could flow into these waterways. Areas which could have major redevelopment such as the La Cumbre Shopping Center adjacent to Arroyo Burro Creek could have impacts, but also offer opportunities for restoration of degraded stream systems.

*Existing Policies:* Multiple City policies and programs are in place to minimize storm water runoff and pollutants from new development. Both construction and post-construction water quality protections are identified in the adopted City Storm Water Management Plan (SWMP) and updated Storm Water Best Manage-



*Proper development design measures are needed to manage polluted urban run-off that can affect City waterways, including Mission Creek.*

ment Practices Guidance Manual, and are applied as conditions of approval for development projects. City storm water standards encourage the use of low-impact development site designs, and require that runoff be conveyed through permanent storm water treatment devices. City General Plan policies for creek and water quality protection, Architectural Board of Review Guidelines for development near creeks, the Mission Creek development setback ordinance, and State and Federal regulations would also provide that water quality and creek protection and restoration provisions are included in creekside development projects. Finally, the City's Creeks Division is beginning the preparation of Watershed Plans for the major creeks in the City.

Water quality improvement projects and public education projects are also ongoing by the City Creeks Division to improve water quality and reduce pollutants from both existing and future development. An example is the Upper Las Positas Creek Restoration and Storm Water Management project to detain and treat storm water runoff and improve downstream creek quality, as well as reduce peak flow.

*Proposed Policies:* Plan Santa Barbara policies direct the City to establish additional water quality and creek protection and restoration standards and development guidelines (proposed Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines). (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing regulations, policies, and programs, and proposed Plan Santa Barbara measures, potential impacts to surface and groundwater quality from future development would be ***less than significant (Class 3)***. Implementation of mitigation measures proposed elsewhere in this EIR (e.g., MM-BIO-2) and recommended RM HYDRO-2 below would further offset any potential impacts to surface and groundwater quality.

### **IMPACT HYDRO-3: COASTAL AND MARINE WATER QUALITY**

***Potential for additional wastewater, storm water, and litter from future development to impact ocean water quality.***

#### ***Impact HYDRO-3.1. Treated Wastewater Discharge.***

Additional future development to the year 2030 and associated population growth would result in additional wastewater discharges to the ocean from the El Estero Wastewater Treatment Plant, estimated to be less than a 10 percent increase.

Incremental increases in the discharge of wastewater constituents including pharmaceuticals (including synthetic hormones), pathogens (especially drug-resistant pathogens), fecal indicator bacteria (FIB), metals, and nutrients such as nitrate, could potentially degrade the quality of offshore receiving waters, a potentially significant impact. Contaminants such as unregulated synthetic hormones typically settle to the seafloor (Braga et al 2005) and could potentially concentrate over time through the actions of particulate-feeding animals such as shellfish.

*Existing Policies:* Standards for acceptable wastewater quality are established by Federal and State agencies. Existing treatment in compliance with existing regulations substantially reduces pollutant levels in discharged effluent. In addition, the wastewater outfall location more than 1.5 miles offshore and effluent dispersal through release over a 720-foot span of pipeline substantially dilutes pollutant concentrations in receiving waters. Even with increased discharge, the National Pollutant Discharge Elimination System (NPDES) Permit requirements for the El Estero Wastewater Treatment Plant would continue to prohibit discharged effluent from exceeding standards outside of the permitted mixing zone. Thus the concentra-

tions of regulated pollutants in the nearby coastal ocean would not pose an unacceptable risk to human health or aquatic life, as defined by regulations.

The County of Santa Barbara together with the City and other local jurisdictions have been conducting public education campaigns and collection days for proper disposal of pharmaceuticals, which would also help to reduce discharges through wastewater. Ongoing drop-off locations for pharmaceuticals have been established at Sheriff stations.

*Impact Significance:* Existing Federal and State regulations and City policies and practices that direct operation and upgrades of the El Estero Wastewater Treatment Plant in compliance with regulations would ensure that incremental increases in wastewater discharges do not substantially impact the quality of offshore waters. Potential wastewater discharge impacts of future development on marine water quality would be ***less than significant (Class 3)***.

A recommended measure (RM HYDRO 2-*Pharmaceutical Waste Education and Collection*) is identified for a continuing City program to coordinate with South Coast agencies on public education and collection programs for proper disposal of pharmaceuticals.

*Impact HYDRO-3.2. Storm Water Discharge into Marine Waters.*

As discussed in Impact HYDRO-2 above for creeks and groundwater quality, future citywide development to 2030 has the potential to result in increased in urban pollutant run-off and sedimentation, which could also potentially affect ocean water quality.

*Existing Policies:* Refer to Impact HYDRO-2 for existing policies related to storm water quality.

*Proposed Policies:* Plan Santa Barbara policies that direct the City to establish additional water quality and creek protection and restoration standards and development guidelines (proposed Policies ER24-Creek Resources and Water Quality, ER25-Storm Water Management Guidelines, ER26-Creek Setbacks and Restoration, and ER27-Creekside Development Guidelines) would reduce any effects on ocean water quality from storm water discharge. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Based on existing regulations and City policies for new development to avoid increases in runoff and pollutants, including application of best management practices during construction and post-construction water treatment, as discussed further above, and proposed Plan Santa Barbara policies, potential impacts to ocean water quality from storm water runoff of future development would be ***less than significant (Class 3)***.

*Impact HYDRO-3.3. Debris Inflows.*

Potential future development and population increase in the City could result in incrementally greater release of litter, plastic bags, and other trash reaching City creeks and eventually carried downstream to the ocean.

The City has existing efforts toward reducing such debris, including installation of metal screens and public information signs at storm drains, provision of reusable bags, and public education campaigns to educate and encourage shoppers to use re-usable bags. Voluntary public efforts to reduce disposable bags have been underway supported by the retail industry. The City has commissioned a study of a possible tax on single-use bags.

*Impact Significance:* The potential increase in litter from additional development and population would have a ***less than significant impact (Class 3)*** on coastal and marine water quality.



Recommended measure RM HYDRO-3 further suggests that the City consider a ban on plastic bags in larger retailers such as supermarkets and pharmacies, as was done in San Francisco. See also the discussion of solid waste issues in Section 15 – *Public Utilities*.

## 11.5 Regional (Cumulative) Impacts to Hydrology and Water Quality

Future development across the South Coast could result in cumulative impacts associated with increased flood hazards, deterioration of surface and groundwater quality and impacts to coastal and marine water quality. Future regional growth would include projected construction of an estimated 403 new homes and 178,202 square feet of non-residential growth within the City's sphere of influence. Some of this sphere area growth would be located on steeper slopes or potentially flood-prone areas within the Las Positas Valley or in the foothills. This sphere area development would contribute incrementally to regional hydrological impacts as discussed below.

### 11.5.1 Flooding

New development along the South Coast and within the City sphere of influence could be subject to flood hazards. Portions of Goleta, Carpinteria, and unincorporated communities such as Montecito lie within the 100-year floodplains of South Coast streams. Similarly, areas within the City sphere of influence, such as the Las Positas Valley and areas along Atascadero or Cieneguitas Creeks are also subject to flood hazards. However, the County and cities on the South Coast are also subject to Federal flood control regulations and have local regulations similar to City provisions, which would be expected to address potential flooding impacts of development projects as they occur over time, thereby also addressing potential cumulative effects.

As discussed further in Impact HYDRO-1.1 above, with existing regulations and policies, as well as the *Plan Santa Barbara* program to update floodplain boundaries on Flood Insurance Rate Maps (FIRM), future development in the City as well as the sphere of influence would not be expected to have a significant flooding impact due to the effectiveness of existing regulations and proposed *Plan Santa Barbara* policies, and the City contribution to potential cumulative flooding impacts would therefore not be considerable.

### 11.5.2 Surface and Groundwater Quality

Future development across the South Coast could potentially have a significant cumulative effect on water quality in creeks and groundwater basins due to increased impervious surfaces and urban storm water runoff containing pollutants and sediment.

Development within the City and its sphere of influence, particularly in more outlying areas such as the Las Positas Valley and foothills, could incrementally contribute to increased sediment loading and other pollutant inputs to regional watersheds, particularly the Arroyo Burro, Atascadero, and Cieneguitas creek watersheds. Similarly, development projects within County unincorporated areas in the upper watersheds of Mission and Sycamore canyons and the Arroyo Burro watershed could contribute to downstream sedimentation within the City.

Regional efforts such as County Project Clean Water program, as well as State-required storm water regulations and local agency water quality plans, would ensure that water quality protection measures would be included in any new development, which would reduce potential impacts to water quality.

Existing regulations, City policies, and programs of the Creeks Division and Water Resources Division, along with proposed *Plan Santa Barbara* programs to provide additional water quality protections, would result in less than significant effects on surface or groundwater quality from future development within the City and sphere, as discussed further under Impact HYDRO-2 above. The City contribution to regional water quality effects on creeks and groundwater basins would not be considerable.

### **11.5.3 Coastal and Marine Water Quality**

Because the ocean is regionally connected by currents, localized impacts to coastal and marine water quality could also contribute to cumulative degradation of marine water quality on a larger geographic scale. Other beaches in the region such as Carpinteria State Beach, Rincon, Hammonds and others also currently experience days where bacteria levels exceed water quality objectives (EPA 2006). Degradation in Santa Barbara area coastal and marine water quality due to development in the City and sphere has the potential to increase the pollution of coastal waters and exacerbate the number of potential beach closures.

All jurisdictions in the region are subject to Federal and State water quality regulations, and have water quality plans and policies that would address potential water quality effects of new development.

The localized impacts to coastal and marine water quality due to future development in the City and sphere are expected to be less than significant with existing regulations, and existing programs and proposed *Plan Santa Barbara* programs would further reduce those localized impacts. Therefore, the City contribution to potential regional impacts on coastal and marine water quality would not be considerable.

## **11.6 Comparative Impacts of Project Alternatives**

The three alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following evaluates potential hydrology and water quality effects of the alternatives compared to existing conditions and compared to the *Plan Santa Barbara* growth and policy scenario.

### **11.6.1 No Project/Existing Policies Alternative**

The No Project Alternative is projected to involve construction of up to an estimated 2,795 new units and 2.2 million square feet of non-residential space to the year 2030, a similar level of residential development and slightly more non-residential development as under the proposed *Plan Santa Barbara* General Plan. In addition to growth directly associated with this Alternative, an additional 403 new homes and 178,202 square feet of nonresidential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Development under this Alternative would continue under the City's existing policy framework. The No Project Alternative would have less emphasis on promoting in-fill development within the MODA, and incrementally more of the housing could be expected to occur through development of more outlying, less developed areas, such as the Las Positas Valley and foothills.

The Las Positas Valley and foothills have areas of steep slopes and higher instances of erosion-prone soils, and more development could potentially result in greater sediment input into the Arroyo Burro, Cieneguitas, and Atascadero creeks watersheds. Greater in-flow of urban runoff could also result, potentially affecting

Arroyo Burro Creek and its downstream estuary, as well as Atascadero Creek and its estuary at Goleta Beach. However, existing, ongoing regulations, policies, and programs to protect creek and groundwater quality would be expected to address these potential impacts. Surface and groundwater quality impacts would be less than significant, similar to the *Plan Santa Barbara* scenario.

The No Project Alternative's contribution to regional cumulative impacts to flooding and water quality would also be less than considerable, similar to that under *Plan Santa Barbara*.

### 11.6.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve construction of up to an estimated 2,000 new units and 1.0 million square feet of non-residential space to 2030, a lower amount of growth than under the proposed *Plan Santa Barbara* policies. Development would continue under the existing City policy framework, as well as additional growth control policies. The Lower Growth Alternative would place less emphasis on promoting in-fill development within the MODA than under *Plan Santa Barbara*. Policies for more restrictive height limits and lower densities could tend to force development pressures outward toward less developed lands. Incrementally more housing could be expected to occur outside of the MODA, and less through redevelopment of existing parcels within the MODA. In addition to growth directly associated with this Alternative, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Due to lower overall development, potential water quality effects from increased treated effluent discharge and release of debris would be lower, and with ongoing regulations, would be less than significant, similar to the *Plan Santa Barbara* scenario. Less development would be expected within floodplains in the MODA, and with ongoing flood control regulations, potential impacts would also be less than significant, similar to *Plan Santa Barbara*. There would potentially be less development occurring along City creeks within developed area, which could result in less potential for creek bank erosion, and with continued creek and water quality protection policies and programs, impacts would be less than significant as with *Plan Santa Barbara*.

If incrementally greater development occurred in the Arroyo Burro, Cieneguitas, and Atascadero creek watersheds, it could result in more in-flow of urban run-off into Arroyo Burro Creek and its downstream estuary, as well as Atascadero Creek and its estuary at Goleta Beach and on to the ocean. However, existing storm water policies and other water quality programs would be expected to address such potential impacts to a less than significant level, similar with the *Plan Santa Barbara* scenario.

The Lower Growth Alternatives contribution to regional cumulative impacts to flooding and water quality would also be less than considerable, similar to that under *Plan Santa Barbara*.

### 11.6.3 Additional Housing Alternative

The Additional Housing Alternative is assumed to involve construction of up to an estimated 4,360 new units and 1.0 million square feet of non-residential space; substantially more residential growth and lower non-residential growth than under the *Plan Santa Barbara* policies. Development would proceed under the existing City policy framework, however with new policies allowing increased residential development and densities within the MODA, and encouraging development of second residential units. There could also be increased pressure to develop housing within more outlying, less developed areas in order to meet housing goals. In addition to growth directly associated with this Alternative, an additional 443 new homes and 178,202 square feet of nonresidential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

When compared to *Plan Santa Barbara*, this higher level of development could potentially increase exposure of new homes, residents, businesses and employees to the 100-year flood hazard areas associated with City creeks. With ongoing regulations, policies, and programs addressing flood control, these impacts could be adequately addressed, but a program similar to that proposed in *Plan Santa Barbara* to update floodplain boundaries would likely be needed as well.

Potentially more development within outlying areas could incrementally increase the in-flow of urban storm water runoff and sediment into creeks and the ocean. Ongoing water quality policies and programs would reduce potential impacts, but additional programs similar as those proposed in *Plan Santa Barbara* could likely be needed to fully address creek and marine water quality.

The additional amount of residential development under this alternative would equate to additional potential for storm water, wastewater generation, and debris and trash entering City creeks and/or the offshore marine environment and affecting water quality. With ongoing regulations, policies, and programs addressing wastewater treatment, water quality, and litter, impacts would be expected to be less than significant, similar to *Plan Santa Barbara*.

The Additional Housing Alternative's contribution to regional cumulative impacts to flooding would be less than significant with mitigation, and water quality impacts would be less than significant, similar to impacts under *Plan Santa Barbara*.

## 11.7 Extended Range (2050) Impacts to Hydrology and Water Quality

Future development in the City through 2050 would effectively represent full build-out under proposed *Plan Santa Barbara* land use and zoning plans. The Extended Range forecast assumes that residential growth of up to approximately 8,620 units and 3.2 million square feet of nonresidential growth could occur over this approximately 40-year time frame. Development through 2050 would proceed under the existing City policy framework as well as the proposed policies of the *Plan Santa Barbara* General Plan update, such as MODA policies encouraging development to occur within the more urbanized area. As areas for development become more constrained over time, development pressure would also likely increase in more outlying, less developed areas such as the foothills, the City sphere of influence, and the Las Positas Valley.

Potential impacts of future development on flooding and water quality of creeks, groundwater, and the ocean would be expected to continue as identified under the *Plan Santa Barbara* impact analysis above. These could include exposure of new development and population to 100-year flood hazard areas associated with major creeks; and additional stormwater, wastewater, and debris entering creeks, groundwater, and the marine environment, with potential water quality effects. Development in more outlying areas on constrained parcels with steep slopes and erosion prone soils could potentially result in additional sediment and urban runoff into the Arroyo Burro, Cieneguitas, and Atascadero creek watersheds and ocean.

However, development under the Extended Range Forecast would continue to be subject to existing policies and proposed *Plan Santa Barbara* policies described above, which, when compared to the existing setting, would be anticipated to help reduce such potential flooding and water quality impacts.

### 11.7.1 Climate Change

Global climate change is anticipated to result in increases in average temperature, substantial rises in sea levels, and more frequent high intensity rainfall events, punctuated by prolonged droughts. The gradual acce-

leration of these global climate changes over the Extended Range Forecast period could have substantial impacts to flood hazards and water quality, as discussed below. Because of the projected changes in climate, potential impacts to flooding and water quality under the Extended Range Forecast to 2050 could be substantially more severe than those anticipated to occur over the next 20 years under the *Plan Santa Barbara* General Plan. (See additional discussion in Section 18, *Global Climate Change*.)

### ***Climate Change and Flooding***

Increased flooding associated with sea level rise is an identified concern for the city of Santa Barbara and other low-lying communities across the County (California Climate Change Center 2009). Climate change-induced sea level rise and increased flooding along the City's streams and drainages could result in potentially significant impacts to both existing and potential future new development.

Much of the City Waterfront, downtown, and lower East Side are less than 10 feet above historic mean sea level, and even the lower projected sea level increases could adversely affect drainage and increase risk for seawater inundation in these areas (refer to Figure 18.2 in Section 18, *Global Climate Change*). Flooding



could result from the increased height of storm surges, flood flows, higher tides, and backwater flooding. In addition, erosion of some sand spits and dunes may expose previously protected areas to flooding.

Currently, during high tides or major storm events, floodwaters from Mission Creek, the Laguna Channel and Sycamore Creek can experience backwater conditions where elevated ocean levels prevent floodwaters from draining rapidly, causing increased upstream flooding. In addition, the City has multiple smaller drains and channels which empty onto area beaches which also could experience backwater conditions associated with higher sea levels. Such backwater conditions are identified as a substantial climate change-induced concern for coastal drainages (Florsheim et al 2004; McGinnis, 2009). Such flooding could damage public and private facilities all along the City's Waterfront area, including the Waterfront bike path, parking lots, Cabrillo Blvd, sewer and drainage lines, etc.

Although models are not yet able to provide even rough projections for either the frequency or intensity of increased flood hazards related to climate change, climate change has the potential to increase both the frequency and severity of flooding from the City's creeks in several ways.

First, increasingly erratic weather patterns are projected to result in an increase in high magnitude rainfall events, with possible increased flood flows and the associated potential for an increase in the depth and velocity of floodwaters and the resultant extent of areas subject to flooding.

Second, increased fire frequency and severity could increase the vulnerability of areas downstream from burned watersheds in the Santa Ynez Mountains to more rapid run-off from denuded watersheds and obstruction of creek channels by debris flows. Further, these two factors can interact to exacerbate flooding where a high rainfall event occurs over a denuded watershed.

Third, as described above, rising sea levels could exacerbate existing backwater effects along lower Mission and Sycamore Creeks and particularly the Laguna Channel, causing periodic increases in the back up of

flood waters into developed areas of the City. Backwater flooding is an existing issue in lower lying areas of the City and has been identified as a climate change-related issue of concern in low-lying coastal areas (Florsheim 2004).

Existing regulatory programs and adopted City policies and standards would partially reduce the severity of such impacts. Refer to Impact HYDRO 1.1 above for a detailed listing.

*Plan Santa Barbara* Policy ER1-Climate Change would require that new public and private development adapt to climate change; Policy ER3-Comprehensive Climate Change Action Plan would require review of City contributions to and impacts from climate change; and Policy ER30-Floodplain Mapping Update would require floodplain mapping updates to allow planning for changes in flood hazards. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

In addition, the City's proposed Adaptive Management Program would prove a vehicle to review and consider new information of climate change-related impacts as it become available.

Due to the complex nature of global climate change processes, the variation in anticipated effects, and the lack of sophisticated models and data to predict its impact on flooding, this impact would be considered unknown and potentially significant. MM HYDRO-1 proposed below requires preparation of a Comprehensive Shoreline Management Plan to help reduce the impacts of climate change related to coastal flooding. Implementation of this measure, when considering the relatively modest sea level rises forecast through 2050, would make this impact less than significant with mitigation.

### ***Climate Change and Surface Water Quality***

Climate change is projected to adversely affect surface water quality due to changing temperatures, unpredictable stream flow, runoff rates and timing, increased flooding and reduced ability of watersheds to assimilate wastes and pollutants (Wilkinson 2002; DWR 2005). Higher temperatures and nutrient loads could reduce the oxygen content of water and increases in intense rain events would result in more sediment, nutrients, pathogens, and toxic inputs into water bodies from non-point sources (Gray et al. 2004). All of these factors could adversely affect water quality in City creeks such as Arroyo Burro and Mission creeks and downstream beaches such as East Beach and Hendry's Beach. These changes in water quality could also prove deleterious to sensitive aquatic species such as the southern steelhead trout.

Climate change-induced changes in surface water quality could substantially affect water quality in the City's streams. Existing City policies and programs such as strict water quality protection measures for new development and habitat enhancement and restoration programs carried out by the City's Creeks Division would help reduce the severity of such impacts. Proposed *Plan Santa Barbara* Policy ER3-Comprehensive Climate Change Action Plan would require review of City contributions to and impacts from climate change; and Policy ER24-Creek Resources and Water Quality would require the City to update and expand efforts to protect creeks. In addition, the City's proposed Adaptive Management Program would provide a vehicle to review, consider and incorporate new information on climate change-related impacts as it become available. However, due to the complex nature of global climate change processes, the variation in anticipated effects, and the lack of sophisticated models and data to predict its impact on water quality, this impact would be considered unknown and potentially significant. Because of the projected changes in climate, potential impacts to flooding and water quality under the Extended Range Forecast to 2050 could be substantially more severe than those anticipated to occur over the next 20 years under the *Plan Santa Barbara* General Plan.

### ***Climate Change and Groundwater Quality***

Potential declines in surface water supplies both statewide and locally may shift reliance to groundwater resources in California. Projections also suggest that efforts to offset declines in surface water through increasing withdrawal on groundwater could be hampered by decreases in groundwater recharge in water-stressed regions, such as the southwestern U.S. (Gray et al. 2004). In addition, sea level rise could increase the risk of saltwater contamination of State Water supply intake in the Sacramento-San Joaquin Delta, which could also contribute to increasing reliance on Santa Barbara's groundwater resources (Wilkinson 2002). Sea level rise could also directly affect the City's groundwater aquifers by causing an increase in the intrusion of salt water into Santa Barbara's groundwater aquifers (Wilkinson 2002, DWR 2005). Although Santa Barbara's groundwater basin is potentially subject to seawater intrusion, the City has drilled new wells inland to minimize potential for future seawater intrusion. However, potential unpredictable stream flow, increased frequency and duration of droughts and possible increased reliance on groundwater has the potential to increase stress on the City's groundwater supplies with potential associated salt water intrusion related to groundwater overdraft and/or sea level rise.

The complex effects of global climate change could result in potential impacts to the City's groundwater resources. However, existing City programs to improve management of the groundwater basins and other City water supplies would be generally prevent over-reliance on groundwater resources and related impacts of seawater intrusion. In addition, the inclusion of adaptive management mitigation measure (MM HYDRO-1b) to encourage water conservation would help further minimize this impact.

## **11.8 Mitigation Measures**

*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

### ***MM HYDRO-1      SEA LEVEL RISE (EXTENDED RANGE IMPACT)***

#### **1.a. Adaptive Management Planning; Flooding**

*The City shall add the following measures to Plan Santa Barbara Policy ER3-Comprehensive Climate Change Action Plan as part of the development of a Comprehensive Shoreline Management Plan (see also MM GEO-2 - Sea Level Rise and Coastal Bluff Retreat):*

*Identify policy options, costs, and consequences for addressing sea level rise issues, including:*

- *Techniques to minimize wave energy and damage from storm surges, while minimizing disruption of coastal activities and habitats.*
- *Review of City public improvements and utilities for potential consequences of sea level rise, and consideration of means of adaptation such as measures to protect in place, raising facilities above projected flood heights, and managed retreat or relocation of facilities.*
- *Coordination with private property owners along the waterfront on techniques for structural adaptation and new design.*

#### **1.b. Adaptive Management Planning; Groundwater**

*Amend Public Services and Safety Element Policy PS2-Water Conservation program to add*

- *As part of the Long Term Water Supply Program update, perform a comprehensive analysis of water savings from specific conservation measures, including a cost-benefit analysis, to determine which potential new water conservation measures will be most feasible and cost effective for the City to pursue. The City shall incorporate identified measures into the water conservation component into the LTWSP update.*

## 11.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM HYDRO-1 FLOOD HAZARDS**

*The City should consider adding the following to Plan Santa Barbara program ER26-Creek Setbacks and Restoration:*

*[See also Mitigation Measure MM BIO-2b – Creek Setback policy, which would establish the general standard of greater than 25-foot setback for development along all creeks.]*

- **Considerations for Creek Setback Standards.**
  - 1) *At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.*
  - 2) *In developing Creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where “hard bank” protection is present.*
- **Creek Setbacks and Bank Stabilization.** *Consider a stated policy to codify the following existing general practices:*
  - 1) *For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.*
  - 2) *When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g., revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.*

### **RM HYDRO-2 IMPROVE WATER QUALITY AT AREA BEACHES**

*The City should consider adding the following programs to the Environmental Resources Element.*

- **Pharmaceutical Waste Education and Collection.** *Continue coordination with the County of Santa Barbara and other agencies to establish and maintain an ongoing public education campaign and periodic drop-off collection days, focusing on proper disposal of pharmaceutical materials and other emergent contaminants of concern, to reduce the contaminants entering wastewater, storm drain, and solid waste systems.*



- **Beach Water Quality Improvement.** Consider actions for further improving water quality at East Beach, which could include: (1) a restoration plan for Lower Mission Creek/Laguna Channel, including the potential for a constructed wetland at the creek/ocean interface (refer also to Recommended Biological Resources measure RM BIO-3 for waterfront habitat and wildlife management); and/or (2) an ultraviolet treatment system to disinfect the flow within Laguna Creek during low flow periods (e.g., May-September) prior to entering the channel and discharging to the beach.
- **Watershed Action Plans.** Continue work toward completion of Watershed Action Plans for Mission Creek, Sycamore Creek, Arroyo Burro Creek, and Laguna Watersheds.

### **RM HYDRO-3      MINIMIZE DEBRIS AND TRASH**

The City should consider adding the following policies to the Plan Santa Barbara Environmental Resources Element, new subsection, "Beach and Marine Water Quality"

- **Restrictions on Retailers' Plastic Bags.** The City shall implement a ban on the use of plastic bags for large retail establishments; such a ban could be modeled upon the regulation in San Francisco<sup>7</sup>.

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<sup>7</sup> San Francisco's ban applies to large supermarkets (over \$2 million in gross annual sales receipts) and chain pharmacies. Instead they may distribute BPI certified compostable bags, paper bags made with a minimum 40% post consumer recycled content, or reusable bags.

## 12.0 NOISE

**Issues:** *Potential noise impacts in the City under Plan Santa Barbara could result from siting new residential development in proximity to the U.S. Highway 101 corridor, as well as new mixed-use developments downtown in the entertainment district. These potential impacts would be largely mitigated through existing plans and policies, as well as through required measures to reduce vehicle trip generation and install sound barriers.*

Noise is generally defined as unhealthful sound levels or unwanted sound that substantially interferes with normal activities or diminishes the quality of the environment. For planning purposes, sound levels are typically expressed in Ldn (Day-Night Level) or CNEL (Community Noise Equivalent Level) measurement scales, both of which recognize and account for the added sensitivity of nighttime-generated noise.

Noise is measured as a loudness level called decibels (dB). The A-weighted dB scale (dBA) is used because it accounts for the frequency range generally recognized by the human ear.

Long-term exposure to higher noise levels (i.e., continuous, involuntary exposure for many hours per day over a long period of time) may affect human health through sleep deprivation, nervous conditions, etc. Relevant scientific literature indicates that prolonged exposure to elevated sound levels could increase the risk of certain health conditions, including hypertension and other cardiovascular conditions. However, the noise levels typically examined in these studies exceed the existing or reasonably foreseeable levels within the City (Beelen R. et al., 2009; Stansfeld, S.A. and M.P Matheson 2003; Selander, J. et al. 2009).

Zero dBA is the faintest sound a good human ear can hear. The upper limit is approximately 140 to 160 dBA. The ear begins to feel pain at about 120 dBA. The average range of sounds that we are commonly exposed to generally falls in the 30 to 100 dBA range (City of Santa Barbara 2005). For example, a rock concert would generate noise levels of approximately 115 dBA, a noisy restaurant would generate approximately 80 dBA, and the typical noise level in a library would be approximately 30 dBA (City of Santa Barbara 2008a).

Significant noise impacts are primarily associated with constant exposure to higher noise levels, such as high interior noise levels during sleeping hours. Exterior living areas would typically involve shorter exposure times, and higher noise levels may not represent a significant environmental impact. Residential developments can generally be insulated to reduce interior noise levels. Exterior living areas (e.g., patios) may require site design or barrier measures to reduce ambient noise levels.

Short-term noises are a part of the urban environment and most intermittent, temporary noise constitutes a nuisance rather than a significant environmental impact. However, short-term exposure to extreme noise levels can also cause sleep disturbance or hearing damage.

## 12.1 Noise Setting

### 12.1.1 Sources of Noise

#### *Transportation*

Vehicle noise affects relatively large areas of the City along transportation corridors, particularly neighborhoods in close proximity to the 8-mile long corridor of U.S. Highway 101 (U.S. Hwy 101). Noise from U.S. Hwy 101 affects City neighborhoods such as the lower Eastside, Westside, parts of Samarkand, Hitchcock Road, etc. Noise levels exceeding 65 dBA Ldn extend outward between 100 and 680 feet from various segments of the freeway, depending on topography, intervening barriers, and traffic levels.

Traffic-generated noise also affects segments of surface streets along Las Positas Road, Cabrillo Boulevard, Upper State, Milpas Street, and Carrillo Street (refer to Table 12.1). Noise levels exceeding 65 dBA Ldn may extend outward up to 190 feet from some segments of these surface streets, again depending on topography, intervening barriers, and traffic levels.

Freight and passenger rail service generates intermittent but intense noise levels, often exceeding 100 dBA (at 100 feet from the track centerline) for the eight-mile reach of the Union Pacific Railroad (UPRR) across the City. Substantial portions of the U.S. Hwy 101 noise corridor overlap that associated with the UPRR, which increases noise exposure within this corridor.

Aircraft traffic also creates intermittent higher noise levels, and is a major source for noise in the surrounding community. The airport is located outside of the main continuous boundary of the City, and areas affected by aircraft noise include several neighborhoods within the City of Goleta, UCSB, and unincorporated areas of the County. These include the Ellwood and south Old Town neighborhoods within the City of Goleta and south Walnut and More Mesa neighborhoods within the County.

#### *Entertainment District*

The City’s vibrant Entertainment District downtown generates periodic high noise levels, particularly associated with amplified music or large gatherings at nightclubs and restaurants concentrated along State Street between Sola and U.S. Hwy 101. Evening noise can create conflicts with downtown residences and hotels.



*Traffic along U.S. Hwy 101 is a major source of noise within the City and is of particular concern where it borders residential neighborhoods such as near the Micheltorena Street overpass.*

For long-term planning purposes, sound levels are expressed in Ldn (Day-Night Level) measurement scales. The Ldn averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10 P.M. and 7 A.M. to take into account the greater annoyance of intrusive noise levels during nighttime hours.

Table 12.1: Existing Noise Levels Along Major Travel Corridors

Roadway Segment	Outward Extent of Noise Contour from Roadway Centerline (feet)		
	70-75 dBA Ldn	65-69 dBA Ldn	60-64 dBA Ldn
<b>U.S. Hwy 101</b>			
Near Carrillo Street w/o sound wall	190	400	870
Near Carrillo Street with sound wall	80	180	380
Near Milpas Street w/o sound wall	320	680	1,470
Near Milpas Street with sound wall	100	220	470
<b>State Route 154</b>			
North of US Hwy 101	60	140	300
<b>Cliff Drive</b>			
at Mohawk Road	*	80	160
<b>Foothill Road</b>			
w/o San Roque Road at La Milpita	*	80	160
<b>Milpas Street</b>			
at Carrillo Street	*	60	140
North of Haley Street	50	100	210
<b>Las Positas Road</b>			
at Stanley Drive	60	140	300
South of US Hwy 101	*	90	200
<b>State Street</b>			
at Hope Avenue	90	190	410
at Toyon Street	50	110	230
at Alamar Avenue	*	80	180
<b>Mission Street</b>			
at Chino Street	*	*	80
at Castillo Street	60	130	280
at Chapala Street	*	*	70
<b>De la Vina Street</b>			
at Valerio Street	*	*	100
<b>Chapala Street</b>			
North of Carrillo Street	70	160	340
<b>La Cumbre Road</b>			
at Stacey Lane	*	*	80
<b>Anacapa Street</b>			
at Micheltoarena Street	*	*	60
<b>Carrillo Street</b>			
West of Chino Street	50	120	250
<b>Garden Street</b>			
North of US Hwy 101	*	90	190
<b>Cabrillo Boulevard</b>			
at Niños Drive	*	*	50
at Mason Street	*	*	80
<b>Union Pacific Railroad</b>	150	260	470

\* Data not shown where contour is less than 50 feet from centerline or where roadway does not generate specific contour.  
Source: City of Santa Barbara 2008a.

### ***Industrial Uses***

The City's light industrial areas concentrated near U.S. Hwy 101 around Quarantina Street can generate periodic high noise levels associated with equipment operation, heavy trucks, etc. Noise-sensitive residential uses are scattered within and adjacent to this area.

### ***Construction***

Construction activity is a temporary and periodic noise source in localized areas.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers, and large trucks for demolition, grading, and construction. Equipment noise and vibration levels can vary substantially through a construction period, and depends upon the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dBA at a distance of 50 feet, and the shorter impulsive (vibration) noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dBA. Heavy construction can extend over several weeks or longer. Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading, and site preparation activities, tends to be much quieter. Such construction can also cause vibrations, particularly those associated with deep excavations (e.g., subterranean parking structures) or with pile driving.

City ordinance provisions generally allow construction between the hours of 7 A.M. and 8 P.M. daily, with authority for the Building Official to modify. On some larger projects with discretionary permits near residential areas, the City has limited construction to weekday hours between 8 A.M. and 5 P.M. Exceptions to this practice have been made on occasion for major projects (e.g., Ralph's Grocery Store, Cottage Hospital) where extended construction hours would shorten the overall construction period, or to reduce peak-hour traffic impacts (City of Santa Barbara 2005).

#### **12.1.2 Temporary Nuisance Noise**

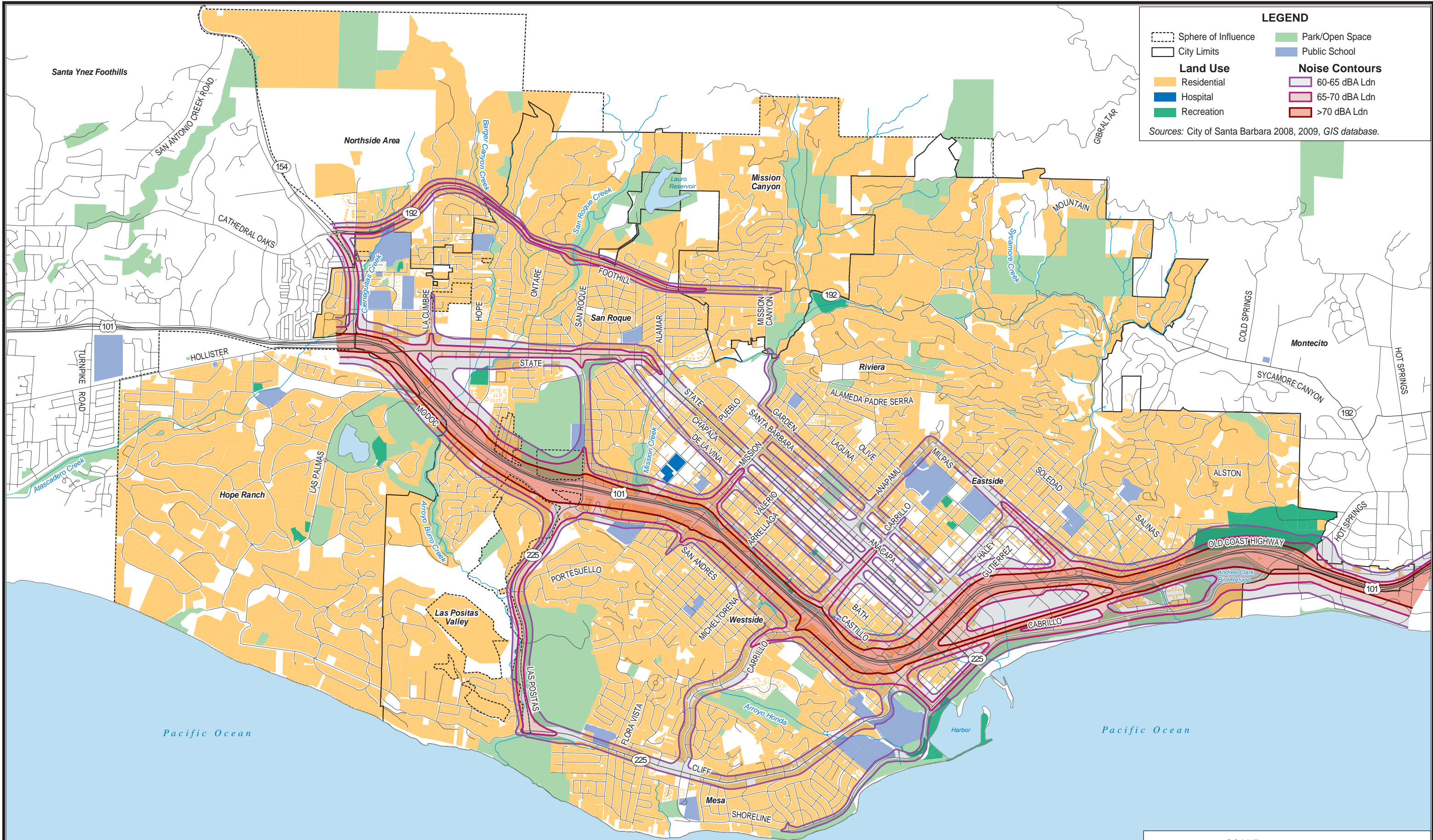
Temporary and periodic nuisance noise sources include activities associated with retail uses (loading docks, deliveries, trash pickup), residential uses (dogs, amplified music, use of personal equipment such as leaf blowers, and other small machinery such as saws, drills, lawn mowers, and garden equipment), schools (playgrounds and drop-off of children), parks (location of play equipment, special events, sports, parking), and community centers, meeting places, and churches (parking lots, special events). Such intermittent noise is part of the urban environment and can be annoying but does not generally involve extended high level noise exposure causing health effects. The City Noise Ordinance regulates this type of noise (see Section 12.2 below).

#### **12.1.3 Sensitive Receptors of Noise**

Noise-sensitive receptors are generally considered uses that are most interfered with by noise. Noise-sensitive receptors in the City include residences, schools, churches, and hotels, as well as some park and open space areas. Figure 12.1 displays the locations of sensitive receptors in Santa Barbara in relation to current noise levels.

#### **12.1.4 Existing Noise Levels**

Figure 12.1 shows the extent of noise exposure in the City above 60 dBA Ldn. The U.S. Hwy 101/UPRR corridor is responsible for noise levels at and above 70 dBA Ldn. These higher noise levels generally extend out between 250 and 300 feet north and south of the corridor, and at greater distances at some locations



**LEGEND**

- Sphere of Influence
- City Limits
- Land Use**
- Residential
- Hospital
- Recreation
- Park/Open Space
- Public School
- Noise Contours**
- 60-65 dBA Ldn
- 65-70 dBA Ldn
- >70 dBA Ldn

Sources: City of Santa Barbara 2008, 2009, GIS database.

**Figure 12.1 Existing Noise Contours in the City**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence

Basemap prepared by **amec**



**SCALE**

0 750 1,500 3,000 Feet

0 0.25 0.5 1 Mile

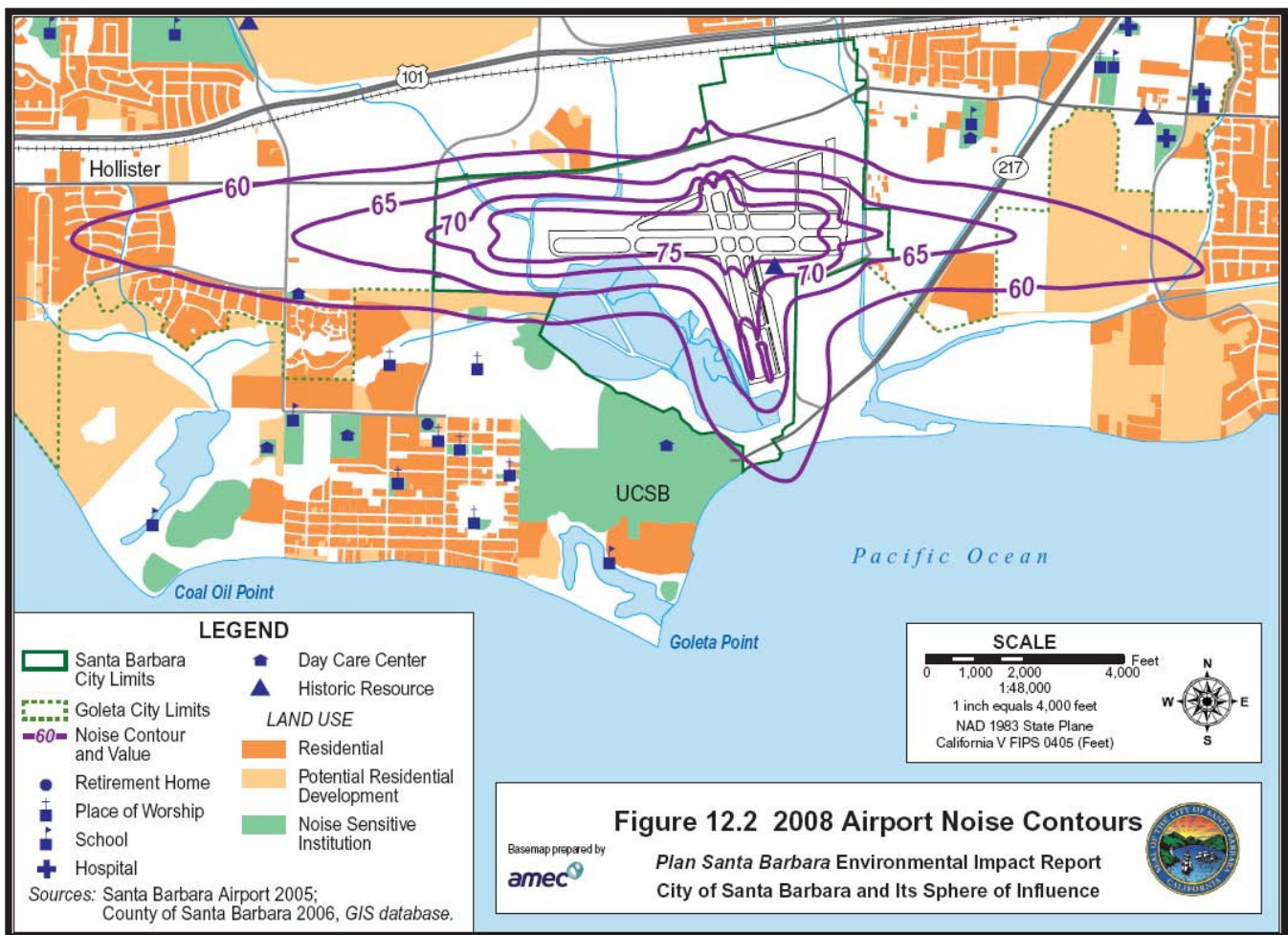
1:36,000  
1 inch equals 3,000 feet

NAD 1983 State Plane California V FIPS 0405 (Feet)

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near major interchanges (e.g., Las Positas Road). Major roadways that generate noise in the 65-69 dBA Ldn range include Upper State Street, Las Positas Road, and Cabrillo Boulevard. Roadways that generate noise between 60-64 dBA Ldn are generally confined to the Downtown and Mesa neighborhoods (see Figure 12.1). Table 12.1 above provides the width of noise contours above 60 dBA Ldn for major corridors in Santa Barbara.

The operation of aircraft at Santa Barbara Airport creates higher noise levels to the east and west within the City of Goleta and unincorporated areas of the County. Airport noise issues are addressed by the Santa Barbara Airport Noise Abatement Committee, which has established procedures that focus on avoiding overflight of residential areas during aircraft arrivals and departures. The 65 dBA CNEL contour extends approximately 3,000 feet to the east of the Airport to the edge of County’s South Walnut and More Mesa area neighborhoods and approximately 4,000 feet to the west of the Airport property over Goleta’s light industrial areas<sup>1</sup> (refer to Figure 12.2). Approximately nine dwelling units are located in the 65-69 dBA CNEL contour. The 70 and 75 dBA CNEL contours are almost entirely contained within Airport property (SB Airport 2005).



<sup>1</sup> The County and City of Goleta use the CNEL standard. Similar to Ldn, CNEL averages noise over the 24- hour day with a 10 decibel penalty to noises occurring between the hours of 10 pm and 7 am but also includes a separate 5 dBA penalty for noise occurring between the hours of 7 pm and 10 pm.



## 12.2 Applicable Plans and Policies

### 12.2.1 City of Santa Barbara General Plan Noise Element

The City Noise Element (1979) contains Land Use Compatibility Guidelines (Guidelines) used to assist in evaluating the compatibility of new development with noise levels (refer to Appendix G). The Guidelines are used to screen projects which may cause incompatible noise effects to existing surrounding land uses and/or which may be incompatible with ambient noise levels generated by existing surrounding land uses. Such projects receive site-specific noise studies to determine whether design components are needed to mitigate noise impacts.

The Guidelines identify 45 dBA Ldn as the acceptable interior living space noise exposure for residential use, consistent with California Building Code standards (Table 12.2). Exterior guidelines identify noise levels where interior noise standards could generally be met with standard construction techniques.

**Table 12.2: City of Santa Barbara Land Use Compatibility Guidelines**

Land Use Category	Interior Exposure (Ldn)	Exterior Exposure (Ldn)
Residential- Single and Multiple Family Homes, Duplex, Mobile Homes, Dormitories, etc.	<45	<60
Transient Lodging	<45	<70
School Classrooms, Libraries, Churches	<45	<65
Hospitals, Nursing Homes	<45	<65
Auditoriums, Concert Halls, Music Shells	<35	<60
Sports Arenas, Outdoor Spectator Sports	N/A	<65
Playgrounds, Neighborhood Parks	N/A	<65
Golf Courses, Riding Stables, Water Recreation, Cemeteries	N/A	<70
Office Buildings, Personal Business and Professional	<50	<75
Commercial- Retail, Movie Theatres, Restaurants	<50	<75
Commercial- Wholesale, Some Retail, Industrial, Manufacturing, Utilities	N/A	<80
Manufacturing, Communications (sensitive)	N/A	<70
Livestock Farming, Animal Breeding	N/A	<75
Agriculture (except Livestock), Mining, Fishing	N/A	N/A
Public Right-of-Way	N/A	<85
Extensive Natural Recreation Areas	N/A	<75

*Source: City of Santa Barbara 1979.*

The Guidelines assist in siting of long-term, permanent land uses, and are not intended to address temporary noise such as from construction or intermittent urban activities, which are regulated by the Noise Ordinance.

### 12.2.2 City of Santa Barbara Noise Ordinance

The City Noise Ordinance (SBMC, Ch. 9.16) regulates short-term or periodic nuisance noise from existing uses. The City Police Department is responsible for enforcement of the Noise Ordinance. The Ordinance addresses construction noise, use of mechanical equipment, and amplified sound, and identifies general fac-

tors considered in determining whether a noise violation has occurred (volume, duration, proximity to sensitive receptors, etc.).

### 12.2.3 Federal and State Noise Policies and Regulations

Federal and State regulatory agencies governing various noise-related issues and their specific regulations are cited below.

#### Federal Noise Regulations

##### *Residential Development*

U.S. Department of Housing and Urban Development (HUD) Regulations (24 CFR Part 51B).

- Interior noise levels 45 Ldn or less, exterior 65 Ldn or less.
- Applies to new construction supported by HUD grants, not binding upon local communities.

##### *Aircraft Noise*

Federal Aviation Regulation (FAR) Part 150, Noise Compatibility Program.

- Voluntary program for airports to conduct noise compatibility planning.
- Residential, schools, mobile homes, transient lodging, and some public services generally incompatible with noise above 65 Ldn.
- FAR Part 150 Study completed for SB Airport in 2005 which included future noise levels for 2008.

##### *Railroad Noise*

- Federal Railroad Administration-Railroad Noise Emissions Compliance (49 CFR Part 210).
- Sets noise standards for railroad equipment and methods to assess potential noise and vibration impacts established by FTA.

#### State Noise Regulations

- California Building Code – Requires that interior noise levels from outside sources not exceed 45db Ldn or CNEL.

## 12.3 Noise Impact Evaluation Methodology

### 12.3.1 Project Components

Projected growth in Santa Barbara to the year 2030 and beyond under the revised Land Use Element Map designations and *Plan Santa Barbara* policies is evaluated for effects on long-term noise levels, including growth in noise from increased traffic volumes, and temporary construction noise (refer to Section 3.2, *Project Components* and Appendix A). Growth under *Plan Santa Barbara* is projected to include 2,795 new homes and 2.0 million square feet of nonresidential development to the year 2030. The *Plan Santa Barbara* Traffic Model also assumes 403 new homes and 178,202 square feet of non-residential growth in the City sphere of influence, and projected roadway noise volumes include this added increment of growth. Development would occur incrementally over time, largely as redevelopment with small additions in already urbanized areas.

Proposed *Plan Santa Barbara* Policy ER37-New Noise Guidelines for Residential Zones would update the existing City noise standard of 60 dBA Ldn for exterior residential spaces to 65 dBA CNEL. The 65 dBA standard is recognized by the State and Federal governments and is commonly used in most cities and counties in California, including the County of Santa Barbara and other cities on the South Coast. In addition, Policy ER38-Construction Noise would establish construction noise standards for mixed-use urban and suburban residential areas, including standards for allowable days, hours, and types of construction (refer to Appendix A). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 12.3.2 Impact Evaluation

The potential impacts of future growth on noise levels and noise-sensitive receptors within the City and surrounding area include increases in traffic noise levels and establishment of noise-sensitive receptors adjacent to noise sources. The impact analysis focuses on areas likely to be most affected by changes in noise levels, and acknowledges existing and proposed noise resource policies. Primary guiding documents pertaining to current city noise policies are the Noise Element and the Noise Ordinance (SBMC, Ch. 9.16). Description of existing noise levels relies on the Master Environmental Assessment (MEA) Map for Noise Contours and associated report (City of Santa Barbara 2008a), the General Plan Update 2030: Conditions, Trends, and Issues Report (2005), the Santa Barbara Airport Noise Compatibility Study (2005), and the City Noise Element (1979).

Noise impacts are related to: (1) the siting of new noise-sensitive uses (e.g., residences, schools) adjacent to higher noise areas such as transportation corridors, (2) the development of noise-generating uses next to existing sensitive receptors such as residences, hospitals, or schools, and (3) an overall cumulative increase in short- or long-term noise levels associated with new *Plan Santa Barbara* related development, or development-related increases in traffic which have the potential to expose existing uses to substantially higher noise levels than existing circumstances.

Projected noise level increases were estimated from projected increases in average daily traffic (ADT) over existing (2008) levels based on the output of the *Plan Santa Barbara* Traffic Model. Changes to future noise contours were estimated for this analysis using standard formulas to identify the outward extent of the existing contour and the projected noise level at the outward extent of the new expanded contour (refer to Table 12.3).

Regional cumulative impacts consider the citywide impacts together with impacts of future development within the City sphere of influence and South Coast. Noise impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with *Plan Santa Barbara* impacts. Longer-term noise impacts through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the City General Plan.

Existing policies and proposed *Plan Santa Barbara* policies that would avoid or reduce noise impacts are identified as part of the impact analysis.

### 12.3.3 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not avoid significant impacts, additional mitigation measures are identified that could feasibly reduce significant impacts. These are identified as modifications or additions to draft *Plan Santa Barbara* General Plan policies. General mitigation approaches to reduce noise impacts can include noise level standards, design measures to

use or construct noise barriers or insulate interiors, and limiting operating time of noisy activities in sensitive areas.

### 12.3.4 City Impact Significance Guidelines

The following City significance guidelines for noise impacts are based on City policies (General Plan Noise Element, Noise Ordinance), and the State CEQA Guideline (§15065) that directs identification of a potentially significant impact when a project has the potential to "... cause substantial adverse affects on human beings, either directly or indirectly."

**Citywide Area-Specific Noise Impacts (Project Impacts):** A significant noise impact may when future development could expose noise-sensitive land uses to health hazards from excessive long-term noise levels due to the following, unless measures are implemented to avoid or lessen the significant effect:

- **Structural Standards:** Exceeding interior noise standards.
- **Aircraft Noise:** Exceeding aircraft noise exposure provisions of regional Airport Land Use Plan.
- **Vibration:** Excessive ground-borne vibration or other operational noise affecting sensitive land uses.

**Regional Noise Impacts (Cumulative Impacts):** If City impacts together with impacts of other existing and reasonably foreseeable development within the sphere of influence and South Coast would result in a significant noise impact as identified above, the City impact, if not mitigated, may be considered a considerable contribution to cumulative noise impacts.

## 12.4 Citywide Noise Impacts

### IMPACT NOISE-1: INCREASED TRANSPORTATION NOISE.

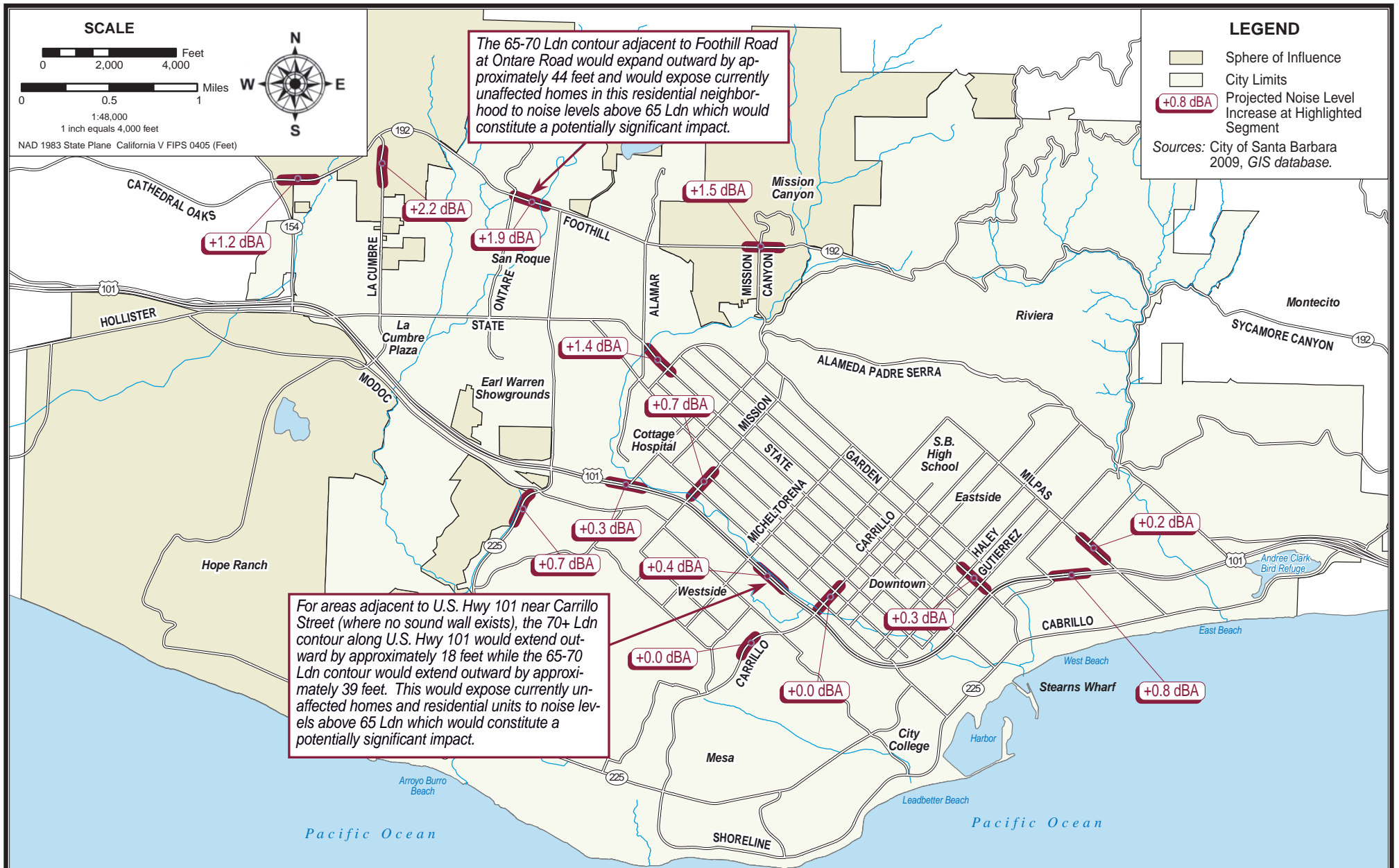
*Potential noise effects to existing land uses from future increases in traffic volumes and airport activity.*

#### Impact NOISE-1.1. Increased Roadway Noise Levels.

Noise generated from cars and trucks using the City's road network affect relatively large areas of the City along transportation corridors, particularly neighborhoods in close proximity to the U.S. Hwy 101 corridor.

Increases in future levels of Average Daily Traffic (ADT) and associated noise levels are projected along U.S. Hwy 101 and major roadways. Adjacent neighborhoods with potential to experience noise impacts include portions of: Milpas, Eastside, East Beach, Lower East, Lower State, West Beach, Lower West, West Downtown, Westside, and Oak Park. Projected noise level changes range from no change on Carrillo Street at U.S. Hwy 101 to a 2.2 dBA change along north La Cumbre Road (Table 12.3, Figure 12.3).

Under typical circumstances, and where roadway conditions are constant (i.e., size, configuration, and speed limit), projected traffic volumes generally need to double over existing volumes in order for associated noise levels to increase by approximately 3 dBA – the increase in noise level that is generally perceptible to the human ear (City of Santa Barbara 2008a). For example, an increase of approximately 21,000 ADT along U.S. Hwy 101 represents a 20.3 percent increase over existing traffic volumes and a resulting noise level increase of 0.8 dBA. An increase of 3,300 ADT on La Cumbre Road would represent a 67.4 percent increase over existing volumes and a resulting noise level increase of 2.2 dBA.



**Figure 12.3**  
**Projected Noise Level Increases Along Major Transportation Corridor Segments**

Basemap prepared by **amec**

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As depicted in Table 12.3, projected ADT along major transportation corridors (as well as all other City roadways) is not expected to double along any segment. Consequently, projected transportation noise levels are not expected to increase by 3 dBA or more, and the increased noise level would generally not be perceptible to nearby sensitive receptors. In addition, these changes in noise levels would occur very slowly over a 20 year period, further decreasing the potential for sensitive receptors to perceive incremental increases in noise levels.

Although existing residents along transportation corridors would be unlikely to perceive an increase in noise levels, projected increases in future traffic volumes could incrementally increase the width of some noise contours. These gradual incremental increases in the width of noise corridors along U.S. Hwy 101 and major arterials could cause additional limited areas of adjacent neighborhoods and resident population to be exposed to roadway traffic noise of 60 or 65 dBA or more. For example, the 70+ dBA Ldn and 65-69 dBA Ldn contours adjacent to U.S. Hwy 101 near Carrillo Street (an area with no sound wall) would expand by approximately 18 and 39 feet, respectively, while the 65-69 Ldn contour adjacent to Foothill Road at Ontare Road would expand by approximately 44 feet.<sup>2</sup> In some instances, these small expansions in noise corridors have the potential to bring a limited number of additional homes into higher noise corridors. However, such increases in exterior noise would create potentially significant impacts only if resultant interior noise levels of residences exceeded 45 dBA. Because most homes constructed since the 1970s use construction techniques and materials that can reduce interior noise by 20 dBA as compared to exterior noise, the areas with the most potential for impact would be those neighborhoods with pre-1970s homes exposed to 60-65 dBA or greater.

These projected noise level changes would occur very gradually over the twenty year period, and they represent a projection of the end state in the year 2030, assuming traffic increases occur as projected, and assuming vehicle noise-generating characteristics do not change. For example, if electric vehicles become a

**Table 12.3: Projected Traffic and Noise Level Increases Along Major Transportation Corridors**

Roadway Segment	2008 Average Daily Traffic (ADT)*	Projected 2030 ADT (Percent Increase)	Projected Noise Level Increase (dBA)
<b>U.S. Hwy 101</b>			
near Milpas Street	104,000	125,100 (20.3%)	0.8
near Carrillo Street	121,000	134,900 (10.7%)	0.4
near Mission Street	133,000	143,400 (7.8%)	0.3
<b>Foothill Road</b>			
near State Route 154	15,100	19,790 (31.1%)	1.2
at Ontare Road	10,400	16,200 (55.8%)	1.9
at Mission Canyon Road	6,400	8,980 (40.3%)	1.5
<b>Milpas Street</b>			
near U.S. Hwy 101	28,600	29,640 (3.6%)	0.2
<b>Las Positas Drive</b>			
north of U.S. Hwy 101	20,100	20,120 (0.1%)	0.0
south of U.S. Hwy 101	17,600	20,760 (18.0%)	0.7
<b>State Street</b>			
at Alamar Avenue	17,300	23,660 (36.8%)	1.4
<b>Mission Street</b>			
at Castillo Street	30,000	35,210 (17.4)	0.7
<b>La Cumbre Road</b>			
near Foothill Road	4,900	8,200 (67.4%)	2.2
<b>Carrillo Street</b>			
near Castillo Street	32,400	32,450 (0.2%)	0.0
west of Chino Street	17,200	17,380 (1.1%)	0.0
<b>Garden Street</b>			
near U.S. Hwy 101	24,600	26,490 (7.7%)	0.3

*Notes: Projected noise level increases were estimated from projected increases in ADT based on the following formula:  $dBA=10\text{Log}_{10}(\text{Projected ADT}/2008\text{ ADT})$ . Future traffic volumes are based upon growth within the City and its sphere of influence as such development is included in the Plan Santa Barbara Traffic Model. This would include 3,200 new units and 2.2 million square feet of nonresidential growth. Source: Febr and Peers 2009a.*

<sup>2</sup> Changes to future noise contours were estimated for this analysis using the following formula:  $L_2=L_1+10\text{Log}(d_1/d_2)$ ; where  $L_1$  is the projected noise level at the outward extent of the existing contour,  $L_2$  is the projected noise level at the outward extent of the new expanded contour,  $d_1$  is the distance from the roadway to the outward extent of the existing contour, and  $d_2$  is the distance from the roadway to the outward extent of the new expanded contour.

substantial proportion of vehicles, it could reduce noise generation particularly on roadways with low to medium speeds where engine operation contributes substantially to overall noise levels, as opposed to aerodynamic and tire noise on freeways (Lumina Technologies, 2006).

A small amount of additional development could be sited along roadway noise corridors per Land Use Element map designations, potentially exposing new residents to higher than acceptable interior noise levels. This is particularly true within the MODA where over 1,800 new units are projected to be constructed under *Plan Santa Barbara* General Plan policies. However, even within the MODA, only limited portions of Milpas, Carrillo, Mission and Upper State Street as well as U.S. Hwy 101 currently exhibit noise corridors of 65 to 70 dBA, with the 70 dBA corridor from the freeway extending somewhat into potentially developable areas (refer to Figure 12.1). While new development adjacent to these corridors could be exposed to higher noise levels, existing programs, policies and regulations are in place to ensure that interior noise levels do not reach harmful levels and such impacts would not be significant.

*Existing Policies:* A number of existing, ongoing City policies, programs, and ordinances would reduce potential noise impacts of new development under future noise contours. The General Plan Noise Element and the Noise Ordinance contain noise guidelines and standards to shield exterior spaces and reduce interior noise levels to acceptable levels. The California and City Building Code 45 dBA residential standard requires that interior noise levels be met using standard construction techniques (e.g., insulation). The standard City permit process for reviewing and mitigating noise impacts of new development would reduce the potential impacts of projected future roadway noise on new development to a less than significant level.

The potential for limited exposure of existing residents to incremental increases in the width of the 65-70 dBA and 70 or more dBA noise corridors is not as fully addressed by existing policies. However, Caltrans' ongoing program of sound wall installation along major transportation corridors, particularly when new improvements are completed, may increase noise protection for some neighborhoods along the freeway over the 20-year life of *Plan Santa Barbara*. In addition, over the last ten years the City Public Works Department long-term pavement maintenance program has been using Rubberized Asphalt Concrete (RAC) made of recycled tires for resurfacing projects on many City streets, which reduces roadway noise.

*Proposed Policies:* *Plan Santa Barbara* does not contain policies that would directly address increased exposure of existing residents or new construction to higher roadway noise levels. However, by reducing trip generation and vehicle miles traveled, the proposed Circulation Element policies would incrementally reduce projected increases in noise volumes and the width of projected noise corridors along the City's arterials and U.S. Hwy 101. These reductions are accounted for in the traffic model which provided input data for noise modeling.

*Impact Significance:* With projected traffic growth, the potential exists for an incremental increase in the number of existing residential areas exposed to roadway noise levels of 60 or 65 dBA by the year 2030. Older existing homes may not have been constructed to reduce interior noise levels to account for the higher roadway noise and residents of such homes could be susceptible to this impact. Caltrans existing sound wall construction programs, combined with the City's long-term pavement maintenance program using RAC could partially address this impact. Mitigation Measure NOISE-1 would add a program to the *Plan Santa Barbara* Environmental Resources Element to address this issue if it materializes. The measure provides for the City to work with potentially affected neighborhoods, Caltrans, and the Union Pacific Railroad to identify and implement specific measures to reduce impacts from projected future freeway and roadway noise exposures on existing neighborhoods. This may consist of a combination of added sound walls along portions of the freeway, and more localized measures such as barriers and retrofits of older structures. In addition, MM TRANS-2 would limit the growth in traffic volumes which could substantially limit the number of new

homes exposed to increased noise levels. With inclusion of MM NOISE-1 and MM-TRANS-2, the potentially significant noise impact to existing residential populations near the freeway and other roadways would be reduced to a ***less than significant with mitigation (Class 2)***.

*Impact NOISE-1.2. Changes in Airport Noise.*

Residential and commercial growth projected to occur through the year 2030 under the *Plan Santa Barbara* General Plan update would incrementally contribute to projected increases in air travel at the Santa Barbara Airport. Aircraft operations are projected to increase at the airport in the future, however noise contours are projected to decrease in coverage of the surrounding community overall, largely due to the gradual phase-out of older Stage 2 business jets and increased use of new quieter Stage 3 air carrier aircraft. Only one dwelling unit is projected to remain in the future 65-69 CNEL contour for 2025. This represents an approximate decrease of nine homes within the 65-69 CNEL contour<sup>3</sup>

*Existing Policies:* The Santa Barbara Airport's Noise Compatibility Program and the Airport Land Use Plan provide noise abatement procedures and policies which generally discourage early departures to the west of the airport, encourage noise-sensitive flight scheduling and patterns, and promote coordination of the City, County, and City of Goleta to encourage continued compatible land use zoning. Projected Santa Barbara Airport noise conditions presented above account for continued implementation of these noise abatement measures.

*Impact Significance:* With existing policies, the incremental contribution of growth projected under *Plan Santa Barbara* to airport activity would have a ***less than significant impact (Class 3)*** on aircraft noise. No additional measures beyond existing programs are required or recommended.

## **IMPACT NOISE-2: NOISE-SENSITIVE USES AND NOISE GUIDELINE CHANGE**

### ***Potential for noise impacts with new development under proposed change to noise guideline.***

Proposed *Plan Santa Barbara* Policy ER37-New Noise Guidelines for Residential Zones would update the existing City Noise Element guideline for long-term planning and siting of residential use, from 60 dBA Ldn to 65 dBA CNEL<sup>4</sup>. This policy change would allow for new noise-sensitive land uses (e.g., residential) to be developed in areas with ambient noise levels between 60-64 dBA CNEL. The proposed update of the residential exterior noise guideline to the widely-used standard of 65 dBA CNEL would continue to allow site design or other measures (e.g., walls or barriers) to create pleasant outdoor living spaces. However, such measure would not be required for noise reduction purposes in outdoor living space.

Existing 60 and 65 dBA noise contours line U.S. Hwy 101 and other major roadway corridors, the main sources of continuous noise within the City. As discussed in Impact NOISE-1 (Increased Transportation Noise) above, roadway noise contours are projected to grow incrementally due to gradual increases in traffic and in the next two decades.

The 65 dBA CNEL noise standard is in widespread usage. Sound exposure in the range of 60-64 dBA CNEL does not constitute a level high enough to result in damage to hearing or other serious physical effects. Exterior noise levels below 65 dBA CNEL allow for meeting California Building Code and City Build-

<sup>3</sup> Although project impacts are analyzed in this EIR through Year 2030, these projected noise conditions for Year 2025 at the Airport have been included in this analysis because they are not expected to measurably change in size, shape, or location by 2030.

<sup>4</sup> The Ldn (Day-Night Level) or CNEL (Community Noise Equivalent Level) measurement scales both recognize and account for the added sensitivity of night-time-generated noise and are similar standards.



ing Code interior noise standards of 45 dBA CNEL with current standard residential construction techniques. Residential uses are allowed in areas below 65 dBA CNEL under Federal and State regulations and in most cities and counties in California. Surrounding South Coast jurisdictions, including the County of Santa Barbara, Cities of Goleta and Carpinteria, and UCSB use the 65 dBA CNEL standard.

The 60 dBA Ldn standard established several decades ago reflected the exterior noise level that, with standard construction techniques of that time, allowed reduction of interior noise levels to 45 dBA CNEL. Modern construction techniques can generally provide for a 20 dBA reduction or more in interior noise. Techniques to meet interior noise level standards of 45 dBA CNEL or lower may include appropriate site planning (e.g., orienting buildings away from noise sources), architectural design (i.e., building height, room arrangement, window placement), and the use of sound-isolating building materials such as double-paned windows and adequate insulated space within walls.

Outdoor living areas are generally used intermittently for shorter time periods and therefore do not involve the continuous noise exposure concerns of interior spaces. Required outdoor living spaces proposed in new development would continue to be required to have acceptable exterior noise levels under existing and proposed City policies. This would be accomplished through specific site design, and as needed, noise attenuation measures to shield higher-use outdoor areas from higher noise levels. For proposed exterior patios and balconies facing adjacent roadways, this could include use of low glass panels or other attenuating devices to limit noise exposure.

*Existing Policies:* City General Plan Noise Element and the Noise Ordinance requirements would continue to reduce potential noise impacts of new development through a standard project review and permit process. The MEA noise contour map and the General Plan land use compatibility guidelines would provide initial screening tool for residential or other noise-sensitive project. For potential projects within an area with a noise contour potentially exceeding the guidelines, a project-specific acoustical study would be required to evaluate potential noise impacts and identify noise reduction measures required to meet interior noise standards and that exterior living areas would have an appropriate noise environment. Project-specific mitigation applied to individual projects can include site redesign to allow another existing structure to provide a barrier from the noise source, creation of a barrier such as a wall, and upgraded structural components.

*Proposed Policies:* Proposed *Plan Santa Barbara* Policy ER37-New Noise Guidelines for Residential Zones would enable a change of exterior noise standards to the more widely accepted 65 dBA from the current 60 dBA. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* The proposed *Plan Santa Barbara* change to the residential noise guideline to the standard level of 65 dBA CNEL would continue to allow new development to meet interior noise levels and provide acceptable outdoor noise environment. The ongoing City project review and permitting process for new development would reduce the potential impacts of projected future noise on new development. Noise impacts would be ***less than significant (Class 3)***.

### **IMPACT NOISE-3: MIXED-USE DEVELOPMENT**

#### ***Potential for noise impacts from siting dissimilar uses together.***

##### ***Impact NOISE-3.1. Mixed-use development within commercially zoned areas.***

Residential and commercial growth projected to occur under the *Plan Santa Barbara* General Plan update would incrementally increase residential uses adjacent to commercial in mixed-use areas and residential and hotel uses within or adjacent to the entertainment district area. The mixing of residential or hotel uses with a

vibrant urban environment, particularly during the evening hours, could expose future residents or hotel patrons to periodic, intermittent, and potentially annoying nuisance noise including live music, loud late night conversations, etc. However, such nuisance noises would not constitute extensive high exposures involving potential health impacts.

*Existing Policies:* Existing City policies include the Noise Ordinance which governs mechanical equipment and amplified sound and disturbing the peace complaints, as well as issuance of required dance permits for the entertainment district. These would all help minimize excessive noise, consistent with a vibrant downtown environment. In addition, City project and design review for new development would ensure that buildings are sited and design to minimize urban conflicts. City Building Codes for mixed use buildings would ensure that new construction employs appropriate soundproofing to maintain acceptable interior noise levels.

*Proposed Policies:* No *Plan Santa Barbara* policies pertain to noise levels in mixed-use developments.

*Impact Significance:* With the continued application of existing policies, the potential noise effects of additional mixed-use development in commercial districts would be ***less than significant (Class 3)***.

*Impact NOISE-3.2. Non-residential uses in residential areas.*

Over the 20-year planning horizon for *Plan Santa Barbara*, the potential exists for periodic siting of non-residential uses such as parks, churches, schools, and other institutional uses in or next to residential neighborhoods. Such uses can cause periodic, temporary, intermittent elevated noise levels associated with children playing, sporting events, weddings with amplified music, etc. Although they would not create long-term increases in average noise that could be harmful to human health, such uses can create adverse nuisance impacts associated peak noise levels that disrupt the generally quiet atmosphere of many residential neighborhoods. Although events and associated noise at schools, parks and churches are part of a typical urban or suburban environment, such periodic noise can create a nuisance when events such as those with amplified music extend into the evening hours when families are home. *Plan Santa Barbara* policies would not increase the potential for such events, although gradual increases in population could incrementally increase the frequency of such events.

*Existing Policies:* Construction of new facilities involving larger events typically requires issuance of City permits such as a Conditional Use Permit (CUP). The City's CUP process requires consideration of activities, including numbers and sizes of events and hours and a finding that such facilities or events are compatible with the neighborhood. The City's Noise Ordinance also governs amplified sound and disturbing the peace complaints and permits police to respond to complaints about high noise levels and to close down functions that are disturbing the peace.

*Impact Significance:* With continuation of existing policies, potential impacts associated with increased noise from non-residential uses in or adjacent to residential neighborhoods would be ***less than significant (Class 3)***.

Although not directly proposed or facilitated by *Plan Santa Barbara*, periodic special events or the siting of new non-residential facilities in neighborhoods could create nuisance level peak noise events that do not exceed City standards for averaged noise levels, but may cause adverse but not significant nuisance noise impacts to residential neighborhoods. Such events or facilities are already governed by the existing City CUP process and Noise Ordinance, which provide noise standards, permitted activities and noise levels for events, and response to complaints. However, in order to further reduce potential adverse impacts, a recommended measure contained in Section 12.9 below recommends requiring more detailed noise assess-

ments for special, conditional, and institutional uses with activities and events that may cause noise effects to residential neighborhoods. These studies should consider actual sound levels in addition to averaged sound levels, as well as numbers, days, and hours of events.

#### **IMPACT NOISE-4: CONSTRUCTION NOISE**

##### ***Potential for temporary construction noise and vibration impacts of future development.***

Construction activities associated with future development could result in short-term noise and vibration impacts to nearby land uses. Construction projects would occur incrementally over time as individual projects develop in various locations, with associated noise temporarily and intermittently affecting localized areas.

*Existing Policies:* The City's Noise Ordinance governs short-term and periodic noise from construction activities and mechanical equipment (e.g., portable generators). The ordinance establishes limitations on hours of construction (7 A.M. to 8 P.M.). Work during other hours may be allowed by special permit from the Chief of Building and Zoning (per Section 9.16.015 of the Municipal Code) with consideration of specific circumstances including surrounding land uses and roadway use, and type of work to be done. Projects with discretionary permits may also receive variations in days and hours and other site-specific noise-reducing requirements as permit conditions, with consideration of surrounding land uses, peak traffic periods, and/or shortening the overall duration of the construction process.

As part of the City's standard regulatory process, construction equipment, including trucks, are required to be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. In addition, construction projects are required to employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents. Construction companies typically require use of protective equipment for workers as well.

*Proposed Policies:* Plan Santa Barbara Policy ER38-Construction Noise proposes to establish construction noise standards for mixed-use urban and more suburban residential areas, including standards for allowable days, hours, and types of construction. The proposed policy does not provide any further specification on the nature of the new standards that would be established. This policy could potentially help to further reduce impacts related to construction noise by providing additional standard guidance for the public, decision-makers, and project applicants. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Construction noise and vibration associated with future development in the City would occur gradually, and would be short-term, intermittent, and localized, affecting individual project areas for weeks or months. Existing City regulations and project review and permitting processes constitute a city-wide mitigation program applied on a project-by-project basis that would adequately address potential noise and vibration impacts as projects occur, with measures to control vehicle and equipment noise, utilize shields, and limit operation times. Noise and vibration would be a temporary nuisance to surrounding land uses, but the limited duration of exposures would not be expected to create health effects. Impacts would be ***less than significant (Class 3).***

## 12.5 Regional (Cumulative) Impacts to Noise

Cumulative development and growth in the region could result in increases to area traffic volumes and associated noise contours adjacent to major regional highways and roadways on the South Coast, particularly U.S. Hwy 101 and to a lesser extent, Hollister Avenue, Modoc Road and Cathedral Oaks-Foothill Road. This regional growth would include projected construction of an estimated 403 new homes and 178,202 square feet of non-residential growth within the City’s sphere of influence. This growth has been accounted for within overall forecast traffic volumes that were used to model noise contours and impacts.

Development within the City would contribute to growth in regional traffic volumes, as would new development at UCSB, development in the cities of Carpinteria and Goleta, unincorporated areas of the County, and regional growth in traffic passing through the South Coast. Approximately 26 percent of area traffic volumes under projected 2030 conditions are attributed to through-traffic, and the remaining 74 percent of area traffic volumes is projected to come from growth in the City.

Growth in area traffic volumes would be most evident along U.S. Hwy 101 where volumes could increase by up to 11,000 average daily trips (ADT) east of the City and 15,000 ADT west of the City (Table 12.4). Other roads such as Cathedral Oaks-Foothill Road west of the City, and Hot Springs Road east of the City could also experience an increase in traffic (Table 12.4). This growth in traffic volumes would be slow and incremental occurring over the 20-year life of *Plan Santa Barbara*. Associated gradual increases in noise levels would be relatively minor along most of these roads, resulting in noise level increases less than 3 dBA, and would therefore not be generally perceptible to nearby sensitive receivers.

Roadway Segment	2008 ADT	Projected 2030 ADT (Percent Increase)	Projected Noise Level Increase (dBA)
<b>U.S. Hwy 101</b>			
near El Sueño Road	116,000	131,000 (12.9%)	0.5
near San Ysidro Road	90,000	101,000 (12.2%)	0.5
<b>Foothill Road</b>			
near State Route 154	15,100	19,790 (31.1%)	1.2
<b>Hot Springs Road</b>			
near U.S. Hwy 101	16,700	21,370 (28.0%)	1.1
<i>Notes: Projected noise level increases were estimated from projected increases in ADT based on the following formula: <math>dBA=10\text{Log}_{10}(\text{Projected ADT}/2008\text{ ADT})</math>. Source: Febr and Peers 2009a.</i>			

Although residents would be unlikely to perceive an increase in noise levels, the slightly expanded noise contours could cause additional existing or proposed residences to be within 65 dBA or greater noise exposure areas for these roadways. Standard regulatory requirements would provide that new residences built near regional roadways would not experience noise levels above established standards.

The gradual increase in roadway noise over 20 years would result in an incremental increase in existing residents exposed to traffic noise levels exceeding 60 and 65 dBA. Implementation of MM TRANS-2 would significantly reduce increases in traffic associated with development permitted under *Plan Santa Barbara* and would ensure that the City’s contribution to regional noise issues would not be cumulatively considerable. Further, with MM NOISE-1, if this potential impact to existing residences materializes, the City would work with neighborhoods and agencies to implement mitigations such as sound walls, localized barriers, and building retrofits, which would reduce the City contribution to this cumulative effect. It is recommended

that MM NOISE-1 be extended to include further regional coordination with other South Coast jurisdictions to also mitigate the effects within the City sphere and other areas outside the City.

## 12.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed project are (1) the mandatory No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following identifies noise impacts under the Alternative growth and policy scenarios compared to existing conditions and compared to the *Plan Santa Barbara* proposal.

### 12.6.1 No Project/Existing Policies Alternative

The No Project Alternative is projected to involve construction of up to an estimated 2,795 new units and approximately 2.3 million square feet of non-residential space, slightly more non-residential development than under the *Plan Santa Barbara* policies. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 square feet of non-residential development. Development would continue under the City's existing policy framework. Existing policies promote in-fill mixed use development, but with less emphasis than the proposed *Plan Santa Barbara* policies for the MODA. Therefore, incrementally more housing could be assumed to develop in more outlying areas such as the Las Positas Valley and foothills.

Due to the potential for slightly more commercial development, this alternative would result in greater increases in traffic volumes and resulting noise level increases (Table 12.5). Projected noise increases along major roadways would still remain below 3 dBA, the level of increase perceptible to the human ear. The expansion of 60 and 65 dBA noise contours would be incrementally greater and more residential areas would be subject to this higher noise exposure. As with the *Plan Santa Barbara* scenario, standard regulatory conditions would ensure that new residences built adjacent to major highways and roadways would not experience noise levels above established guidelines and the noise impact associated with new development would be less than significant.

The amount of construction activity and related noise under this Alternative would be slightly greater over the 20-year period, however, with ongoing existing project noise provisions, construction noise impacts would be similar to those described under the proposed project, less than significant.

The No Project Alternative's contribution to regional cumulative impacts associated with increased traffic noise levels would potentially be slightly greater than under *Plan Santa Barbara*, but could be subject to mitigation.

### 12.6.2 Lower Growth Alternative

Projections for potential future growth to 2030 under the Lower Growth Alternative are an estimated 2,000 new units and up to 1.0 million square feet of commercial space, a lower amount of residential and commercial growth than under the *Plan Santa Barbara* proposal. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 square feet of non-residential development. Development would be assumed to continue under much of the existing City policy framework and some resource management policies proposed under *Plan Santa Barbara*.

Potential noise impacts could be slightly less under this alternative than under *Plan Santa Barbara* because there would be less growth. This alternative would still result in substantial increases in traffic volumes along major roadways over existing conditions (refer to Table 12.5). Projected traffic-related noise increases along major roadways would be below 3 dBA, the level of increase perceptible to the human ear. These increases in traffic and associated noise would generally be lower than those for the proposed project. Standard regulatory provisions would ensure that new residences built adjacent to major highways and roadways would not experience noise levels above established guidelines and standards, and the impact associated with new development would be less than significant, similar to *Plan Santa Barbara*.

**Table 12.5: Increased Transportation Noise Under the Project and Alternatives**

Roadway Segment	Scenario							
	<i>Plan Santa Barbara</i>		No Project		Lower Growth		Additional Housing	
	ADT per- cent in- crease	Noise level in- crease (dBA)	ADT per- cent in- crease	Noise level in- crease (dBA)	ADT per- cent in- crease	Noise level in- crease (dBA)	ADT per- cent in- crease	Noise level in- crease (dBA)
<b>U.S. Hwy 101</b>								
near Milpas Street	20.3%	0.8	20.3%	0.8	16.5%	0.7	9.2%	0.4
near Carrillo Street	10.7%	0.4	11.5%	0.5	8.3%	0.3	5.0%	0.2
near Mission Street	7.8%	0.3	7.8%	0.3	5.5%	0.2	1.9%	0.1
<b>Foothill Road</b>								
near State Route 154	31.1%	1.2	32.8%	1.2	24.6%	1.0	8.1%	0.3
at Ontare Road	55.8%	1.9	60.9%	2.1	39.3%	1.4	11.6%	0.5
at Mission Canyon Road	40.3%	1.5	43.9%	1.6	33.8%	1.3	19.4%	0.8
<b>Milpas Street</b>								
near U.S. Hwy 101	3.6%	0.2	4.1%	0.2	0.2%	0.0	0.2%	0.0
<b>Las Positas Drive</b>								
north of U.S. Hwy 101	0.1%	0.0	0.1%	0.0	0.1%	0.0	0.2%	0.0
south of U.S. Hwy 101	18.0%	0.7	29.9%	1.1	13.8%	0.6	3.3%	0.1
<b>State Street</b>								
at Alamar Avenue	36.8%	1.4	41.2%	1.5	26.5%	1.0	8.2%	0.3
<b>Mission Street</b>								
at Castillo Street	17.4%	0.7	19.2%	0.8	12.8%	0.5	4.4%	0.2
<b>La Cumbre Road</b>								
near Foothill Road	67.3%	2.2	68.8%	2.3	72.2%	2.4	65.5%	2.2
<b>Carrillo Street</b>								
near Castillo Street	0.2%	0.0	5.4%	0.2	0.2%	0.0	0.2%	0.0
west of Chino Street	1.0%	0.0	4.6%	0.2	4.1%	0.2	4.0%	0.2
<b>Garden Street</b>								
near U.S. Hwy 101	7.7%	0.3	20.4%	0.8	4.9%	0.2	1.9%	0.1

*Notes: Projected noise level increases were estimated from projected increases in ADT based on the following formula:  $dBA=10\text{Log}_{10}(\text{Projected ADT}/2008 \text{ ADT})$ . Source: Febr and Peers 2009a & 2009b.*

As with the proposed project, gradual outward expansion of noise contours could incrementally result in potentially significant impacts to existing residential areas, although the potential for such impacts would be reduced due to decreased traffic volumes. Inclusion of the MM TRANS-2 to substantially reduce growth in traffic volumes and MM NOISE-1 to implement barriers and building retrofits could reduce this potential impact to potentially significant but subject to mitigation, similar to the *Plan Santa Barbara* scenario.

This alternative would also include incremental growth at the Santa Barbara Airport, increased mixed-use development in commercial areas and ongoing potential for non-residential uses such as churches or parks and associated special events in residential neighborhoods. As with the proposed project, none of these impacts is anticipated to be significant.

Potential construction noise impacts over the 20-year period could be slightly less than under *Plan Santa Barbara* policies due to the lower amount of net growth projected, and as with *Plan Santa Barbara*, existing City policies would address these impacts, a less than significant impact.

The Lower Growth Alternative could have a potentially significant contribution to regional cumulative impacts associated with increased traffic noise levels, but could be subject to mitigation, similar to *Plan Santa Barbara*.

### 12.6.3 Additional Housing Alternative

The Additional Housing Alternative growth projection identifies construction of up to an estimated 4,360 new units and 1.0 million square feet of commercial space, a substantially higher amount of residential growth than permitted under the proposed project, and a lower level of commercial growth. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 square feet of non-residential development. Many of the existing City policies would be assumed to continue, as well as some of the resources management policies proposed under *Plan Santa Barbara*.

Under this alternative, traffic volumes along major roadways could gradually increase over existing conditions by the year 2030, but less than under *Plan Santa Barbara* policies (refer to Table 12.5). The associated increase in noise along major roadways could also be less than for the proposed project, and noise increases would be below 3 dBA, the level of increase perceptible to the human ear. More residential development would be expected under this alternative, and existing standard regulatory provisions would ensure that new residences built near major highways and roadways would not experience noise levels above established guidelines and standards. The traffic noise impact associated with new development would be less than significant, similar to *Plan Santa Barbara*.

Gradual outward expansion of noise contours could potentially result in minor incremental increases in noise levels for existing residents. However, traffic growth would be the lowest of any scenario under this alternative due to the inclusion of vigorous trip reduction measures in this alternative. This limited growth in traffic volumes combined with the inclusion of MM NOISE-1 to implement noise barriers and building retrofits could mitigate this impact, similar to *Plan Santa Barbara*.

Potential noise impacts from construction over the 20-year period could be slightly greater than under *Plan Santa Barbara* policies due to the additional amount of residential growth projected, and as with *Plan Santa Barbara*, existing City policies would be expected to address these potential impacts to less than significant levels.

This alternative would also include incremental growth at the Santa Barbara Airport and ongoing potential for nonresidential uses such as churches or parks and associated special events in residential neighborhoods. Although substantially more mixed-use growth would occur in commercial areas than with the proposed project, existing City policies, ordinances and review processes would address potential incompatibilities. Therefore, none of these impacts is anticipated to be significant.

The Additional Housing Alternative would have a potentially significant contribution to regional cumulative impacts associated with increased traffic noise levels, but it could be subject to mitigation, similar to *Plan Santa Barbara*.

## 12.7 Extended Range (2050) Impacts to Noise

Future development of the City through 2050 would effectively represent full build-out under the proposed land use and zoning plans. The Extended Range forecast assumes that non-residential growth of up to 3 million square feet and residential growth of up to approximately 8,620 units could occur over this 40-year time frame. Development through 2050 would be assumed to proceed under much of the existing City policy framework as well as the proposed policies of *Plan Santa Barbara*, including existing and proposed policies and programs to minimize noise-related impacts.

Overall growth in the City could generate substantially higher traffic volumes, which could result in higher noise levels along road corridors and the outward expansion of noise contours beyond that projected for 2030 conditions. However, detailed traffic projections for the Extended Range forecast were not undertaken as forecasting traffic volumes, vehicle mix, and vehicle types, and associated noise levels is considered speculative when forecasting 40 years into the future.

It is expected that continued application of City policies and standards would adequately address potential noise impacts associated with new development, mixed use development, and construction activities, and such potential impacts would be less than significant.

Proposed MM NOISE-1 to implement noise barriers and building retrofits could mitigate potential noise impacts to existing residences resulting from increased traffic.

In addition, although, the amount of development permitted during this period would approximately double over that permitted under *Plan Santa Barbara*, new residences would also adhere to standard regulatory conditions for residential construction which would ensure appropriate exterior and interior noise levels and this impact would remain less than significant.

## 12.8 Mitigation Measures

MM TRANS-2 in Section 16 *Transportation* establishes several measures which would substantially reduce vehicle trips and vehicle miles traveled associated with new and existing development within the City. These measures would have a substantial effect on reducing roadway noise. In addition, the following mitigation measure would apply and be required to fully mitigate potential increases in roadway noise and exposure of new residential units to roadway noise in excess of established guidelines.

### ***MM NOISE-1 ROADWAY NOISE***

*The City shall add the following policy to Plan Santa Barbara's Environmental Resource Element. The goal of this additional policy is to minimize impacts to sensitive receivers from increased traffic noise.*

- ***Residential Noise Reduction Along Highway 101:*** *The City shall periodically monitor freeway noise level increases through the year 2030. Should increased traffic noise expand the 65 dBA Ldn contours affecting existing residen-*



*tial development along the Highway 101 corridor, the City shall work with neighborhoods, the California Department of Transportation, and Union Pacific Railroad to identify and implement specific measures to reduce future freeway noise increases affecting expanded areas of existing residential neighborhoods with noise levels of 65 dBA or more. Noise attenuation measures may include added sound walls along portions of the freeway and/or localized measures such as barriers and retrofits of structures.*

## 12.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

### ***RM NOISE-1 NUISANCE NOISE***

*The City should consider adding the following policy to Plan Santa Barbara's Environmental Resource Element. The goal of this additional policy is to minimize nuisance noise to residential neighborhoods from special events at institutional facilities.*

- ***Neighborhood Noise Reduction:*** *To further General Plan policies for maintaining quiet, high quality neighborhoods, consider requiring more detailed noise assessments for special, conditional, and institutional uses with activities and events that may cause noise effects to residential neighborhoods.*

## 13.0 OPEN SPACE AND VISUAL RESOURCES

**Issues:** *Open space and visual Resources issues include preservation of important contiguous areas of open space, protection of key public views, and retention Santa Barbara’s small town community. Measures to address these issues include:*

- *Protecting important areas of contiguous open space worthy of long-term preservation;*
- *Adopting form-based codes and floor-to-area ratios to protect key views and community character by limiting building size, bulk, and scale in visually sensitive areas; and*
- *Identifying key visual resources for each neighborhood and providing that new development is sited and designed to retain important community-defining features.*

Visual resources are a defining element of Santa Barbara’s community character. These include features of both the natural and built environments. Key natural features include hillsides and mountains, beaches, bluffs, coastline, creek corridors, groves of mature trees, and larger open spaces and corridors. In the urban context, distinguishing visual factors include architectural styles, historic structures, and well-designed harmonious buildings and landscaping that contribute to community identity. Plazas, paseos, parks, tree-lined streets, and important view corridors impart an overall visual impression on the community landscape.

Open Space and scenic views benefit the community by providing relief from the noise, light, and glare of an urban environment, and by providing areas to support natural habitat for birds and wildlife and areas for passive recreation use. Economically, the presence of scenic open space and views are a key attraction for Santa Barbara County’s tourist industry and contribute to the community’s high property and home values.

The analysis identifies important visual resources and assesses potential impacts to open space, scenic views, and visual character that could result from new development projected to occur under *Plan Santa Barbara* policies.



*Santa Barbara’s Spanish-colonial architecture is central to the City’s identity and aesthetic appeal.*

## 13.1 Open Space and Visual Resources Setting

The city of Santa Barbara encompasses over 12,636 acres, including level or gently sloping areas along the Waterfront and within the urban core<sup>1</sup> and steeper hillside and mountain lands. The City is largely built out and is set within a basin along a narrow east-west trending coastal shelf. The rural undeveloped lands in the Santa Ynez Mountains to the north and Mesa hillsides to the southwest surround the basin that is open to the Pacific Ocean at the southeast.

East of the City lies the wooded, semi-rural residential community of Montecito, while to the west are the more suburban residential, commercial, institutional, and agricultural uses in the Goleta Valley. The Goleta Valley also includes over 900 acres of low-lying lands which comprise the City’s Airport, located almost 10 miles west of Downtown (but within City limits). This area is characterized by open marshland within the Goleta Slough, developed runways and buildings on the Airport land, and wide arterial roads and regionally-scaled commercial and industrial research development of the Goleta Valley.

### 13.1.1 Open Space and Natural Amenities

Santa Barbara’s natural setting of the ocean, beaches, mountains and surrounding open lands contributes to its beauty (Figure 13.1). The City is bound by the Pacific Ocean to the south and open lands in the Santa Ynez Mountains to the north, with these contrasting features providing citywide opportunities for panoramic views. These features and the open hillsides of the Mesa, open space in the Las Positas Valley, natural woodlands along larger creeks and the City’s thousands of mature trees, add to the City’s openness and natural beauty. Much of this open space is within City-owned lands such as Skofield Park/Rattlesnake Canyon, Parma Park, and the Douglas Family Preserve. Private open space such as the Santa Barbara Botanic Garden, Elings Park, and the steep hillsides surrounding the City are also key to the City’s visual setting. Refer also to Section 14.0, *Public Services* for information on City parks.

**Scenic Hillsides and Open Space Corridors** - The steep hillsides that surround the City greatly contribute to the City’s visual character and scenic quality. The peaks and rocky outcrops of the Santa Ynez Mountains within Los Padres National Forest (LPNF), City foothill parks and adjacent agricultural areas provide a scenic backdrop to the community.

Larger foothill parks include Franceschi, Skofield, and Parma parks, and the County San Marcos Foothills Preserve, which support miles of scenic trails that connect with trails in the LPNF (Table 13.1). Closer in, the oak-covered slopes of the Mesa and the hillside homes, woodlands, and open canyons of the Riviera provide a scenic setting for the Downtown.

Open Space	Street Address	Acres
Alameda Park	1400 Santa Barbara Street	9.3
Alice Keck Park Gardens	1500 Santa Barbara Street	4.5
Arroyo Honda	Carrillo Boulevard and Miramonte Drive	48.4
Douglas Family Preserve	Medcliff Road and Selrose Lane	70
Cabrillo Ball Field	800 East Cabrillo Boulevard	5
Plaza Vera Cruz	130 East Cota Street	2
Chase Palm Park	Along East Cabrillo Boulevard	25
Franceschi Park	1501 Franceschi Road	15+
MacKenzie Park	State Street and De La Vina	9.6
Parma Park	Stanwood Drive	200
Santa Barbara Municipal Golf Club	3500 McCaw Avenue	109
Skofield Park	1819 Las Canoas Road	35
Shoreline Park	Shoreline Drive and La Marina	15
Andree Clark Bird Refuge	1400 East Cabrillo Boulevard	42.4

<sup>1</sup> The urban core is roughly equivalent to the proposed Mobility Oriented Development Area (MODA), as detailed in the project description.

(Insert Figure 13.1)

**Figure 13.1: Visual Resources**

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Portions of the City’s western border are defined by steep open lands in the Las Positas Valley, including the 230-acre privately managed Elings Park, as well as the steep bluffs and woodlands of the City’s 70-acre Douglas Family Preserve.

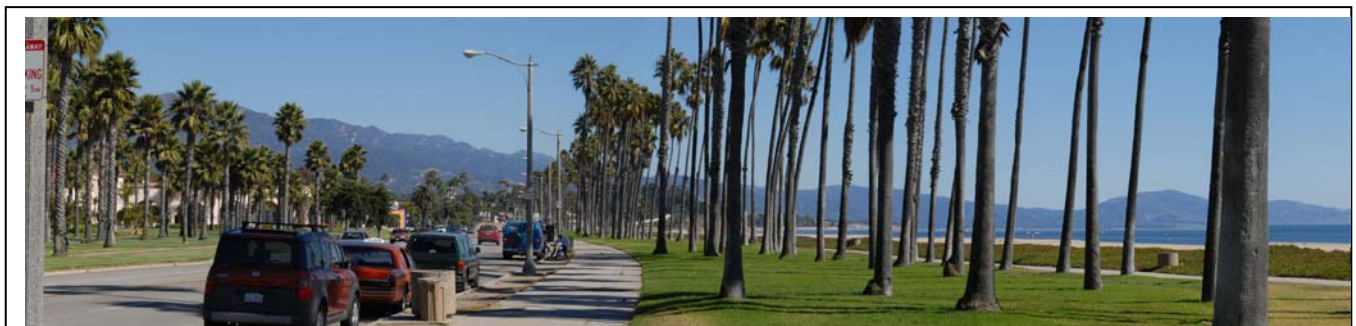
***Creeks and Riparian Woodlands*** - Three major creek systems traverse the City and provide relief from surrounding urban development. Sycamore, Mission, and Arroyo Burro creek watersheds provide natural corridors through the existing urban fabric, and contribute to a feeling of openness in more developed areas of the City. (Refer also to Sections 7.0, *Biological Resources* and 11.0, *Hydrology* for more detailed descriptions of City habitats and creeks.)

Large groves of mature sycamore and oak trees along extended reaches of Sycamore and Mission creeks provide visual contrast within developed areas in the Eastside, Westside, and Downtown. The dense woodlands and incised channel along Arroyo Burro Creek are important natural features in the San Roque, Hitchcock, and Hidden Valley neighborhoods.

Downstream along Arroyo Burro Creek, the adjacent open lands in the Las Positas Valley are a key visual feature of the western part of the City. These riparian corridors provide natural beauty within developed areas, even where these creeks have been modified from their natural state such as Mission Creek in Downtown.

***Shoreline and Waterfront*** - Santa Barbara’s shoreline extends for approximately 7 miles from Montecito west to Hope Ranch, and includes developed areas of the City Waterfront and more natural and isolated beaches to the east and west. The Waterfront encompasses 252 acres, including the harbor, large public beaches, and adjacent parks. The shoreline is an important scenic asset and includes public open space with scenic views. Public beaches and Waterfront parks, including East Beach, West Beach, Leadbetter Beach, Chase Palm Park, and the 3-mile Waterfront bike path permit full public access to and enjoyment of the area’s natural beauty.

East and west of the Waterfront and wide sandy beaches, steep coastal bluffs back narrower more natural beaches. Cabrillo Boulevard provides a scenic eastern coastal entrance to the City as it traverses past the Andree Clark Bird Refuge and Santa Barbara Zoological Gardens to the north and scenic ocean and harbor vistas to the southwest.



*Panoramic views of the Santa Ynez Mountains, the Ventura coastline and the Pacific Ocean are available from Chase Palm Park, the “Beachway” and Cabrillo Boulevard along the City’s Waterfront.*

***Specimen and Street Trees*** - Santa Barbara has made a major commitment toward maintaining and expanding its population of street trees and the City’s “urban forest”. The City’s urban forest currently consists of over 45,000 street trees and those within parks (City of Santa Barbara 2009a). In addition, private residential and commercial properties throughout the City are often extensively landscaped with mature trees.

The City’s urban forest benefits the community by softening the appearance of buildings, roads and parking lots, breaking up building masses, providing shade and habitat for birds and urban wildlife, cleaning the air, and aiding hydrologic processes. (Refer also to Sections 6.0, *Air Quality*, 7.0, *Biological Resources*, and 11.0, *Hydrology* for more detailed descriptions of air quality, habitats, and hydrology.) Street trees such as the Italian Stone Pines which line five blocks of East Anapamu Street and the maturing sycamore, palm, and jacaranda trees along State Street Downtown enhance the visual quality of these particular locations, and also enhance the natural beauty of the City. The National Arbor Day Foundation annually recognizes the City as a “Tree City, USA.”

### 13.1.2 Scenic Views

Santa Barbara’s natural beauty is central to the City’s character, and is a major part of the City’s appeal as an international tourist destination. Public views of Santa Ynez Mountains ridgelines and foothills, the Pacific Ocean and Channel Islands, beaches, the harbor, and natural and landscaped open areas are available throughout the City. Much of the City’s architectural design has been oriented around maintaining views of these natural amenities from within the City and from outlying areas (refer to Figure 13.1).

***Public Views from the Waterfront*** - The Waterfront draws both residents and visitors and is a focal point for recreational activity. Views of the Pacific Ocean, the harbor, and coastline are available from the Waterfront bike path, which extends from Leadbetter Beach near the Santa Barbara City College (SBCC) campus to the end of East Beach near the Andree Clarke Bird Refuge. Clear days yield views of other Channel Islands and ocean to the south and the foothills and mountains to the north.

Most Waterfront structures are located north of Cabrillo Boulevard; however notable exceptions include historic recreational facilities such as Stearns Wharf, the harbor, Cabrillo Pavilion and Bathhouse, and Shoreline Cafe. This permits largely unimpeded ocean views from Cabrillo Boulevard which is eligible for a State Scenic Highway designation (City of Santa Barbara 1995). Waterfront structures are generally low profile, permitting expansive ocean and mountain views. Chase Palm Park and its line of tall palm trees and grassy fields contribute to this area’s scenic character.



*Scenic views of Santa Barbara’s historic Downtown from the Mesa are framed and enhanced by the natural beauty of the Santa Ynez Mountains.*

**Public Views from Elevated Neighborhoods** - Many City neighborhoods and public streets enjoy sweeping views of the Downtown and Waterfront. Hillside development has been historically limited to preserve natural hillside open space. The Riviera and Eucalyptus Hill neighborhoods, the north side of the Mesa and TV Hill offer expansive views of the City, the Pacific Ocean, and surrounding hillsides. Foothill roads such as Alameda Padre Serra (APS) and Mountain Drive provide views of Downtown and the Pacific Ocean. Franceschi Park, Elings Park, and foothill hiking trails also provide open views.

**Public Views from Downtown** - Views from the Downtown are characterized by foreground views of the urban setting, including buildings, roads, sidewalks, street trees, and parking areas. The generally low-profile architecture and interspersed parks and parking lots throughout much of the City has preserved a small-town feeling and sense of openness, even within more intensively developed areas. Frequent views of the Rivera, Santa Ynez Mountains, and Mesa hillsides occur intermittently throughout the urban core, particularly along roadways, at intersections, and across larger parking lots and lower buildings, with interruptions by taller buildings and street trees. Such views provide an important contribution to the character of Downtown.

Views in the Downtown for both motorist and pedestrians are primarily focused on the foreground streetscape and surrounding buildings within the Downtown. The diverse mix of uses, relatively narrow streets, short blocks, and ample sidewalk widths promote pedestrian use, and residents and visitors alike experience these views while walking. East-west streets provide views of the Santa Ynez Mountains and the Mesa hillsides from roads such as Carrillo and Haley streets. Views tend to be more open east of Garden Street, where buildings are generally lower profile than those in the City core.

Low profile development along much of the north side of Upper State Street allow intermittent views of the Santa Ynez Mountains, generally for eastbound travelers, particularly at intersections. Buildings setback from the street, parking lots, and creeks all permit opportunities for mountain views. Views tend to be more expansive towards the eastern end of Upper State Street.

Open spaces within the City, such as Alameda Park/Alice Keck Park Memorial Gardens, the Courthouse Sunken Gardens, De la Guerra Plaza, Plaza Vera Cruz, the municipal Santa Barbara Golf Club, and Mackenzie Park, are important, create a sense of openness within the City, and provide an opportunity for unobstructed mountain views. In addition, public views are available from upper stories of buildings such as the County Courthouse, parking garages, Paseo Nuevo, and the roof-top patio of the Canary Hotel.

### 13.1.3 Urban Visual Character

The California Adobe, Monterey Revival, and Spanish Colonial Revival architectural styles of the City's Downtown and surrounding El Pueblo Viejo Landmark District are central to the City's visual character (refer to Figure 13.1). Since the late 18<sup>th</sup> century, Santa Barbara's built environment has adhered to an architectural heritage that is characterized by these open, outdoor-oriented styles, suited to the local geography, climate, and small-town community scale.



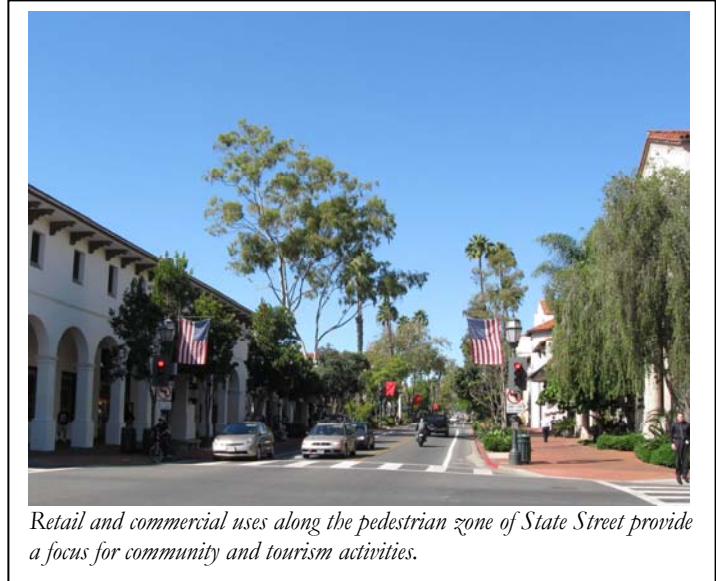
*Mountain views in the Downtown and within El Pueblo Viejo are often available at intersections and across single-story structures, such as at the intersection of Chapala and Gutierrez streets.*



However, building scale, architecture, street layout, sidewalks, and other urban features vary throughout the City. Commercial districts such as Milpas, Haley, and Upper State streets, as well as residential neighborhoods, exhibit a mix of architecture. While many structures adhere to architecture with elements of the City's Hispanic heritage, historic building types also include Italianate, Queen Anne, American Colonial Revival, Craftsman, and Vernacular. The City has also limited the size, height, and visibility of signs which contributes to the community's visual and historic character.

***Urban Core and El Pueblo Viejo Landmark District***

- The City is centered on the State Street commercial corridor Downtown and the surrounding El Pueblo Viejo Landmark District. This area of concentrated development supports the City's commercial hub and is a focal point and defining visual element for the community. The 985-acre El Pueblo Viejo Landmark District is centered on El Presidio de Santa Barbara State Historic Park and encompasses the central core of the City, the Waterfront, and an extension includes areas around the Mission (Figure 13.2). The majority of structures in the El Pueblo Viejo Landmark District are one- and two-story buildings. However, three-story buildings and structures of four or greater stories are scattered throughout this area (refer to Figure 13.2).



*Retail and commercial uses along the pedestrian zone of State Street provide a focus for community and tourism activities.*

El Pueblo Viejo's visual harmony reflects a strong tradition of historic preservation and use of traditional design, and the active commercial uses which define the Downtown character. Traditional Hispanic-styled architecture of low-lying, whitewashed stucco structures with outdoor courtyards, patios and arcade-style arched passageways and paseos dominate the area. Terra cotta roof work, recessed windows and doors, exposed milled lumber, and wrought iron detailing are ubiquitous. The buildings, streets, pedestrian networks, and street-tree canopies in this area are key elements of the City's urban aesthetic character.

Buildings are located within a grid system of generally two-lane streets, with wider arterials such as Carrillo and portions of Chapala streets reaching four to five lanes in width. Most streets in the urban core are lined with sidewalks 5- to 8-feet-wide and mature street trees that add defining character, such as Indian Laurel Figs which shade wide segments of Carrillo and Canon Perdido streets, and olive trees that line Olive Street.

Public parks in this area include Alameda Park and Alice Keck Park Memorial Garden that provide 14 acres of contiguous parkland. The extensive landscaped grounds of the County Courthouse and the lawns of De la Guerra Plaza and Plaza Vera Cruz provide additional well-used public open space.

***Downtown*** - The Downtown encompasses approximately 65 City blocks (388 acres) in the center of El Pueblo Viejo, including the State Street commercial corridor (refer to Figure 13.1). The Downtown is the retail and commercial core of the City, with residential uses primarily to the outside edges of this area. Notable structures such as the County Courthouse, Arlington Theater, the Main Post Office, Library buildings, El Paseo, and the newer Paseo Nuevo shopping mall contribute substantially to the visual character of the Downtown.

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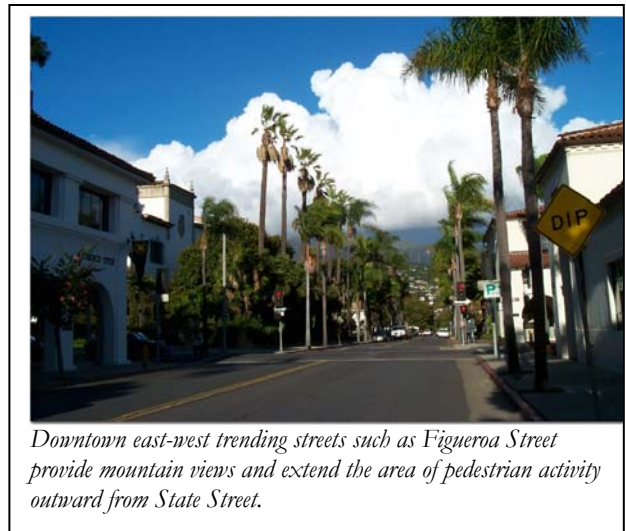
**Figure 13.2: Existing Building Height Limits and Tall Buildings**

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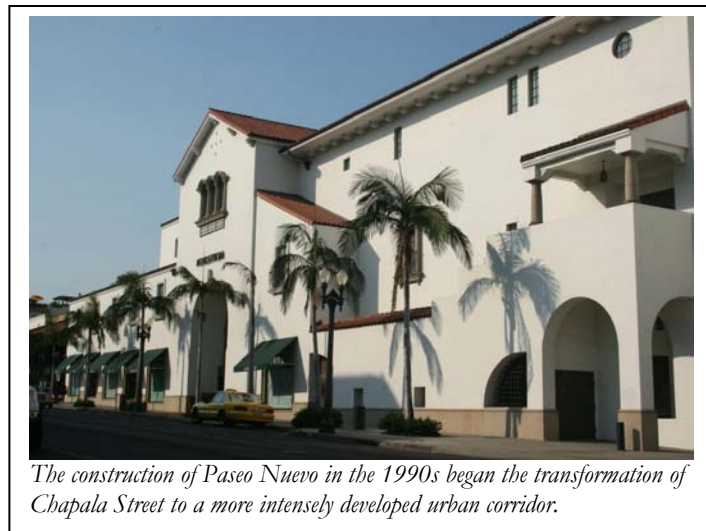
Streetscapes of narrow roads, wide sidewalks, street-front commercial uses, and mature street trees support vibrant pedestrian activity. Building heights Downtown are predominantly of two and three stories in the central areas, with occasional buildings of four or more stories. The broad tree-lined sidewalks along State Street in the Downtown, often fronted with outdoor cafés and a wide range of pedestrian-scaled commercial structures, are one of the most distinctive visual amenities of the City. Sidewalks of 15 to 25 feet in width attract pedestrians with their detailed tile work, open courtyards with decorative fountains and public seating, colorful art and sculpture, and the absence of abrupt, vertical facades. Mature street trees, low-lying terra cotta, and stone planters that integrate with low-profile building massing, height, and scale create an active pedestrian-oriented setting. State Street also includes the City’s tallest structures, such as the Granada Building (eight stories) and Balboa Building (six stories), and Arlington Theater (104-foot tower). The general building size and scale, street-level pedestrian-oriented façades, combined with the active pedestrian streetscape and massing of street trees, tend to minimize the visual impact of these taller structures.

Outside of State Street and adjacent cross streets, the character of the Downtown changes to more auto-oriented streets such as Anacapa and Chapala streets located to the east and west. These wider, two- to four-lane streets provide access to the Downtown and multiple City parking lots and garages, and as such carry large volumes of traffic at relatively high speeds. These streets also support fewer street-front retail uses, have fewer mature shade trees, and so are less pedestrian-oriented. A number of blocks on these streets are characterized by buildings of three or more stories, with periodic abrupt vertical facades. Anacapa Street supports notable landmarks such as the graciously landscaped County Courthouse, the Lobero Theater, and the Main Post Office, along with larger three- and four-story structures, such as three City parking garages (e.g., Granada Garage) and the County Administration Building.



*Downtown east-west trending streets such as Figueroa Street provide mountain views and extend the area of pedestrian activity outward from State Street.*

Chapala Street ranges from two to four lanes and underwent substantial redevelopment from 2004 to 2009. Newer four-story mixed-use buildings (commercial/residential) such as Paseo Chapala and Chapala Lofts combine with older taller structures such as Paseo Nuevo and the older GTE Building to create a street that has become more urban in character. Tree-lined De La Vina Street retains a low profile mix of one- to two-story residential and commercial buildings, while to the east, Santa Barbara, Garden, and Carrillo streets are characterized by newer three- and four-story office buildings which transition to older one- and two-story structures and residences near the edge of Downtown.



*The construction of Paseo Nuevo in the 1990s began the transformation of Chapala Street to a more intensely developed urban corridor.*

Buildings Downtown are generally two or three stories tall. However, three-story buildings exist throughout Downtown, sometimes presenting almost continuous three-story facades on some blocks of Santa Barbara, East Carrillo, and Garden Streets. Downtown also supports most taller structures in the City, with approximately 32 buildings of four stories or more, most constructed before 1980 (Table 13.2). Five or more story buildings are limited to older buildings such as the Lobero, Arlington, Granada Theater, Balboa, and County Courthouse buildings. Four-story buildings constructed from 2004 to 2009 comprise less than 25 percent of the City's taller structures; however, the concentration of these buildings on Chapala Street magnifies their contribution to change in the low-profile character of the Downtown (refer to Table 13.2; Figure 13.2). An additional 15 buildings of three to four stories in Downtown are approved, but not yet constructed (City of Santa Barbara 2009b).

**Upper State Street** - This commercial corridor is centered on a four-lane arterial that runs for 2 miles from De La Vina Street west to State Route (SR) 154. The auto-oriented commercial area generally supports buildings of one and two stories, including smaller retail stores, banks, offices, and a regional shopping center with residential neighborhoods to the north and south. There are a limited number of three-story office and department store structures on Upper State Street, consistent with the area's 45-foot height limit. Upper State Street's gradual development resulted in varied building types and architectural styles along the corridor. The south side of the street is characterized by linear strip shopping plazas with off-street parking between the sidewalk and the buildings, two larger neighborhood shopping centers, and a regional mall. The north side of the street supports small individual street-front-oriented shops built to the sidewalk on the east, transitioning to several two- and three-story office and hotel uses toward the west. The La Cumbre Plaza regional mall supports large and small retail outlets surrounded by 16 acres of parking on the south side of Upper State Street.

**Haley and Gutierrez Streets** - Haley and Gutierrez streets are an east-west, generally two-lane, one-way arterials that run for 2 miles from U.S. Highway (Hwy) 101 to Milpas Street.<sup>2</sup> These corridors are characterized primarily by one- and two-story buildings, with three- to four-story structures near this street's intersection with Chapala Street. Light industrial, service commercial, and medium-density residential uses, including auto repair, hardware, restaurants, and neighborhood markets and residences are distributed throughout this corridor. Most buildings front the sidewalk and have limited off-street parking and landscaping.

Sidewalks are generally 5 to 8 feet wide and street trees are intermittent. Aboveground utility lines run along these streets. Two larger retail centers support a home improvement store and a Smart & Final-Office Max center. Plaza Vera Cruz, with a large grassy area and mature trees provides a green open area within the otherwise developed urban and light industrial setting.



*Haley Street is characterized by generally one-story buildings with eclectic and colorful storefronts, limited street trees, and open views of the Santa Ynez Mountains.*

<sup>2</sup> Both streets extend farther east from Milpas, but transition into residential neighborhoods.

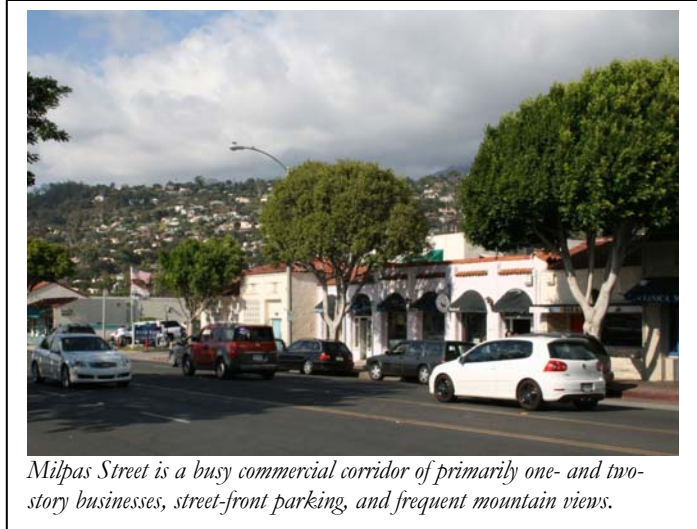
Table 13.2: Taller Buildings in El Pueblo Viejo

	Building Name	Street Address	Main Building		Year of Construction
			Height	Stories	
1	Granada Building	1216 State Street	116'	8	1924
2	Balboa Building	735 State Street	78' 93' Penthouse	6	1924
3	Masonic Building	16 E. Carrillo Street	67'	4	1924
4	Lobero Building	924 Anacapa Street	42'	4	1927
5	Californian Hotel	35 State Street	52' 56' Tower	4	1925
6	First Western Bank/Elks Building	1036 State Street	70'	3	1926
7	Neal Callahan Building	527-535 State Street	53' 72' Chimney	4	1926
8	Lobero Theatre	33 E. Canon Perdido Street	70'	1	1924
9	County Courthouse	1100 Anacapa Street	44' 100' Tower	4	1927-1929
10	Arlington Theatre	1317 State Street	62' 130' Tower	3	1930-1931
11	General Telephone Building	101 W. Canon Perdido Street (at Chapala)	67'	5	1927
12	Santa Barbara News-Press	De la Guerra Plaza	42' 60' Tower	2	1922
13	Joseph Magnin (Suski) Building	816-820 State Street	88'	4	1965
14	Borders Bookstore	900 State Street	48'	3	1965
15	County Administration Building	105 E. Anapamu Street	67'	4	1966
16	Freitas Building	200 E. Carrillo Street	60''	4	1983
17	Macy's Department Store	701 State Street	60' 75' Tower	3	1990
18	Nordstrom	17 W. Canon Perdido Street	76' 92' Tower	3	1990
19	Parking Structure #2	Canon Perdido and Chapala Streets	45' 50' Tower	4	1990
20	Guity Mixed-Use	1528 State Street	47'	4	1993
21	Chapala Lofts	328 Chapala Street	55'	3	2003
22	Canary Hotel Building <sup>1</sup>	31 W. Carrillo Street	60' 78' Tower	5	2004
23	Salvation Army	423 Chapala Street	44'	3	2004
24	Paseo Chapala	723 Chapala Street	54'	4	2005
25	Granada Garage	1221 Anacapa Street	60'	4	2005
26	Ablitt's House	13 W. Haley Street	53'	4	2006
27	Chapala One	401 Chapala Street	60'	4	2007
28	H&R Investments Mixed-Use	517 Chapala Street	50'	3	2007
29	Harbor View Inn	29 State Street	45'	3	2007

<sup>1</sup> The Canary Hotel replaced the 1927 Carrillo Hotel.

Source: City of Santa Barbara 2007; City of Santa Barbara 1998.

**Milpas Street** - This generally four-lane commercial corridor serves the City’s eastside and extends for 1.5 miles from the Santa Barbara Bowl to U.S. Hwy 101, and south to East Beach. The northern end of the corridor supports a mix of one- to two-story restaurants and street-oriented storefronts built to the sidewalk. This corridor supports two neighborhood shopping centers with large parking lots fronting Milpas Street. A limited number of three- and four-story structures exist along this corridor.



*Milpas Street is a busy commercial corridor of primarily one- and two-story businesses, street-front parking, and frequent mountain views.*

This roadway’s five-lane width and intermittent street trees provide limited shade for pedestrian on area sidewalks. Milpas Street supports a lively pedestrian atmosphere, with residents from surrounding neighborhoods frequenting area shops and businesses. South of U.S. Hwy 101, Milpas Street passes through light industrial areas, Cabrillo Ball Park, and ends at the oceanfront hotel zone of East Beach.

**Coast Village Road** - Coast Village Road is a two-lane road serving a 1.5-mile-long eastern extension of the City, between Hot Springs and Olive Mill roads. This commercial corridor is surrounded by the unincorporated community of Montecito and supports retail shops, restaurants, limited housing, and a neighborhood shopping center.

Buildings are generally one- and two-story structures with a limited number of three-story structures such as the Villa Fontana apartment complex and the historic Montecito Inn at Olive Mill Road. The eastern half of this corridor includes a grassy median strip that separates a single row of angled on-street parking and a parallel local access road. Many businesses to the south have parking located behind the buildings. This commercial corridor is backed by several multiple-family condominium and apartment complexes of two and three stories in height. Single-family residences abut most of the northern border of this area. Several notable historical buildings are located in this area: the Coast Village Inn is more than 50 years old and provides an example of roadside vernacular architecture, while the thatched roof Moody sisters cottage, just east of Hermosillo Rd, is also potentially historic.

**Neighborhoods** - The City’s General Plan recognizes 33 distinct residential neighborhoods. These neighborhoods include older, medium- and higher-density residences in the City’s core, with a mix of single- and multiple-family homes developed in California Craftsman, Victorian, Bungalow, and Mission Revival styles. Larger-sized homes with varied architectural styles occur on the larger lots in outlying neighborhoods. Most City neighborhoods are largely built out, but some undeveloped individual parcels remain, as well as pockets of land with limited subdivision potential.

“It is impossible to express in quantitative terms the significance of the City’s aesthetic assets... But we can note that Santa Barbarans are often people who have chosen to live here because of this beauty, and sacrifice income and convenience to experience these qualities.”  
*City of Santa Barbara General Plan 1978*

- **Eastside:** These neighborhoods include modest generally one-story single-family homes, duplexes, and two-story apartment and condominium complexes. These neighborhoods extend from the Lower Riviera to areas adjacent to Downtown. This area’s grid pattern of streets provides a complete sidewalk system with mature street trees in many areas. Tree-lined Sycamore Creek and Ortega and Sunflower Parks provide open space. Commercial uses along Milpas, Haley, and Gutierrez streets facilitate this neighborhood’s pedestrian orientation.

- Riviera: The Riviera's steep hillside neighborhoods have sweeping views across the City and Pacific Ocean. Roadways are such as APS, East Pedregosa, Micheltorena, and Cota streets are often narrow, steep, or winding. The Lower Riviera supports medium-density, single- and multiple-family homes in California Craftsmen, Bungalow, and other styles; north of APS, the Upper Riviera transitions into larger single-family homes, often developed in the Ranch or Spanish Colonial style. Franceschi Park, the Riviera Theater complex, El Encanto Hotel, the County Bowl, and steep canyons and oak groves provide open space.
- Oak Park: Oak Park supports one- and two-story single-family homes on small lots with scattered apartment buildings. Older homes in this neighborhood are gradually being replaced with multi-family buildings and condominiums. Major institutional uses in this neighborhood include the six-story Cottage Hospital and associated two- and three-story buildings that support offices, the Cottage Rehabilitation Hospital, and the Braille Institute. Cottage Hospital and related facilities performed major remodels from 2008 to 2010, incrementally changing this neighborhood's character. Open spaces include Oak Park and the mile-long oak- and sycamore-lined channel of Mission Creek.
- Upper East: This neighborhood generally supports large, single-family homes on expansive, well-landscaped lots with a combination of apartment buildings, offices, churches, and schools south of Valerio Street. Middle State Street supports office and retail uses in one- and two-story buildings. Open spaces and landmarks include historic buildings and landscaped grounds at the Old Mission, St. Anthony's Seminary, Mission Historical Park, A.C. Postel Rose Garden, Museum of Natural History, Alameda Park, and Alice Keck Park Memorial Garden.
- The Mesa: The Mesa includes the gently sloping ocean bluff-top terrace of the East and West Mesa on the City's southwest border and the slopes and ridges of Alta Mesa overlooking this area. Ocean views are available from many portions of this neighborhood. This neighborhood generally consists of single-family homes, with apartments and condominiums adjacent to SBCC and the Mesa shopping centers at the intersection of Cliff Drive and Carrillo Street/Meigs Road. Open spaces include Shoreline, La Mesa, Arroyo Hondo, Escondido, Hilda McIntyre Ray, and Elings parks, the 70-acre Douglas Family Preserve, and the steep oak-covered hillsides on the north side of the Mesa.
- Samarkand and Hitchcock: These neighborhoods lie between Upper State Street and U.S. Hwy 101 and consist largely of older single-family homes with newer one- and two-story townhomes along Hitchcock and Hope avenues. Commercial areas of one- and two-story structures border these neighborhoods along both Upper State and De La Vina streets. Major open spaces and institutional uses include the Municipal Golf Course, Earl Warren Showgrounds, Samarkand retirement complex, and the YMCA.
- San Roque and Upper State Street: These neighborhoods lie between Upper State Street and Foothill Road and consist largely of single-family homes on larger well-landscaped lots; apartment complexes, and condominiums bordering Upper State Street commercial uses. Open spaces include Stevens Park and the Jesusita trailhead, Willowglen Neighborhood Park, and Arroyo Burro Creek.
- Las Positas Valley: This area includes four largely single-family older tracts and some estate neighborhoods south of U.S. Hwy 101, including Hidden Valley, Bel Aire Knolls, Campanil Hills, and unincorporated Veronica Springs. Steep oak-covered slopes and large areas of undeveloped land border these neighborhoods. Open space and institutional uses include Elings and Hidden Valley parks, undeveloped lands along Arroyo Burro Creek, the Val Verde senior housing campus, and Hillside House residential care facility.
- Foothills: Semi-rural foothill neighborhoods north of the City include single-family homes typically on 1- to 5-acre parcels, including the neighborhood near Lauro Canyon Reservoir, El Cielito area near Gibraltar Road, and the unincorporated Mission Canyon and Northside areas within the City's sphere of influence. The majority of the homes in Mission Canyon are on lots smaller than 1 acre in size. The semi-rural character of the neighborhoods is a key component of the City's visual backdrop.



### 13.1.4 Lighting

The majority of the City is urbanized and includes outdoor lighting associated with existing commercial centers and residential neighborhoods. Many neighborhoods in the foothills, San Roque, and areas of the Mesa have modest night lighting and provide greater views of the night sky. The most noticeable nighttime illumination is generated by streetlights and major commercial centers such as La Cumbre Plaza. Other prominent sources of light include the Earl Warren Showgrounds and parks with sports fields. Upper State Street in particular is well lit and represents a brightly lit corridor from distant viewing points. Stars are obscured in some Downtown neighborhoods and commercial districts, but visible in more outlying areas.

Glare may be created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective façade materials are of particular concern as buildings reflect sunlight. Spanish-revival architecture, as well as wood, stucco, and other non-reflective surfaces dominate Downtown structures and much of the City, which, along with the City's extensive street trees, limit the amount of glare within the City and from vantage points above.

## 13.2 Applicable Plans and Policies

Issues of aesthetics and visual quality are addressed in adopted State and City plans, policies and regulations. Within the City, the Municipal Code, General Plan, Local Coastal Plan (LCP) and a series of district design guidelines provide key standards for aesthetic quality, view preservation, and community design. These regulations are administered by the City Community Development Department staff. The visual quality of proposed physical development is reviewed by a series of City boards, including the Architectural Board of Review (ABR), Historic Landmark Commission (HLC), and Planning Commission to provide for compatibility and appropriate development.

#### Relevant Plans and Regulations

- **California Coastal Act** – Requires siting and design of new development to preserve and protect scenic coastal resources.
- **State Scenic Highways Program** – Provides protection for designated scenic highways; three potential qualified routes exist in the City; portions of Cabrillo Boulevard, Shoreline Drive and Sycamore Canyon Road.
- **City of Santa Barbara General Plan, Scenic Highways Element** – Provides policies for the protection and enhancement of scenic resources in designated highway corridors.
- **City of Santa Barbara General Plan, Conservation Element** – Provides development policies that target the protection and enhancement of existing scenic character and preservation of scenic view corridors, as well as street tree planting and protection policies.
- **Street Tree Master Plan** – Developed pursuant to Section 15.20.050 of the Municipal Code, this plan establishes guidelines to enhance the City's visual character and image via a well-planned system of street trees.
- **City Local Coastal Plan** – Protect views to and from scenic coastal areas, and provides policies to promote the visual compatibility of parking areas, utilities, landscaping, and elements of transportation infrastructure.
- **City Neighborhood Preservation Ordinance** – First adopted in 1991 to provide for compatible single-family neighborhood development; a 2007 update established floor to lot area ratio limits and guidelines.
- **City Slope Density Ordinance** – Provides guidelines and limits on development for construction on sloped parcels.

**Relevant Plans and Regulations (Continued)**

- **El Pueblo Viejo Design Guidelines** – Provides guidelines for development within the El Pueblo Viejo Landmark District to ensure continuation and enhancement of City’s Hispanic architectural tradition.
- **Upper State Street Guidelines** – Guidelines encourage designs which will be compatible with their surroundings, facilitate connectivity, manage traffic, and enhance Santa Barbara’s distinctive built environment.
- **Urban Design Guidelines** – Provides guidelines that development be compatible with and compliment the character of the grid, enhance existing natural features, and incorporate appropriate landscaped open spaces.
- **Haley-Milpas Design Guidelines** – Provides guidance for people in the Haley-Milpas area for improving the appearance of their property.
- **Chapala Street Design Guidelines** – Ensures that public improvements that occur as a result of Private Sector development of the Chapala Street corridor consisted of a unified theme that meets the needs of current downtown residents and businesses.
- **Outdoor Lighting and Streetlight Design Guidelines**- Guidelines promote a high standard quality of lighting in commercial and residential areas so that illumination is intelligently planned to complement the natural and built environment.
- **Waterfront Area Aesthetic Criteria for Development Assessment**- Established criteria for new development based on visual resources which presently exist, openness, lack of congestion; naturalness; and rhythm.
- **Santa Barbara Municipal Code Title 22 Environmental Policy and Construction** –
  - Chapter: 22.22 Historic Structures – Ordinance to enhance the visual character of the City by regulating the compatibility of architectural styles within landmark districts, reflecting established architectural traditions.
  - Chapter: 22.68 Architectural Board of Review – Establishes nine-member Board to protect and preserve the natural and historical beauty of the City and its aesthetic appeal.
  - Chapter: 22.69 Single Family Design Board – Establishes Board to preserve and enhance the City’s aesthetic appeal and ensure that single-family residential unit projects are compatible with the surrounding neighborhood in size and design.
  - Chapter: 22.70 Sign Regulations – Regulates the provision of appropriate and aesthetic signage to protect and enhance the City's visual character and economic base.
  - Chapter: 22.76 View Dispute Resolution Process – Establishes procedures and evaluation criteria through which private real property owners may resolve view or sunlight access disputes.

## 13.3 Open Space and Visual Impact Evaluation Methodology

### 13.3.1 Project Components

Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units and 2.0 million sf of non-residential development. An additional 403 residential units and 178,202 sf of commercial growth is forecast to occur within the City’s sphere of influence in areas such as the foothills and Las Positas Valley; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. The majority of this new development is anticipated to involve demolition and redevelopment of less-developed, older, often single-story commercial or industrial buildings, larger public and private parking lots, and single-family homes. A small amount of additional development would occur on scattered smaller parcels throughout the City, particularly in the foothills, Riviera, Las Positas Valley, and the north La Cumbre areas.

As noted above, the precise character and distribution of growth projected under *Plan Santa Barbara* policies and the proposed updated Land Use Element Map is not known. However, based on policy proposals and past development trends, it is likely to involve development of new multiple-story, mixed-use structures in commercial zones throughout the City, with more limited growth in multiple-family zones and single-family neighborhoods. The majority of this growth would be expected to occur within the Mobility Oriented Development Area (MODA), within El Pueblo Viejo, along Upper State Street (e.g., La Cumbre Plaza), and in other commercial corridors. Up to an estimated 1,845 new units and 1.3 million sf of non-residential development could be located within the 2,325 acre MODA (refer to Section 4.3, *Future Growth Assumptions* and Appendix D). The location, size, and number of new buildings needed to accommodate new MODA area development are not known. An undetermined amount of this new residential and non-residential development would be constructed as smaller one- and two-story projects, as additions to existing buildings, or as part of larger redevelopment projects such as redevelopment of La Cumbre Plaza. However, based on the number of new units contained in recently constructed four-story, mixed-use buildings (generally 20 to 30 units) and proposed Variable Density Ordinance revisions to require smaller units, new building would likely accommodate from 20 to 40 units each. Using the range of units per building, implementation of *Plan Santa Barbara* could result in potential construction of 40 to 50 new three- to four-story buildings on existing developed sites within the MODA over the next 20 years.

*Plan Santa Barbara* contains policies and programs that direct the City to review and develop measures to further protect open space, views, and community character. Policies that specifically address visual resources include; ER39-Public Views, which requires study, identification, and protection of important views; Policy ER40-Scenic View Protection, which requires adoption of policies to protect scenic views, and ER41-Visual Resource Protection, which requires update of the General Plan to require new development to protect scenic resources (e.g., creeks, trees, etc.). Important Community Design policies include Policies CH8-Commercial and Mixed Use Development Standards and Guidelines, which addresses neighborhood compatibility; CH9-Commercial and Mixed Use Size, Bulk and Scale Requirements; CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures, which directs review of limits on building height; and CH15-Form-Based Codes, which directs update of codes to protect community character. When implemented, these programs would have the potential to substantially improve City protection and management of open space and visual resources. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 13.3.2 Important Open Space and Visual Resources

Important public views are addressed in the City's Master Environmental Assessment (MEA), Local Coastal Plan, and Conservation Element. The Existing Setting section above identifies and characterizes substantial open space, important public scenic views, existing community visual character, and lighting.

Important public views are identified based on content, extent and scenic quality, and public access. The following criteria are used in assessing the importance of views:

- Important Visual Resources: The view contains visual resources identified as important in City policy: Mountain Resources (ridgelines, foothills); Shoreline Resources (ocean, beach, harbor); and substantial Open Space Areas (natural or landscaped).
- Scenic Quality: The view has scenic quality, magnitude, and intactness.
- Common Viewpoints: The view is seen from a viewing location with many viewers, frequent use, and substantial duration of view (such as a public gathering area, major transportation corridor; area of extensive pedestrian/bicycle use).

### 13.3.3 Impact Evaluation

Future development under *Plan Santa Barbara* policies is evaluated qualitatively to consider whether it would substantially affect important open space and visual resources within the City, based on impact significance guidelines below. Regional cumulative impacts consider the citywide impacts together with other similar impacts of future development within the City sphere of influence and South Coast. Open space and visual resource impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with the *Plan Santa Barbara* impacts. In some cases, such as within the Las Positas Valley and north La Cumbre Road, open lands under City and County jurisdiction are closely intermixed, and development in such areas may affect both City and regional open space. Longer-term impacts to open space and visual resources through the year 2050 are discussed at a programmatic level to identify potential impacts associated with full build-out of the City's General Plan and longer-term trends.

The analysis considers potential direct impacts of development on loss or damage of open space and public views. Indirect impacts are considered with population increases and associated issues such as lighting, invasive landscaping, and vegetation clearing for fire prevention.

This analysis is based on a review of existing city of Santa Barbara planning documents, past environmental documents and field surveys, and photo-documentation of the City, especially those areas likely to be subject to future development.

Existing City and State policies and regulatory processes that would serve to avoid significant impacts to open space or important public visual resources are identified as part of the impact analysis. These include the City Charter and Municipal Code building height limitations, General Plan Land Use, Conservation, Scenic Highways Element, and Local Coastal Plan policies, and Slope Density Ordinance that protect open space, hillsides and important views, and ordinance and design guidelines for land use compatibility and structural design and landscaping. In many residential neighborhoods, the size and visual impacts of residential development are controlled by the Neighborhood Preservation Ordinance. In commercial and industrial zones, new building heights are limited to a maximum of 60 feet in the Downtown, along Milpas Street, parts of Mission and De la Vina Streets, but generally limited to 45 feet in the Upper State Street, and Coast Village Road districts. These measures limit the size and intrusiveness of new development.

### 13.3.4 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards, or other changes to existing City General Plan policies, programs, or procedures. Approaches for mitigation generally involve open space policies and project site, structure, and landscape design policies.

### 13.3.5 City Impact Significance Guidelines

City impact significance guidelines for open space and visual resources are based in the State CEQA Guidelines and City policy (Charter; General Plan Land Use, Conservation, and Scenic Highways Elements; MEA).

**Citywide or Localized Area Open Space and Visual Resources Impacts (Project Impacts):** A significant open space or visual impact may potentially result from the following, unless measures are implemented to avoid or to lessen the significant effect:

- **Open Space:** Substantial loss or degradation of important open space resources.
- **Scenic Views:** Substantial obstruction of important public scenic views.
- **Visual Compatibility:** Substantial change to community visual character; visual incompatibility; or substantial loss of openness.
- **Light:** Substantial light and/or glare that obstructs the night time sky, poses a hazard or substantial annoyance to travel, adjacent land uses, and/or sensitive receptors.

**Regional Open Space and Visual Resources Impacts (Cumulative Impacts):** If Citywide or localized area impacts would contribute substantially to a combined impact together with other existing and foreseeable effects within the sphere of influence or South Coast that would result in a substantial loss of open space, substantial obstruction of important public scenic views, substantial change in community character, or substantial light or glare, the City impact may be considered a considerable contribution to a cumulative impact.

## 13.4 Citywide Open Space and Visual Resources Impacts

Adoption of *Plan Santa Barbara* policies and the resulting amount, type, and location of future growth would directly impact open space and visual resources through demolition of older structures and construction of new larger buildings, loss of open space, changes to or obstruction of views, loss of specimen trees and increased light and glare. Indirect impacts to open space and visual resources would also occur from development along the edge of important open spaces which could disrupt community connectivity with these areas and degrade the quality of these open space areas. These impacts are discussed below.

### IMPACT VIS-1: OPEN SPACE

***Potential for future new development to lead to loss or fragmentation of important open space areas.***

The majority of the City is built out, and most substantial existing open spaces are already protected under public or private ownership such as Parma Park, the Montecito Country Club or the Douglas Family Preserve. However, some larger areas of open space exist in the Las Positas Valley, foothills, and on Mesa and Riviera hillsides, with smaller pockets at scattered locations along major creeks, which may be subject to incremental future development under *Plan Santa Barbara*. Such development could result in incremental loss of open space, and fragmentation and disruption of open space corridors as discussed below.

Las Positas Valley. Las Positas Valley supports one of the most substantial areas of open space within the City intermixed with large areas of open land within County unincorporated areas (see Section 13.5, *Regional Cumulative Impacts* below). Resources in this area include steep undeveloped hillsides clad with coastal sage scrub, pockets of oak woodland, large grassy meadows and the wooded corridor of Arroyo Burro Creek. Future residential development in this area or active recreational development of the southern half of Elings Park (which is currently restricted through a covenant with the County, refer to Appendix H) could result in

direct loss of open space and could also fragment remaining undeveloped lands degrading and separating larger areas of currently contiguous open space.

Potential developments with recent or pending developments such as Veronica Meadows, initial planned expansion of active recreation at north Elings Park (e.g., ball fields, sport courts), and Hillside House would develop natural open space areas, and future developments permitted under *Plan Santa Barbara* could convert additional open space. These and other potential future developments would potentially be visible from Las Positas Road, other public streets, hiking trails, and open space areas.

Foothills. Foothill areas within the City extend for several miles from Mountain Drive and El Cielito Road in the east and along SR 192 to areas such as Barger and Laurel canyons. The steep hillsides, large tracts of chaparral, oak and eucalyptus woodlands, grassy meadows, and wooded creek corridors found throughout the foothills are a key open space resource in the City and one of its defining characteristics. Potential future development in the foothills would generally be restricted to new single-family homes, although potential exists for limited land divisions throughout the area. Development of new larger single-family homes on exposed foothill slopes could be visible from portions of Mountain Drive, Gibraltar Road, SR 192, Parma Park, and potentially from some viewpoints along hiking trails such as the Tunnel, Arroyo Burro, Jesusita, and Rattlesnake Canyon trails. Construction of such larger homes and limited new subdivisions could change the open space character of the City's scenic hillside backdrop.

Mesa and Riviera Hillsides. Hillsides of the Mesa and Riviera are important resources as scenic backdrops to the City. On the Mesa, larger undeveloped tracts of oak woodland and chaparral cover north-facing slopes adjacent to Loma Alta Drive, flanking Carrillo Street and around upper Valerio Street. On the Riviera, oak woodlands and areas of coastal sage and grasslands occur in canyons and other scattered open spaces across the highly visible Riviera slopes and continue east of Sycamore Canyon Road past Eucalyptus Hill and into Montecito. Future development of these hillsides is limited by the City's Slope Density Ordinance and a limited number of developable lots, however potential development of some new single-family homes and associated grading and vegetation clearing for fire protection or site improvements on steep slopes could cause visual scarring of these hillsides and disruption of the City's scenic backdrop.

Creek Corridors. The ribbons of wooded corridors that extend through many City neighborhoods provide an important open space resource in these areas. Incised stream channels lined with mature trees, often native oaks and sycamores, provide openness amid urban development in many neighborhoods. Although potential for new development along creek corridors is limited, the potential impact to open space resources is high due scenic nature of creeks, their importance as open space in individual districts and neighborhoods citywide, and the potential for new development to disrupt or eliminate these open space characteristics or to separate the community from creek corridor open space.

Increased development of limited remaining open lands in the City could result in potentially significant impacts associated with loss or fragmentation of larger open spaces due to residential, institutional or recreational development and incremental potential degradation of the City's scenic hillside backdrop, or loss of smaller but scenic open spaces such as creeks, urban canyons, etc. As discussed above, the potential for impacts is particularly high in areas within larger open tracts of land in the Las Positas Valley and foothills and on the steep highly visible slopes of the Mesa and Riviera.

*Existing Policies:* Existing City Conservation Element policies and hillside design guidelines in the Single-Family Design Guidelines direct the preservation of open space and hillsides. General Plan policies and zoning ordinances impose low density and open space designations to protect hillside areas. City Conservation Element Visual Resources Goal 1 calls for restoration and management of creeks as visual resources, and

Visual Resource Policy 1 mandates that development next to creeks not degrade creeks or their riparian environments. City hillside design guidelines, high fire hazard landscape guidelines, and future design and/or environmental review of pending developments would reduce but not eliminate potentially significant impacts as they do not require protection of contiguous open space areas.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies that most directly address protection of open space resources include ER40-Scenic View Protection, which requires adoption of policies to protect scenic views and ER41-Visual Resource Protection, which requires that the update of the General Plan require new development to protect scenic resources (e.g., creeks, trees, etc.). Policy ER22-Native Species Habitat Planning would benefit open space resources through protection of scenic native habitats, and Policy LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding (e.g., Quimby Act funding) could provide funds for open space purchase and protection. These policies would further protect open space, and the Adaptive Management Plan would provide a vehicle to review and adjust policies to further open space protection. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing City policies and regulatory processes provide a framework for preservation of the integrity of open space resources. Additional *Plan Santa Barbara* policies described above would help further reduce potential project impacts. However, potential for loss or fragmentation of open space would remain. Mitigation measures MM VIS-1 Open Space Protection and Restoration and MM VIS-2 for Regional Open Space Protection would require improved planning to protect key open spaces, and policy direction for new development to preserve contiguous open space. With these mitigation measures, along with biological resource mitigation to protect habitats and creek corridors, impacts to open space and visual resources would be ***less than significant with mitigation (Class 2)***.

## IMPACT VIS-2: SCENIC VIEWS

### ***Potential for substantial impact to scenic public views.***

Potential future development under *Plan Santa Barbara* General Plan policies and Land Use Element designations could affect scenic views within or from the Waterfront, hillside neighborhoods and within the MODA, particularly in El Pueblo Viejo and the Downtown as discussed below.

#### *Impact VIS-2.1. Waterfront Impacts.*

The City waterfront is noted for its panoramic ocean and mountain views. Based on Land Use Element designations, potential future development along the waterfront is expected to be limited to a small amount of redevelopment and expansion of existing hotels and other uses, particularly near Garden Street. This could result in existing hotels of one and two stories being redeveloped into three-story structures.

*Existing Policies:* Existing setbacks from of potential development from most public spaces such as Chase Palm Park, the broad four-lane width of Cabrillo Boulevard, and application of current City Local Coastal Plan and other policies require protection of the most significant existing public views. New development would be required to be low profile or designed to protect important view corridors. Additionally, the Waterfront Area Aesthetic Criteria for Development and the Conservation Element (Policy 3.0) requires the preservation of scenic coastal views through the maintenance of the Waterfront as a scenic view corridor by preserving ‘openness’ and ‘naturalness’ through setbacks, design guidelines, and landscaping. Similarly, the City’s Local Coastal Plan protects these scenic resources by limiting the intensity of development along the Waterfront so as to “maintain the existing degree of openness” and “protecting views to the foothills, mountains, and channel.”

*Proposed Policies:* Proposed *Plan Santa Barbara* policies would further protect and enhance visual resources along the waterfront. Particularly, LG19-Scenic Highways would pursue State Scenic Highways designations for Cabrillo Boulevard and establish associated design guidelines; ER40-Scenic View Protection would incorporate specific policies and guidelines within the General Plan Coastal Plan Element to protect views; and, ER41-Visual Resources Protection would update existing General Plan visual resources policies, including addressing cumulative impacts of development to areas such as the Waterfront. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies, proposed *Plan Santa Barbara* policies would result in impacts that are ***less than significant (Class 3)***.

*Impact VIS-2.2. Hillsides Impacts.*

The hillsides and ridgelines of the Mesa, Riviera, and foothills form the scenic backdrop of the City and also provide expansive views of and across the City, from public roads such as Loma Alta and APS, parks such as Elings, Hilda McIntyre Ray and Franceschi and hiking trails, as well as multiple neighborhoods. Potential future development under *Plan Santa Barbara* General Plan policies would continue the current land use pattern and would occur in already urbanized areas. As such, views from the foothills and Riviera or Mesa hillsides of the City would be largely unaltered. A gradual change in the distribution and amount of taller structures within the MODA and Downtown may be noticeable from distant viewing points; however, such changes would not substantially change or contrast with existing views.

New development and vegetation clearing within the foothills or on the Riviera could be of greater concern. While development would generally be limited to new single-family homes or remodels of existing structures, when located on highly visible hillsides, new larger structures and associated grading and vegetation clearing could be visible from Downtown and other areas of the City. Required fire clearing could also expand the visual footprint of such new development. Potential limited land divisions in the foothills could also affect views, with construction of larger new homes and associated grading and vegetation clearing.

*Existing Policies:* Existing City policies and regulatory processes would serve to avoid significant impacts to open space or important public visual resources. Specifically, the City's Conservation Element (Policy 2.0) requires that hillside development does not significantly modify natural topography and vegetation. The City's Slope Density Ordinance limits development on slopes greater than 30 percent, protects open space and important views, and includes ordinance and design guidelines for land use compatibility and structural design and landscaping.

*Proposed Policies:* The proposed Land Use Element Maps would maintain low density in outlying areas and *Plan Santa Barbara* policies would protect views through identification, study, and protection of key views (Policies ER39 and ER40). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies and proposed *Plan Santa Barbara* General Plan policies would result in impacts that are ***less than significant (Class 3 impact)***.



*Impact VIS-2.3. Commercial Core Area Impacts.*

Views within the MODA, including El Pueblo Viejo, Downtown, and Upper State Street often consist of foreground views of surrounding urban development (refer to Impact VIS-3 below). However, more distant scenic views of the Mesa hillsides, the Riviera, and Santa Ynez Mountains are available from roads, sidewalks, and parks throughout these areas and are often prevalent at intersections. Potential visual impacts within these areas associated with new multiple-story infill development would primarily result from increased building scale and height and an incremental decrease in distant views. New development that replaces smaller-scale structures or open parking areas with new multiple-story buildings could incrementally decrease the number of locations with distant views accessible to pedestrians and motorists, and limit the sweep and panorama from some view points.



*Tall vertical faces of new construction with no setback can affect views and openness, such as this mixed-use building on Anacapa Street.*

General intensification and corresponding increase in building height and scale could obscure some views, particularly of the Mesa, Riviera, and Santa Ynez Mountains, from public viewing areas such as roadways, intersections, sidewalks, and parks. The low-lying, one- and two-story nature that comprises much of the existing urban framework would incrementally shift toward one characterized by more development of three or more stories that could obscure public views. Such changes could potentially affect views throughout the MODA, particularly in El Pueblo Viejo along east-west trending streets, at intersections that offer distant views, and along the east end of Upper State Street.

Potential future development under *Plan Santa Barbara* General Plan policies could result in significant impacts associated with diminished scenic views due to the gradual decrease in distant views available from within the MODA. The incremental shift to taller structures and denser development, particularly in El Pueblo Viejo and along Upper State Street, could gradually diminish the scope of available distant viewing opportunities available from public streets, sidewalks, and other viewing areas. This impact would be cumulative in nature as such views are currently relatively frequent and similar in character and the public would only gradually become aware of diminishing viewing opportunities. In other commercial districts such as Milpas, Haley, and Gutierrez Streets, gradual replacement of many one- and two-story structures with three-story buildings could bring similar incremental change; however, the effects are not anticipated to be as substantial due to lower levels of projected growth in those areas, the orientation or size of the streets, and lower potential for loss of views.

*Existing Policies:* Existing City policies, design guidelines, and regulatory processes would serve to reduce impacts to visual resources in the Downtown. Existing City policies and review processes would help protect important views consistent with City standards such as the Conservation Element, Urban Design Guidelines (1999), El Pueblo Viejo Design Guidelines (2009), Chapala Street Design Guidelines (2003), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction).

*Proposed Policies:* *Plan Santa Barbara* would protect views in the MODA, El Pueblo Viejo, and elsewhere through regulation of new building design under proposed General Plan Policies CH8, CH9, CH10, and

CH15 which would require that building height, size, bulk, scale, and design protect important views. Such measures could limit obstruction of views by new development. Proposed Policies ER39-Public views, ER40-Scenic View Protection, and ER41-Visual Resources Protection would further the protection of views by identifying important views and viewpoints, and establishing additional evaluation and development standards and guidelines. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to important public views within commercial core areas would be ***less than significant (Class 3)***.

Recommended measure RM VIS-1 Protection of Views from Key Locations would add detail to policy language in ER39 for identifying and protecting important public scenic views. Mitigation Measures VIS-1 and VIS-2 for open space protection and Recommended Measure VIS-2 for protection of community character through additional design guidelines would also serve to help protect visual resources and reduce potential view impacts.

### **IMPACT VIS-3: COMMUNITY CHARACTER**

#### ***Potential for substantial change to community visual character.***

Future development under *Plan Santa Barbara* General Plan policy updates would include construction of new residential and non-residential development throughout the City, with new growth concentrated within the MODA. As discussed in Section 13.3.1, *Project Components* above, while the location and number of new buildings is unknown, such growth may include construction of 40 to 50 new three- to four-story buildings. Potential development could also impact urban and street trees; for discussion of impacts and mitigation refer to Section 7, *Biological Resources*.

#### ***Impact VIS 3.1. El Pueblo Viejo/ Downtown Impacts.***

El Pueblo Viejo and the Downtown are currently characterized by a well-defined central business district which generally consists of one- and two-story structures with intermittent taller structures. This mix of well-designed public spaces, taller buildings interspersed among smaller structures and numerous unique or historic buildings are key elements of the City's small-town character. Open views along east-west streets and gaps in development provided by surface parking provide a feeling of openness in the Downtown and El Pueblo Viejo.

Over the last decade, along some street corridors, the mix of smaller structures and taller buildings has begun to shift in some areas, with segments of some roads now containing mostly larger structures. This transition has occurred gradually on some streets such as portions of east Carrillo Street, Garden Street, and segments of Anacapa and Santa Barbara streets. The transition has been most noticeable on lower Chapala Street where the early 1990s construction of the long, uninterrupted two- to four-story façade of Paseo Nuevo began a transition of this commercial corridor. The transition accelerated rapidly in recent years with construction of multiple four-story developments such as Chapala One, Paseo Chapala, and Chapala Lofts, with these taller buildings altering the mix between smaller-scale one- and two-story structures and larger buildings on lower Chapala Street.



*Construction of new development such as the 1990s-era Paseo Nuevo and Paseo Chapala, constructed in 2005, have the potential to result in substantial changes in the character of El Pueblo Viejo, including less openness, loss of mountain views, and a change in the City's small-town character. Plan Santa Barbara policies address building height, size, bulk, scale, and design, and would promote consistency with the current character of the Downtown.*

*Plan Santa Barbara's* emphasis on urban in-fill development would continue the trend toward construction of taller mixed-use buildings Downtown and in the El Pueblo Viejo Landmark District. Precise growth forecasts are not possible and growth would occur gradually over the 20-year period. However, as set forth in Section 13.3.1, *Project Components* above, the potential exists for construction of new three- and four-story buildings throughout Downtown including within El Pueblo Viejo. This development has the potential to affect the historic community character of this area, reduce the sense of openness, and increase shading, which could substantially change the existing small-town character of Downtown and El Pueblo Viejo. This could lead to a gradual shift in the mix between existing lower (one- and two-story) and taller (three- and four-story) structures in El Pueblo Viejo and the potential for loss of openness in some blocks.

*Existing Policies:* Existing City policies such as the Urban Design Guidelines (1999), El Pueblo Viejo Design Guidelines (2009), Chapala Street Design Guidelines (2003), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR reviews all major developments and ensure compliance with existing policies and regulations and guidelines.

*Proposed Policies:* *Plan Santa Barbara* policies would protect community character within El Pueblo Viejo and Downtown through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15) and adoption of new General Plan Policies to regulate building design and require that building height, size, bulk, and scale would be in keeping with community character (CH8-Commercial and Mixed-Use Development Standards and Guidelines, CH9-Commercial and Mixed-Use Building Size, Bulk and Scale Requirements, CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas, and Next to Historic Structures, CH11-Multi-Family Residential Design Guidelines and Standards, CH12-Setback Guidelines in Commercial Zones, CH13-Setback Landscaping in Downtown Commercial Zones, CH14-Commercial Neighborhood Compatibility, and CH15-Form-Based Codes). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within El Pueblo Viejo and Downtown would be ***less than significant (Class 3)***. Mitigation

measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

Impact VIS 3.2. Upper State Street Impacts.

The four-lane segment of the Upper State Street corridor is lined with generally one- and two-story auto-oriented commercial land uses and is characterized by a mix of smaller strip retail and larger commercial centers built in a range of architectural styles. The wide road is bordered by a mix of generally one- to two-story buildings that afford intermittent mountain views, especially for eastbound travelers. This corridor could undergo a substantial amount of redevelopment during the life of the *Plan Santa Barbara* General Plan, with such development projected to be concentrated at La Cumbre Plaza and possibly other smaller commercial centers. This development could replace some surface parking lots and one- and two-story buildings with a mix of two- and three-story structures with underground parking or parking structures. The height of these structures would be limited to 45 feet under City zoning (three stories), and City policy would require setbacks and other measures to retain mountain views. A gradual transition of this suburban commercial strip into an area of more urban character could result in a substantial change in the current character of the area, particularly if multiple three-story residential buildings are added to the commercially-oriented area (refer to Impact VIS-2 for a discussion of views).

*Existing Policies:* Existing City policies, including the SD-2 zoning provisions, the Upper State Street Study policies (2007), the Upper State Street Design Guidelines (2009), Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The Upper State Street Design Guidelines would require appropriate building design and setbacks for new structures. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* *Plan Santa Barbara* policies would protect the character of Upper State Street through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15, which would regulate building design and require that building height, size, bulk, and scale would be in keeping with community character. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within Upper State Street would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

Impact VIS 3.3. Haley and Gutierrez Streets Impacts.

These commercial corridors currently consist primarily of one-story buildings and have experienced some recent in-fill development over the last decade, such as the Smart & Final Shopping Center. Potential rede-

velopment along these corridors could include expansion and intensification of commercial service and light industrial uses with potential for some residential mixed-use projects. While new non-residential or mixed-use projects of up to three stories would be permitted along these corridors, small parcel sizes, limited less-developed areas (e.g., surface parking), and parking requirements may inhibit major redevelopment. Still, replacement of the existing “mom and pop” neighborhood commercial and community service commercial uses with some taller three-story structures and a potential shift to professional offices and mixed-use residential could change the character of portions of these corridors over the next 20 years. This change in the City setting could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the City’s small-town character.

*Existing Policies:* Existing City policies such as the Haley-Milpas Design Guidelines, Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* *Plan Santa Barbara* policies would protect the character of Haley and Gutierrez streets through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15, which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within the Haley and Gutierrez Street corridors would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

#### *Impact VIS 3.4. Milpas Street Impacts.*

The four-lane Milpas Street corridor currently supports generally one-story buildings and has experienced limited redevelopment since the late 1990s, including the Trader Joe’s shopping center and construction of a new three-story mixed-use building. Potential redevelopment along Milpas Street could include intensification of the strip commercial or neighborhood shopping centers, such as Scolari’s Market, and redevelopment of smaller homes and businesses. Conversion of some small neighborhood-serving commercial uses into taller three-story mixed-use commercial, office, and residential projects could incrementally change the character of Milpas Street under proposed *Plan Santa Barbara* policies. This change in the City setting could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the City’s small-town character.

*Existing Policies:* Existing City policies such as the Haley-Milpas Design Guidelines, Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of Milpas Street through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15 which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing policies and those proposed under Plan Santa Barbara, impacts to community character within the Milpas Street corridor would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed Plan Santa Barbara Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

*Impact VIS 3.5. Coast Village Road Impacts.*

The Coast Village Road commercial corridor includes mostly one- and two-story smaller local businesses lining both sides of this two-lane street, with a walkable intimate village atmosphere along the corridor's eastern end. Recent in-fill development in this corridor since the late 1990s includes the approval of the three-story mixed-use building on the former Union 76 Gas Station site (1298 Coast Village Road), construction of the Hot Springs Road roundabout, and freeway interchange improvements. Plan Santa Barbara General Plan policies would allow for limited in-fill growth, and existing zoning could permit three-story structures of up to 45 feet in height. Future in-fill development with buildings of up to three stories could occur at the neighborhood commercial centers at the corridor's west end, potentially on surface parking lots south of existing commercial uses on the east, and through expansion of existing one- to two-story commercial structures. A gradual shift to more three-story development could potentially alter the character of this corridor, particularly in the village segment to the east and near the community's gateway at Hot Springs Road. The change in the character of this corridor could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the village atmosphere of Coast Village.

*Existing Policies:* Existing City policies such as the Urban Design Guidelines (1999) and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects the village character of this corridor. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of the Coast Village Road corridor through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15 which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. The community has already identified potential area guidelines that could be incorporated as part of these policy updates. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing policies and those proposed under Plan Santa Barbara, impacts to community character within the Milpas Street corridor would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

*Impact VIS 3.6. Neighborhoods Impacts.*

Neighborhoods throughout the City would undergo a small amount of additional development during the two decades of the *Plan Santa Barbara* General Plan. Neighborhoods with multiple-family zoning (e.g. Laguna, Eastside, and Westside neighborhoods; refer to Figure 3.1), which currently support mixed single- and multiple-family homes, would experience a gradual change in character due to increases in density associated with conversion of older single-family homes to townhomes or condominiums. Such in-fill development would generally replace single-family homes of often one story on larger lots with higher density two-story multiple-family homes. This change would continue historic trends, would be incremental, and most projects would be limited in size to two to four units. Existing City policies, regulations, and design review processes would ensure well-designed development that would not be expected to result in substantial changes to the character of multiple-family neighborhoods.



*A number of large three-story structures have been successfully incorporated into the City's fabric in a manner consistent with neighborhood character, such as this affordable senior housing development on De La Vina Street.*

Neighborhoods with single-family zoning (e.g., most of the Mesa, San Roque, El Cielito, etc.; refer to Figure 3.1) would experience ongoing remodel and expansion of existing older homes, limited construction of new homes on existing parcels, and potentially small land divisions. New development would also be limited to two stories and in most cases subject to regulation under the Neighborhood Preservation Ordinance to limit structural square footage based on lot size and ordinance neighborhood compatibility findings. Due to existing City policies, regulations, and design review processes, development would not be expected to result in substantial changes to the character of single-family neighborhoods.

The majority of single- and multiple-family neighborhoods in the City are bordered by commercial zones, particularly those around the edge of Downtown, Upper State Street, and portions of Coast Village Road. The character of such neighborhoods could be adversely affected by construction of new three- to four-story mixed-use developments in adjacent commercial zones. Existing City policies and review processes would partially address such compatibility issues by providing for reduced building heights next to residential areas. City design guidelines and ordinances, such as the Neighborhood Preservation Ordinance and the El Pueblo Viejo and Upper State Street design guidelines would also help reduce such impacts.

*Existing Policies:* Existing City policies, regulations, and design review processes would ensure well-designed development that would not be expected to result in substantial changes to the character of multiple-family, single-family, or mixed-use neighborhoods. City design guidelines and ordinances, such as the Neighborhood Preservation Ordinance and the El Pueblo Viejo and Upper State Street design guidelines would also help reduce such impacts.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of neighborhoods through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policy CH10 which would regulate building height in Downtown, Downtown Residential Buffer Areas, and Next to Historic Structures. Updates to the Variable Density Requirements would shift density potential from the periphery of the MODA and promote higher density development within the MODA, reducing the potential for development within residential neighborhoods. Additionally, transition/buffer areas would be implemented to reduce the proximity of high-density structures to areas of lower density, such as adjacent single-family neighborhoods. The Mesa community has already identified some guidelines that could be incorporated as part of these policy updates. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies and proposed Plan Santa Barbara General Plan policies would result in impacts to neighborhood character that are **less than significant (Class 3)**. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed Plan Santa Barbara Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

#### **IMPACT VIS-4: LIGHTING AND GLARE**

##### ***Potential for substantial light and glare.***

Potential future development of new or expanded structures and public facilities would predominantly occur within urban areas under Plan Santa Barbara General Plan policies and Land Use Element designations. These areas are already developed and new development could only incrementally increase ambient light levels in these areas. As such, development in accordance with Plan Santa Barbara may incrementally increase overall ambient nighttime lighting in portions of the community, but would not be expected to dramatically change communitywide light and glare conditions or greatly extend lighting into large areas where lighting is not currently present.

Increased lighting could come from streetlights, parking lot lights, and signage on business establishments. Increased glare could potentially occur as a result of building materials, roofing materials, solar panels, glass railings, and windows reflecting sunlight. Increased use of rooftop solar panels could create increased glare from elevated locations, although architectural requirements and development ordinances would limit the reflectivity of new development.

However, in some areas, such as the foothills, on ridgelines, in modestly lighted neighborhoods, and along darker portions of the shoreline, new development with excessive outdoor lighting could disrupt the public enjoyment of the nighttime sky or potentially disrupt sensitive habitat areas.

*Existing Policies:* Existing City lighting ordinance provisions and the Outdoor Lighting and Streetlight Design Guidelines (2009) would limit the overall levels of light through application of existing policies which require that exterior light fixtures be hooded and directed downward or away from neighbors, adjacent roads or habitats and that such lighting be of appropriate brightness for the application (e.g., landscape lighting of low intensity).

*Proposed Policies:* No proposed policies address the issue of light and glare.



*Impact Significance:* Existing policies and regulations would ensure that potential impacts would be ***less than significant (Class 3 impact)***.

In addition, a recommended measure (RM VIS-3 in Section 13.9 below) is identified to reiterate and strengthen existing policies as part of the *Plan Santa Barbara* General Plan update to incorporate open space night sky preservation.

## 13.5 Regional (Cumulative) Impacts to Open Space and Visual Resources

Future development under *Plan Santa Barbara* General Plan policies could incrementally contribute to the ongoing loss of open space across the South Coast. Such potential impacts include continued fragmentation of larger open spaces and incremental loss of rural and agricultural areas, as well as development of large obtrusive homes in the foothills of the Santa Ynez Mountains and near the urban areas of South Coast cities and the County from Carpinteria to Gaviota. The proximity of largely undeveloped areas in the Santa Ynez Mountains and the Gaviota Coast are regional open spaces and visual resources of high value, and potential subdivisions and development of large residential estate homes of these areas could incrementally degrade the visual quality of the South Coast.

Potential impacts regarding loss, fragmentation, or disruption of regionally important contiguous open space associated with potential future development under *Plan Santa Barbara* General Plan policies would be greatest within the Las Positas Valley and foothills. Development under *Plan Santa Barbara* is projected to permit construction of up to 403 new units and 178,202 sf of non-residential development within the sphere of influence, with some of these units potentially being constructed in the Las Positas Valley or foothills. Within the Las Positas Valley, open space under both City and County jurisdiction is intermixed and this open space corridor helps define the City's western boundary. These areas are currently zoned by the County for low- or medium-density residential uses and are pre-zoned by the City for similar uses. Residential, institutional or active recreational development within this area could gradually fragment and alter the open space character of this valley.

The City sphere of influence also encompasses substantial undeveloped foothill lands in the watersheds of Atascadero and Cieneguitas creeks, part of which are protected within the County's San Marcos Foothills Preserve. These areas are currently zoned by the County for a mix of low- and medium-density residential uses and pre-zoned by the City for similar uses. The potential exists for substantial development to occur on larger parcels within the sphere of influence in the vicinity of Cieneguitas Road, either through annexation to the City or as development under County zoning. Larger scale development within the lower Cieneguitas Creek watershed could be visible from SR 192, SR 154, and other roads, as well as trails within the San Marcos Foothill Preserve. While the *Plan Santa Barbara* policy focus on in-fill development could reduce pressure for such development, these areas would remain zoned for residential development by the County and pre-zoned for development by the City.

In addition to potential loss of important open space, the gradual change in the City to one of more urban character would mirror trends at UCSB and central Goleta where in-fill development projects could also create new medium- and high-density housing. While the cities of Santa Barbara and Goleta, as well as UCSB have instituted programs to protect significant regional open spaces such as the Douglas Family Preserve, Ellwood Mesa, and Devereux Slough, denser urban development in these jurisdictions could incre-

mentally alter the character of the South Coast. However, from a regional context, given the predominantly suburban nature of existing development and extensive tracts of protected open space and existing and proposed policies to ensure high-quality urban design, these limited changes to the urban fabric would not be considered regionally significant.

Impacts associated with fragmentation and loss of open space and disruption of scenic views are of potentially greater concern. Ongoing potential for future subdivisions and particularly for development of large obtrusive homes in important open space areas such as along the Gaviota Coast and highly visible foothills areas of upper Gibraltar Road and Mountain Drive, the potential for impacts to regionally important views and open space would be significant.

Within the City, existing and proposed *Plan Santa Barbara* policies for protection of open space and important views combined with the existing development design procedures and identified mitigation measures would substantially reduce project impacts. In particular, open space mitigation measures MM VIS-1 and VIS-2 would require improved planning for and implementation of habitat and open space protection. Therefore, development permitted under *Plan Santa Barbara* would have a less than considerable contribution to regional cumulative open space and visual resources impacts associated with continued fragmentation of larger open spaces and incremental loss of rural and agricultural areas (refer also to Section 7.0, *Biological Resources*).

## 13.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed *Plan Santa Barbara* General Plan policy update project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following presents comparative impacts on open space and visual resources for the analyzed alternatives.

### 13.6.1 No Project/Existing Policies Alternative

The No Project Alternative is estimated to involve construction of up to approximately 2,800 new units and 2.3 million sf of commercial space, with total non-residential development slightly lower than under the proposed project. Potential growth within the sphere of influence is projected to be 403 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County.

Development would continue under the City's existing policy framework, including policies to restrict hillside development and protect coastal views. The No Project Alternative would continue in-fill development practices, but would not include amendment to the variable density ordinance to reduce average unit size for resultant effects on overall building size, bulk, and scale. An increased number of potentially larger buildings could result in accommodating the same amount of new growth when compared to *Plan Santa Barbara*.

The No Project Alternative would continue historic urban in-fill development trends without the benefit of *Plan Santa Barbara's* policies that are intended to improve urban design by reducing building size, bulk, and scale and further retain and protect important views. The impacts of this Alternative associated with loss of open space and views and changes in community character due to urban in-fill development can be anticipated to be more severe than those under *Plan Santa Barbara* policies.

In addition, a comparative lack of incentives, direction and guidance on in-fill development could result in more development of outlying undeveloped lands to meet City housing demand. Incremental increases in pressure for development of open space in the Las Positas Valley and foothills could increase loss or fragmentation of open space under this Alternative when compared to *Plan Santa Barbara*.

Existing policies would partially reduce potentially significant impacts on citywide open space and visual resources, but significant impacts to citywide open space, views, and community character could result. Mitigation measures similar to the *Plan Santa Barbara* policies in addition to Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The No Project Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. In addition, by perpetuating and exacerbating the existing jobs-housing imbalance on the South Coast, the No Project Alternative would also contribute to secondary impacts to open spaces in northern Santa Barbara and Ventura counties at a somewhat more severe level than that for *Plan Santa Barbara* to due to decreased production of affordable housing and slightly higher non-residential growth.

### 13.6.2 Lower Growth Alternative

The Lower Growth Alternative is estimated to involve construction of an up to 2,000 new units and 1.0 million sf of non-residential space, a lower amount of growth than estimated under the proposed *Plan Santa Barbara* policies. Potential growth within the sphere of influence is projected to be 403 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County.

Development would continue under the City's existing policy framework, including policies to restrict hillside development and protect coastal views, as well as proposed new policies. The Lower Growth Alternative would not emphasize in-fill development, but would adopt the new *Plan Santa Barbara* policies regarding improved urban design. More restrictive height limits and lower densities in the City core would tend to force development outward toward undeveloped lands, and more of the City's housing demand would likely be met through development of outlying lands.

Overall reductions in development under this alternative combined with lower building heights and decreased densities could result in less potential for impacts associated with loss of views Downtown, as well as changes in the character of the community in El Pueblo Viejo, when compared to the additional amount of multiple-story construction that could occur under *Plan Santa Barbara* policies. Although two- and three-story construction allowable under the Lower Growth Alternative could still incrementally lead to some loss of views, overall, visual impacts associated with Downtown in-fill development would be substantially lower under this Alternative.

Potential visual impacts to other commercial districts such as Upper State Street, Haley, Gutierrez, and Milpas streets could be slightly greater than under *Plan Santa Barbara* policies, as development pressure within these areas would increase to accommodate housing demand.

Use of lower density development to address housing demand could also force development toward undeveloped land, increasing development pressure on the Las Positas Valley and foothills, with potential impacts to loss of open space and increased light and glare in these areas. Direct loss of open space would be similar to or potentially greater than that anticipated under *Plan Santa Barbara* policies.

Therefore, the impacts of the Lower Growth Alternative on citywide open space and visual resources could be potentially significant. Mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies, along with Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The Lower Growth Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. Although pressure for development of outlying areas would incrementally increase, application of mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies and open space and biological resources mitigation measures would reduce impacts to a less than significant level.

In addition, by perpetuating and exacerbating the existing jobs-housing imbalance on the South Coast, the Lower Growth Alternative would also contribute to secondary impacts to open spaces in northern Santa Barbara and Ventura counties at a somewhat more severe level than for *Plan Santa Barbara* to due to decreased production of affordable housing and slightly higher non-residential growth.

### 13.6.3 Additional Housing Alternative

The Additional Housing Alternative would involve construction of an estimated 4,360 new residential units and 1.0 million sf of non-residential space, a substantially higher amount of residential growth than under the proposed project, and a lower level of commercial growth. In addition, potential growth within the sphere of influence is projected to be 443 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County. Of this projected future growth, 2,878 residential units and 468,161 sf of non-residential growth are forecast to be developed within the MODA. Although precise future forecasts are not possible, the majority of this growth could be constructed as new three- to four-story mixed-use buildings within the MODA with an average of 20 to 40 new units per building (see discussion in Section 13.3 above). Although many of these new units would be accommodated in larger projects (e.g., La Cumbre Plaza redevelopment), in scattered smaller scale residential projects, or as second residential units, this could result in construction of 60 to 80 new multiple-story buildings within the MODA with many of these located within El Pueblo Viejo.

Development would proceed under the City's existing policy framework, including policies to restrict hillside development and protect coastal views, as well as proposed new policies. This Alternative could substantially increase densities and the number of units to be accommodated within the MODA, as well as strongly encourage development of second residential units. Overall residential development could increase by almost 80 percent compared to *Plan Santa Barbara* by promoting increased levels of development within the MODA and other urban areas in the City, as well as some additional development of both urban and open lands within the City's sphere of influence. Increases in the amount and densities of development under this Alternative could substantially increase potential for impacts associated with loss of views Downtown, as well as changes in the character of the community in El Pueblo Viejo when compared to *Plan Santa Barbara* policies.

Build-out under this Alternative could increase the potential loss of openness on some Downtown streets, such as Garden, Chapala, and Anacapa, as multiple-story buildings on some blocks could potentially replace the existing mosaic of one- and two-story buildings interspersed with taller structures. Greater densities Downtown could result in increased view obstruction and a loss of openness in more of the Downtown compared to the *Plan Santa Barbara* project. Increased development could also increase the difficulty in preserving specimen trees on constrained urban sites.

Potential visual impacts associated with changes in character or loss of views in other commercial districts, such as Upper State Street, Haley, Gutierrez, and Milpas streets and Coast Village Road, could be greater due to additional development in these areas. Under this Alternative, development pressure could incrementally increase in the Las Positas Valley and foothills and other areas with large tracts of undeveloped open space. Thus, direct loss of these open space and visual resources would be similar to or potentially greater than those anticipated under *Plan Santa Barbara*.

Transition of the City's core to a more urban area would also have potential beneficial visual aspects if policies and design guidelines are implemented. These could include improved urban amenities such as construction of architecturally interesting new buildings, additional paseos, outdoor seating, provision of public art, planting of additional street trees, and the transition of auto-oriented areas such as Upper State Street to more vibrant, urban, walkable pedestrian districts. However, many citizens may experience the taller buildings and increased density that accompany these changes as an adverse change in the City's character.

The impacts of the Additional Housing Alternative to citywide open space and visual resources would be greater than those for *Plan Santa Barbara* particularly due to changes in the character of the community and loss of views in the MODA, particularly within El Pueblo Viejo. Mitigation measures similar to the *Plan Santa Barbara* policies, in addition to Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The Additional Housing Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. Although pressure for development of outlying areas would incrementally increase, application of mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies and open space and biological resources mitigation measures would reduce impacts to a less than significant level. However, by substantially improving the existing jobs-housing imbalance on the South Coast, the Additional Housing Alternative would reduce the demand for development with secondary impacts to open space in northern Santa Barbara and Ventura counties to a level substantially lower than that for *Plan Santa Barbara*.

## **13.7 Extended Range (2050) Impacts to Open Space and Visual Resources**

Estimated development of the City through the year 2050 would effectively represent full build-out of the City under the revised Land Use Element Map, existing zoning designations, and *Plan Santa Barbara* General Plan policy updates. The Extended Range forecast assumes that non-residential growth of up to 3.0 million sf and residential growth of approximately 8,620 units would occur over this approximately 40-year time frame.

Proposed *Plan Santa Barbara* policies that would increase densities and the amount of development accommodated within the MODA would continue to focus growth toward in-fill development. However, incremental development of outlying areas in the Las Positas Valley, foothills, and Riviera would also continue, and as the City approaches build-out; more constrained parcels in these steep hillside areas would come under pressure for development.

Existing General Plan policies and zoning ordinance regulations which protect open space and visual resources would continue to apply. Proposed *Plan Santa Barbara* policies within the Environmental Resource

Management and Historic Resource and Community Design elements designed to protect views and reduce the size, bulk, and scale of new structures would also apply.

Under the Extended Range Forecast, development within and adjacent to larger open spaces within the Las Positas Valley and foothills would lead to the possible fragmentation or loss of the important open lands surrounding the City. Development could be expected to be proposed higher in the foothills and potentially encompass remaining lands within the City's sphere of influence. As developable land is exhausted, constrained parcels within and adjacent to smaller remaining pockets of open space on steep hillsides of the Riviera and the Mesa could be developed with associated potential for visual effects to the City's scenic hillside backdrop. Such development could also extend light and glare pollution outward into the currently undeveloped land.

The increased amount and density of new development within the MODA and El Pueblo Viejo could incrementally increase the severity of impacts to community character and loss of views. Potential construction of increased numbers of new multiple-story buildings in Downtown and along Upper State Street could gradually change the mix between lower profile and taller buildings in the community, decrease openness, and result in a long-term change in the City's small-town character. The availability of views from the MODA to surrounding hillsides could gradually decrease, altering a key aspect of the City's character. Greater densities Downtown and development of increasingly constrained sites may increase impacts to specimen trees on constrained urban parcels. New multiple-story construction could increasingly expand outward from the Downtown core and Upper State Street to areas within the MODA such as Haley, Gutierrez, and Milpas streets, as well as potentially westward along Upper State Street within the City's sphere of influence.

Additionally, the effects of climate change could become more pronounced. As sea levels rise, there is potential for increasing erosion and wave damage to the City's beaches and Waterfront, increased flooding in these low lying areas, and potential adverse impacts of protection measures such as building relocation, revetments, construction, etc. In addition, if bluff erosion accelerates dramatically as projected and houses are endangered or destroyed, pressure will mount to approve coastal armament structures (i.e., seawalls, groins) to slow bluff retreat, which could substantially change the character of the City's scenic coastal sea cliffs. Increased wildfire frequency in the foothills could alter the aesthetic character of these scenic areas by converting areas of woodland and chaparral to more fire responsive habitats such as non native grassland, potentially changing the City's chaparral and oak lined scenic hillside backdrop.

The impacts of growth over the next 40 years would be somewhat greater than those for *Plan Santa Barbara* in the 20-year period, as incremental and cumulative impacts to loss of open space, views, and community character and openness would grow over time. Application of existing City policies and programs, full implementation of proposed *Plan Santa Barbara* policies and programs, and the mitigation measures outlined in Section 13.8 below would substantially reduce the impacts of loss of open space and to scenic views to less than significant levels. However, many residents can be expected to perceive the gradual transition of areas within the MODA into a City of substantially more urban character as an adverse change to community character. Impacts of projected growth through 2050 on community character could be potentially significant, but subject to feasible mitigation. Additionally, implementation of an Adaptive Management Program and another General Plan policy update in 2030 which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for the strengthening of open space and visual resources planning and protection measures throughout the 20-year planning period.

## 13.8 Mitigation Measures

### **MM VIS-1 OPEN SPACE PROTECTION AND RESTORATION**

*Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:*

- **Identification of Key Open Space for Protection.** *Use the information on the MEA Visual Resource Map and data contained in the Plan Santa Barbara EIR to identify key areas within the City and its sphere of influence that merit long-term protection, and take appropriate actions to preserve such areas as passive open space. Focus on larger areas of contiguous open space including areas in the Las Positas Valley, Elings Park, El Presidio de Santa Barbara State Historic Park, east slopes of Hope Ranch, north Mesa hillsides, the Riviera, and throughout the foothills, particularly in lower Mission Canyon and watersheds of Arroyo Burro and Barger Canyon creeks, as well as the Atascadero and Cieneguitas creek watersheds adjacent to the San Marcos Foothills Preserve.*
- **Protection of Contiguous Open Space.** *All new development within identified key open space areas, including the Las Positas Valley and foothills and other suitable areas identified by the City shall be sited and designed to preserve contiguous tracts of open space and connectivity with open space on adjacent parcels. Connectivity includes connected habitats and wildlife corridors.*
- **Open Space Acquisition Funding.** *Establish funding mechanisms for preservation of key open space areas including updating the City's Quimby Act and Park Development Fees to reflect the actual costs of providing such facilities, and actively pursue state, federal, and private grants to enable acquisition.*
- **Open Space Management-Citizen Involvement.** *Coordinate with interested citizens groups on appropriate conservation and passive recreational activities that should occur in existing and newly acquired open space areas.*
- **Coordination with Owners of Private Open Space.** *Coordinate with private landowners on the management and restoration of private hillside lands protected under the City's Hillside preservation ordinance. Ensure that such lands are managed to preserve open space values of significant stands of native vegetation and mature trees. Explore costs and benefits of transfer of such lands to public ownership with willing property owners.*
- **Youth Involvement.** *Work with local education institutions (e.g., high schools, colleges) and community organizations to foster youth appreciation for and participation in open space protection and management.*

### **MM VIS-2 PRESERVATION OF REGIONAL OPEN SPACE.**

*Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:*

- *Coordinate with the County on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:*
  - *Expanding the San Marcos Foothills Preserve by siting and clustering any new development south of the Preserve to set aside steep hillsides and creek corridors as additions to the Preserve. Consider potential options to expand the Preserve northward during any future proposed subdivisions of larger adjacent ranches by considering use of agricultural clustered development or other techniques to permit preservation of larger areas of contiguous open space while permitting reasonable development of such properties.*
  - *Coordinating with the County and private property owners to restore foothills and other lands degraded by past inappropriate grading or agricultural activities.*

- *Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch.*

## 13.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM VIS-1 SCENIC VIEWS**

*The City should consider adding the following policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, Policy ER39-Public Views:*

- **Protection of Views from Key Locations.** *Design new development adjacent to all important public viewing locations, particularly parks or open spaces such as the Courthouse Sunken Gardens, Alameda Park, De la Guerra Plaza, etc. to respect the most significant mountain or hillside views available from such locations.*
- **Protection of Public Views.** *Protect existing high-quality views from public streets, sidewalks, or intersections where they are unique or unusual to a particular neighborhood or corridor. Where such protection would preclude reasonable development of a property, consider project design changes to include public viewing areas from upper-story locations.*

### **RM VIS-2 COMMUNITY CHARACTER**

*The City should consider adding the following to the proposed Plan Santa Barbara Community Design policies:*

- **Strengthen Design Standards.** *Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.*
- **Design Overlays.** *Create Design Overlay areas for selected non-residential and residential areas of the city through Form Base Codes (FBCs), Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include the Downtown, Coast Village Road, Outer State Street, Milpas Street, and Haley/Gutierrez Streets.*
- **Building Size, Bulk and Scale.** *Ensure that proposed buildings are compatible in scale with the surrounding built environment.*
  - *Standards & Findings.* *Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 sq ft or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.*



- Floor Area Ratios (FAR). Develop a set of maximum FARs for the non-residential and high density areas of the City, with particular attention to protecting historic resources, maintaining Santa Barbara’s small town character, and encouraging small, affordable residential units.
  - i) Maximums. Develop a set of maximum FARs that permit the largest structures in the core of the city adjacent to transit and commercial services; more restrictive maximum FARs to radiate-out, generally consistent with the land use designations (a range of FARs may be appropriate depending on location for example modeled after “Parking Zone of Benefit”);
  - ii) Buffers. Establish more restrictive FAR limits to protect historic structures and adjacent areas to establish “buffers”;
  - iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and
  - iv) Guidelines. Consider FAR Guidelines for Form Based development models such as where parking is proposed at the ground or in basement floors.
- **Form Base Codes (FBC)**. Develop FBCs for non-residential and high density residential areas of the City, with particular attention to protecting the City’s historic resources. Consider locations within commercial areas, historic districts, streets, and blocks with unique qualities.
  - Overlay Areas. Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Density Program with the FAR and FBC programs, once established;
  - Priority Implementation. Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.
  - Block Analysis. Consider the relationship of new buildings to existing structures, view corridors and historic resources along an entire block.
  - Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the new form-based codes include measures to protect these assets.
- **Development Monitoring**. Monitor the scale and pace of development within the City; take action to where transformative developments may occur along a block or corridor prior to adoption of new form-based codes to guide development along that corridor.
- **Community Character Preservation**: As part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.

### **RM VIS-3 LIGHT AND GLARE**

The City should consider adding new policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, consistent with existing Outdoor Lighting Ordinance policy:

- **Open Space Night Sky Preservation**. New development and major remodels adjacent to open space such as the beach, foothills, San Marco Foothills Preserve and Las Positas Valley shall be designed to the maximum extent feasible to

*minimize outdoor lighting; flood lighting of passive open space areas shall be discouraged. Lighted recreational courts or ball fields shall be designed to minimize overspill of lighting through appropriate hooding and planting of landscaping and trees to buffer surrounding uses.*

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## 13.0 OPEN SPACE AND VISUAL RESOURCES

**Issues:** *Open space and visual Resources issues include preservation of important contiguous areas of open space, protection of key public views, and retention Santa Barbara’s small town community. Measures to address these issues include:*

- *Protecting important areas of contiguous open space worthy of long-term preservation;*
- *Adopting form-based codes and floor-to-area ratios to protect key views and community character by limiting building size, bulk, and scale in visually sensitive areas; and*
- *Identifying key visual resources for each neighborhood and providing that new development is sited and designed to retain important community-defining features.*

Visual resources are a defining element of Santa Barbara’s community character. These include features of both the natural and built environments. Key natural features include hillsides and mountains, beaches, bluffs, coastline, creek corridors, groves of mature trees, and larger open spaces and corridors. In the urban context, distinguishing visual factors include architectural styles, historic structures, and well-designed harmonious buildings and landscaping that contribute to community identity. Plazas, paseos, parks, tree-lined streets, and important view corridors impart an overall visual impression on the community landscape.

Open Space and scenic views benefit the community by providing relief from the noise, light, and glare of an urban environment, and by providing areas to support natural habitat for birds and wildlife and areas for passive recreation use. Economically, the presence of scenic open space and views are a key attraction for Santa Barbara County’s tourist industry and contribute to the community’s high property and home values.

The analysis identifies important visual resources and assesses potential impacts to open space, scenic views, and visual character that could result from new development projected to occur under *Plan Santa Barbara* policies.



*Santa Barbara’s Spanish-colonial architecture is central to the City’s identity and aesthetic appeal.*

## 13.1 Open Space and Visual Resources Setting

The city of Santa Barbara encompasses over 12,636 acres, including level or gently sloping areas along the Waterfront and within the urban core<sup>1</sup> and steeper hillside and mountain lands. The City is largely built out and is set within a basin along a narrow east-west trending coastal shelf. The rural undeveloped lands in the Santa Ynez Mountains to the north and Mesa hillsides to the southwest surround the basin that is open to the Pacific Ocean at the southeast.

East of the City lies the wooded, semi-rural residential community of Montecito, while to the west are the more suburban residential, commercial, institutional, and agricultural uses in the Goleta Valley. The Goleta Valley also includes over 900 acres of low-lying lands which comprise the City’s Airport, located almost 10 miles west of Downtown (but within City limits). This area is characterized by open marshland within the Goleta Slough, developed runways and buildings on the Airport land, and wide arterial roads and regionally-scaled commercial and industrial research development of the Goleta Valley.

### 13.1.1 Open Space and Natural Amenities

Santa Barbara’s natural setting of the ocean, beaches, mountains and surrounding open lands contributes to its beauty (Figure 13.1). The City is bound by the Pacific Ocean to the south and open lands in the Santa Ynez Mountains to the north, with these contrasting features providing citywide opportunities for panoramic views. These features and the open hillsides of the Mesa, open space in the Las Positas Valley, natural woodlands along larger creeks and the City’s thousands of mature trees, add to the City’s openness and natural beauty. Much of this open space is within City-owned lands such as Skofield Park/Rattlesnake Canyon, Parma Park, and the Douglas Family Preserve. Private open space such as the Santa Barbara Botanic Garden, Elings Park, and the steep hillsides surrounding the City are also key to the City’s visual setting. Refer also to Section 14.0, *Public Services* for information on City parks.

**Scenic Hillsides and Open Space Corridors** - The steep hillsides that surround the City greatly contribute to the City’s visual character and scenic quality. The peaks and rocky outcrops of the Santa Ynez Mountains within Los Padres National Forest (LPNF), City foothill parks and adjacent agricultural areas provide a scenic backdrop to the community.

Larger foothill parks include Franceschi, Skofield, and Parma parks, and the County San Marcos Foothills Preserve, which support miles of scenic trails that connect with trails in the LPNF (Table 13.1). Closer in, the oak-covered slopes of the Mesa and the hillside homes, woodlands, and open canyons of the Riviera provide a scenic setting for the Downtown.

Open Space	Street Address	Acres
Alameda Park	1400 Santa Barbara Street	9.3
Alice Keck Park Gardens	1500 Santa Barbara Street	4.5
Arroyo Honda	Carrillo Boulevard and Miramonte Drive	48.4
Douglas Family Preserve	Medcliff Road and Selrose Lane	70
Cabrillo Ball Field	800 East Cabrillo Boulevard	5
Plaza Vera Cruz	130 East Cota Street	2
Chase Palm Park	Along East Cabrillo Boulevard	25
Franceschi Park	1501 Franceschi Road	15+
MacKenzie Park	State Street and De La Vina	9.6
Parma Park	Stanwood Drive	200
Santa Barbara Municipal Golf Club	3500 McCaw Avenue	109
Skofield Park	1819 Las Canoas Road	35
Shoreline Park	Shoreline Drive and La Marina	15
Andree Clark Bird Refuge	1400 East Cabrillo Boulevard	42.4

<sup>1</sup> The urban core is roughly equivalent to the proposed Mobility Oriented Development Area (MODA), as detailed in the project description.

(Insert Figure 13.1)

**Figure 13.1: Visual Resources**

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Portions of the City’s western border are defined by steep open lands in the Las Positas Valley, including the 230-acre privately managed Elings Park, as well as the steep bluffs and woodlands of the City’s 70-acre Douglas Family Preserve.

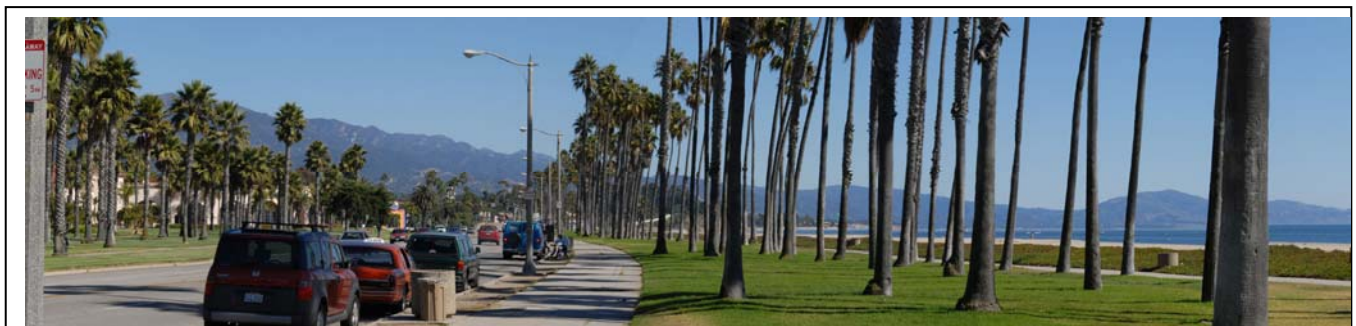
***Creeks and Riparian Woodlands*** - Three major creek systems traverse the City and provide relief from surrounding urban development. Sycamore, Mission, and Arroyo Burro creek watersheds provide natural corridors through the existing urban fabric, and contribute to a feeling of openness in more developed areas of the City. (Refer also to Sections 7.0, *Biological Resources* and 11.0, *Hydrology* for more detailed descriptions of City habitats and creeks.)

Large groves of mature sycamore and oak trees along extended reaches of Sycamore and Mission creeks provide visual contrast within developed areas in the Eastside, Westside, and Downtown. The dense woodlands and incised channel along Arroyo Burro Creek are important natural features in the San Roque, Hitchcock, and Hidden Valley neighborhoods.

Downstream along Arroyo Burro Creek, the adjacent open lands in the Las Positas Valley are a key visual feature of the western part of the City. These riparian corridors provide natural beauty within developed areas, even where these creeks have been modified from their natural state such as Mission Creek in Downtown.

***Shoreline and Waterfront*** - Santa Barbara’s shoreline extends for approximately 7 miles from Montecito west to Hope Ranch, and includes developed areas of the City Waterfront and more natural and isolated beaches to the east and west. The Waterfront encompasses 252 acres, including the harbor, large public beaches, and adjacent parks. The shoreline is an important scenic asset and includes public open space with scenic views. Public beaches and Waterfront parks, including East Beach, West Beach, Leadbetter Beach, Chase Palm Park, and the 3-mile Waterfront bike path permit full public access to and enjoyment of the area’s natural beauty.

East and west of the Waterfront and wide sandy beaches, steep coastal bluffs back narrower more natural beaches. Cabrillo Boulevard provides a scenic eastern coastal entrance to the City as it traverses past the Andree Clark Bird Refuge and Santa Barbara Zoological Gardens to the north and scenic ocean and harbor vistas to the southwest.



*Panoramic views of the Santa Ynez Mountains, the Ventura coastline and the Pacific Ocean are available from Chase Palm Park, the “Beachway” and Cabrillo Boulevard along the City’s Waterfront.*

***Specimen and Street Trees*** - Santa Barbara has made a major commitment toward maintaining and expanding its population of street trees and the City’s “urban forest”. The City’s urban forest currently consists of over 45,000 street trees and those within parks (City of Santa Barbara 2009a). In addition, private residential and commercial properties throughout the City are often extensively landscaped with mature trees.



The City's urban forest benefits the community by softening the appearance of buildings, roads and parking lots, breaking up building masses, providing shade and habitat for birds and urban wildlife, cleaning the air, and aiding hydrologic processes. (Refer also to Sections 6.0, *Air Quality*, 7.0, *Biological Resources*, and 11.0, *Hydrology* for more detailed descriptions of air quality, habitats, and hydrology.) Street trees such as the Italian Stone Pines which line five blocks of East Anapamu Street and the maturing sycamore, palm, and jacaranda trees along State Street Downtown enhance the visual quality of these particular locations, and also enhance the natural beauty of the City. The National Arbor Day Foundation annually recognizes the City as a "Tree City, USA."

### 13.1.2 Scenic Views

Santa Barbara's natural beauty is central to the City's character, and is a major part of the City's appeal as an international tourist destination. Public views of Santa Ynez Mountains ridgelines and foothills, the Pacific Ocean and Channel Islands, beaches, the harbor, and natural and landscaped open areas are available throughout the City. Much of the City's architectural design has been oriented around maintaining views of these natural amenities from within the City and from outlying areas (refer to Figure 13.1).

***Public Views from the Waterfront*** - The Waterfront draws both residents and visitors and is a focal point for recreational activity. Views of the Pacific Ocean, the harbor, and coastline are available from the Waterfront bike path, which extends from Leadbetter Beach near the Santa Barbara City College (SBCC) campus to the end of East Beach near the Andree Clarke Bird Refuge. Clear days yield views of other Channel Islands and ocean to the south and the foothills and mountains to the north.

Most Waterfront structures are located north of Cabrillo Boulevard; however notable exceptions include historic recreational facilities such as Stearns Wharf, the harbor, Cabrillo Pavilion and Bathhouse, and Shoreline Cafe. This permits largely unimpeded ocean views from Cabrillo Boulevard which is eligible for a State Scenic Highway designation (City of Santa Barbara 1995). Waterfront structures are generally low profile, permitting expansive ocean and mountain views. Chase Palm Park and its line of tall palm trees and grassy fields contribute to this area's scenic character.



*Scenic views of Santa Barbara's historic Downtown from the Mesa are framed and enhanced by the natural beauty of the Santa Ynez Mountains.*

**Public Views from Elevated Neighborhoods** - Many City neighborhoods and public streets enjoy sweeping views of the Downtown and Waterfront. Hillside development has been historically limited to preserve natural hillside open space. The Riviera and Eucalyptus Hill neighborhoods, the north side of the Mesa and TV Hill offer expansive views of the City, the Pacific Ocean, and surrounding hillsides. Foothill roads such as Alameda Padre Serra (APS) and Mountain Drive provide views of Downtown and the Pacific Ocean. Franceschi Park, Elings Park, and foothill hiking trails also provide open views.

**Public Views from Downtown** - Views from the Downtown are characterized by foreground views of the urban setting, including buildings, roads, sidewalks, street trees, and parking areas. The generally low-profile architecture and interspersed parks and parking lots throughout much of the City has preserved a small-town feeling and sense of openness, even within more intensively developed areas. Frequent views of the Rivera, Santa Ynez Mountains, and Mesa hillsides occur intermittently throughout the urban core, particularly along roadways, at intersections, and across larger parking lots and lower buildings, with interruptions by taller buildings and street trees. Such views provide an important contribution to the character of Downtown.

Views in the Downtown for both motorist and pedestrians are primarily focused on the foreground streetscape and surrounding buildings within the Downtown. The diverse mix of uses, relatively narrow streets, short blocks, and ample sidewalk widths promote pedestrian use, and residents and visitors alike experience these views while walking. East-west streets provide views of the Santa Ynez Mountains and the Mesa hillsides from roads such as Carrillo and Haley streets. Views tend to be more open east of Garden Street, where buildings are generally lower profile than those in the City core.

Low profile development along much of the north side of Upper State Street allow intermittent views of the Santa Ynez Mountains, generally for eastbound travelers, particularly at intersections. Buildings setback from the street, parking lots, and creeks all permit opportunities for mountain views. Views tend to be more expansive towards the eastern end of Upper State Street.

Open spaces within the City, such as Alameda Park/Alice Keck Park Memorial Gardens, the Courthouse Sunken Gardens, De la Guerra Plaza, Plaza Vera Cruz, the municipal Santa Barbara Golf Club, and Mackenzie Park, are important, create a sense of openness within the City, and provide an opportunity for unobstructed mountain views. In addition, public views are available from upper stories of buildings such as the County Courthouse, parking garages, Paseo Nuevo, and the roof-top patio of the Canary Hotel.

### 13.1.3 Urban Visual Character

The California Adobe, Monterey Revival, and Spanish Colonial Revival architectural styles of the City's Downtown and surrounding El Pueblo Viejo Landmark District are central to the City's visual character (refer to Figure 13.1). Since the late 18<sup>th</sup> century, Santa Barbara's built environment has adhered to an architectural heritage that is characterized by these open, outdoor-oriented styles, suited to the local geography, climate, and small-town community scale.

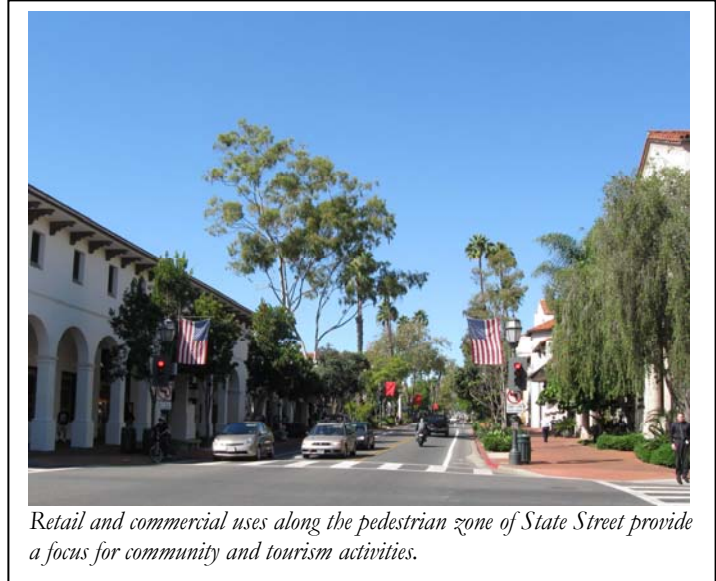


*Mountain views in the Downtown and within El Pueblo Viejo are often available at intersections and across single-story structures, such as at the intersection of Chapala and Gutierrez streets.*

However, building scale, architecture, street layout, sidewalks, and other urban features vary throughout the City. Commercial districts such as Milpas, Haley, and Upper State streets, as well as residential neighborhoods, exhibit a mix of architecture. While many structures adhere to architecture with elements of the City's Hispanic heritage, historic building types also include Italianate, Queen Anne, American Colonial Revival, Craftsman, and Vernacular. The City has also limited the size, height, and visibility of signs which contributes to the community's visual and historic character.

***Urban Core and El Pueblo Viejo Landmark District*** -

The City is centered on the State Street commercial corridor Downtown and the surrounding El Pueblo Viejo Landmark District. This area of concentrated development supports the City's commercial hub and is a focal point and defining visual element for the community. The 985-acre El Pueblo Viejo Landmark District is centered on El Presidio de Santa Barbara State Historic Park and encompasses the central core of the City, the Waterfront, and an extension includes areas around the Mission (Figure 13.2). The majority of structures in the El Pueblo Viejo Landmark District are one- and two-story buildings. However, three-story buildings and structures of four or greater stories are scattered throughout this area (refer to Figure 13.2).



*Retail and commercial uses along the pedestrian zone of State Street provide a focus for community and tourism activities.*

El Pueblo Viejo's visual harmony reflects a strong tradition of historic preservation and use of traditional design, and the active commercial uses which define the Downtown character. Traditional Hispanic-styled architecture of low-lying, whitewashed stucco structures with outdoor courtyards, patios and arcade-style arched passageways and paseos dominate the area. Terra cotta roof work, recessed windows and doors, exposed milled lumber, and wrought iron detailing are ubiquitous. The buildings, streets, pedestrian networks, and street-tree canopies in this area are key elements of the City's urban aesthetic character.

Buildings are located within a grid system of generally two-lane streets, with wider arterials such as Carrillo and portions of Chapala streets reaching four to five lanes in width. Most streets in the urban core are lined with sidewalks 5- to 8-feet-wide and mature street trees that add defining character, such as Indian Laurel Figs which shade wide segments of Carrillo and Canon Perdido streets, and olive trees that line Olive Street.

Public parks in this area include Alameda Park and Alice Keck Park Memorial Garden that provide 14 acres of contiguous parkland. The extensive landscaped grounds of the County Courthouse and the lawns of De la Guerra Plaza and Plaza Vera Cruz provide additional well-used public open space.

***Downtown*** - The Downtown encompasses approximately 65 City blocks (388 acres) in the center of El Pueblo Viejo, including the State Street commercial corridor (refer to Figure 13.1). The Downtown is the retail and commercial core of the City, with residential uses primarily to the outside edges of this area. Notable structures such as the County Courthouse, Arlington Theater, the Main Post Office, Library buildings, El Paseo, and the newer Paseo Nuevo shopping mall contribute substantially to the visual character of the Downtown.

Insert

**Figure 13.2: Existing Building Height Limits and Tall Buildings**

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Streetscapes of narrow roads, wide sidewalks, street-front commercial uses, and mature street trees support vibrant pedestrian activity. Building heights Downtown are predominantly of two and three stories in the central areas, with occasional buildings of four or more stories. The broad tree-lined sidewalks along State Street in the Downtown, often fronted with outdoor cafés and a wide range of pedestrian-scaled commercial structures, are one of the most distinctive visual amenities of the City. Sidewalks of 15 to 25 feet in width attract pedestrians with their detailed tile work, open courtyards with decorative fountains and public seating, colorful art and sculpture, and the absence of abrupt, vertical facades. Mature street trees, low-lying terra cotta, and stone planters that integrate with low-profile building massing, height, and scale create an active pedestrian-oriented setting. State Street also includes the City’s tallest structures, such as the Granada Building (eight stories) and Balboa Building (six stories), and Arlington Theater (104-foot tower). The general building size and scale, street-level pedestrian-oriented façades, combined with the active pedestrian streetscape and massing of street trees, tend to minimize the visual impact of these taller structures.

Outside of State Street and adjacent cross streets, the character of the Downtown changes to more auto-oriented streets such as Anacapa and Chapala streets located to the east and west. These wider, two- to four-lane streets provide access to the Downtown and multiple City parking lots and garages, and as such carry large volumes of traffic at relatively high speeds. These streets also support fewer street-front retail uses, have fewer mature shade trees, and so are less pedestrian-oriented. A number of blocks on these streets are characterized by buildings of three or more stories, with periodic abrupt vertical facades. Anacapa Street supports notable landmarks such as the graciously landscaped County Courthouse, the Lobero Theater, and the Main Post Office, along with larger three- and four-story structures, such as three City parking garages (e.g., Granada Garage) and the County Administration Building.



*Downtown east-west trending streets such as Figueroa Street provide mountain views and extend the area of pedestrian activity outward from State Street.*

Chapala Street ranges from two to four lanes and underwent substantial redevelopment from 2004 to 2009. Newer four-story mixed-use buildings (commercial/residential) such as Paseo Chapala and Chapala Lofts combine with older taller structures such as Paseo Nuevo and the older GTE Building to create a street that has become more urban in character. Tree-lined De La Vina Street retains a low profile mix of one- to two-story residential and commercial buildings, while to the east, Santa Barbara, Garden, and Carrillo streets are characterized by newer three- and four-story office buildings which transition to older one- and two-story structures and residences near the edge of Downtown.



*The construction of Paseo Nuevo in the 1990s began the transformation of Chapala Street to a more intensely developed urban corridor.*

Buildings Downtown are generally two or three stories tall. However, three-story buildings exist throughout Downtown, sometimes presenting almost continuous three-story facades on some blocks of Santa Barbara, East Carrillo, and Garden Streets. Downtown also supports most taller structures in the City, with approximately 32 buildings of four stories or more, most constructed before 1980 (Table 13.2). Five or more story buildings are limited to older buildings such as the Lobero, Arlington, Granada Theater, Balboa, and County Courthouse buildings. Four-story buildings constructed from 2004 to 2009 comprise less than 25 percent of the City's taller structures; however, the concentration of these buildings on Chapala Street magnifies their contribution to change in the low-profile character of the Downtown (refer to Table 13.2; Figure 13.2). An additional 15 buildings of three to four stories in Downtown are approved, but not yet constructed (City of Santa Barbara 2009b).

**Upper State Street** - This commercial corridor is centered on a four-lane arterial that runs for 2 miles from De La Vina Street west to State Route (SR) 154. The auto-oriented commercial area generally supports buildings of one and two stories, including smaller retail stores, banks, offices, and a regional shopping center with residential neighborhoods to the north and south. There are a limited number of three-story office and department store structures on Upper State Street, consistent with the area's 45-foot height limit. Upper State Street's gradual development resulted in varied building types and architectural styles along the corridor. The south side of the street is characterized by linear strip shopping plazas with off-street parking between the sidewalk and the buildings, two larger neighborhood shopping centers, and a regional mall. The north side of the street supports small individual street-front-oriented shops built to the sidewalk on the east, transitioning to several two- and three-story office and hotel uses toward the west. The La Cumbre Plaza regional mall supports large and small retail outlets surrounded by 16 acres of parking on the south side of Upper State Street.

**Haley and Gutierrez Streets** - Haley and Gutierrez streets are an east-west, generally two-lane, one-way arterials that run for 2 miles from U.S. Highway (Hwy) 101 to Milpas Street.<sup>2</sup> These corridors are characterized primarily by one- and two-story buildings, with three- to four-story structures near this street's intersection with Chapala Street. Light industrial, service commercial, and medium-density residential uses, including auto repair, hardware, restaurants, and neighborhood markets and residences are distributed throughout this corridor. Most buildings front the sidewalk and have limited off-street parking and landscaping.

Sidewalks are generally 5 to 8 feet wide and street trees are intermittent. Aboveground utility lines run along these streets. Two larger retail centers support a home improvement store and a Smart & Final-Office Max center. Plaza Vera Cruz, with a large grassy area and mature trees provides a green open area within the otherwise developed urban and light industrial setting.



*Haley Street is characterized by generally one-story buildings with eclectic and colorful storefronts, limited street trees, and open views of the Santa Ynez Mountains.*

<sup>2</sup> Both streets extend farther east from Milpas, but transition into residential neighborhoods.

Table 13.2: Taller Buildings in El Pueblo Viejo

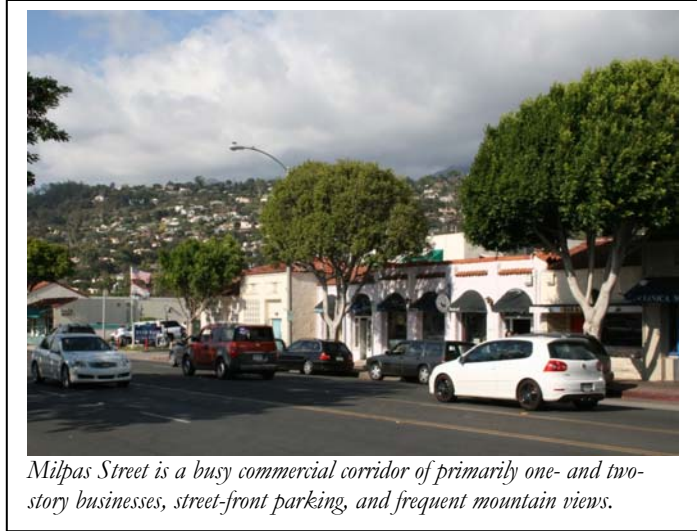
	Building Name	Street Address	Main Building		Year of Construction
			Height	Stories	
1	Granada Building	1216 State Street	116'	8	1924
2	Balboa Building	735 State Street	78' 93' Penthouse	6	1924
3	Masonic Building	16 E. Carrillo Street	67'	4	1924
4	Lobero Building	924 Anacapa Street	42'	4	1927
5	Californian Hotel	35 State Street	52' 56' Tower	4	1925
6	First Western Bank/Elks Building	1036 State Street	70'	3	1926
7	Neal Callahan Building	527-535 State Street	53' 72' Chimney	4	1926
8	Lobero Theatre	33 E. Canon Perdido Street	70'	1	1924
9	County Courthouse	1100 Anacapa Street	44' 100' Tower	4	1927-1929
10	Arlington Theatre	1317 State Street	62' 130' Tower	3	1930-1931
11	General Telephone Building	101 W. Canon Perdido Street (at Chapala)	67'	5	1927
12	Santa Barbara News-Press	De la Guerra Plaza	42' 60' Tower	2	1922
13	Joseph Magnin (Suski) Building	816-820 State Street	88'	4	1965
14	Borders Bookstore	900 State Street	48'	3	1965
15	County Administration Building	105 E. Anapamu Street	67'	4	1966
16	Freitas Building	200 E. Carrillo Street	60''	4	1983
17	Macy's Department Store	701 State Street	60' 75' Tower	3	1990
18	Nordstrom	17 W. Canon Perdido Street	76' 92' Tower	3	1990
19	Parking Structure #2	Canon Perdido and Chapala Streets	45' 50' Tower	4	1990
20	Guity Mixed-Use	1528 State Street	47'	4	1993
21	Chapala Lofts	328 Chapala Street	55'	3	2003
22	Canary Hotel Building <sup>1</sup>	31 W. Carrillo Street	60' 78' Tower	5	2004
23	Salvation Army	423 Chapala Street	44'	3	2004
24	Paseo Chapala	723 Chapala Street	54'	4	2005
25	Granada Garage	1221 Anacapa Street	60'	4	2005
26	Ablitt's House	13 W. Haley Street	53'	4	2006
27	Chapala One	401 Chapala Street	60'	4	2007
28	H&R Investments Mixed-Use	517 Chapala Street	50'	3	2007
29	Harbor View Inn	29 State Street	45'	3	2007

<sup>1</sup> The Canary Hotel replaced the 1927 Carrillo Hotel.

Source: City of Santa Barbara 2007; City of Santa Barbara 1998.



**Milpas Street** - This generally four-lane commercial corridor serves the City’s eastside and extends for 1.5 miles from the Santa Barbara Bowl to U.S. Hwy 101, and south to East Beach. The northern end of the corridor supports a mix of one- to two-story restaurants and street-oriented storefronts built to the sidewalk. This corridor supports two neighborhood shopping centers with large parking lots fronting Milpas Street. A limited number of three- and four-story structures exist along this corridor.



*Milpas Street is a busy commercial corridor of primarily one- and two-story businesses, street-front parking, and frequent mountain views.*

This roadway’s five-lane width and intermittent street trees provide limited shade for pedestrian on area sidewalks. Milpas Street supports a lively pedestrian atmosphere, with residents from surrounding neighborhoods frequenting area shops and businesses. South of U.S. Hwy 101, Milpas Street passes through light industrial areas, Cabrillo Ball Park, and ends at the oceanfront hotel zone of East Beach.

**Coast Village Road** - Coast Village Road is a two-lane road serving a 1.5-mile-long eastern extension of the City, between Hot Springs and Olive Mill roads. This commercial corridor is surrounded by the unincorporated community of Montecito and supports retail shops, restaurants, limited housing, and a neighborhood shopping center.

Buildings are generally one- and two-story structures with a limited number of three-story structures such as the Villa Fontana apartment complex and the historic Montecito Inn at Olive Mill Road. The eastern half of this corridor includes a grassy median strip that separates a single row of angled on-street parking and a parallel local access road. Many businesses to the south have parking located behind the buildings. This commercial corridor is backed by several multiple-family condominium and apartment complexes of two and three stories in height. Single-family residences abut most of the northern border of this area. Several notable historical buildings are located in this area: the Coast Village Inn is more than 50 years old and provides an example of roadside vernacular architecture, while the thatched roof Moody sisters cottage, just east of Hermosillo Rd, is also potentially historic.

**Neighborhoods** - The City’s General Plan recognizes 33 distinct residential neighborhoods. These neighborhoods include older, medium- and higher-density residences in the City’s core, with a mix of single- and multiple-family homes developed in California Craftsman, Victorian, Bungalow, and Mission Revival styles. Larger-sized homes with varied architectural styles occur on the larger lots in outlying neighborhoods. Most City neighborhoods are largely built out, but some undeveloped individual parcels remain, as well as pockets of land with limited subdivision potential.

“It is impossible to express in quantitative terms the significance of the City’s aesthetic assets... But we can note that Santa Barbarans are often people who have chosen to live here because of this beauty, and sacrifice income and convenience to experience these qualities.”  
*City of Santa Barbara General Plan 1978*

- **Eastside:** These neighborhoods include modest generally one-story single-family homes, duplexes, and two-story apartment and condominium complexes. These neighborhoods extend from the Lower Riviera to areas adjacent to Downtown. This area’s grid pattern of streets provides a complete sidewalk system with mature street trees in many areas. Tree-lined Sycamore Creek and Ortega and Sunflower Parks provide open space. Commercial uses along Milpas, Haley, and Gutierrez streets facilitate this neighborhood’s pedestrian orientation.

- Riviera: The Riviera's steep hillside neighborhoods have sweeping views across the City and Pacific Ocean. Roadways are such APS, East Pedregosa, Micheltorena, and Cota streets are often narrow, steep, or winding. The Lower Riviera supports medium-density, single- and multiple-family homes in California Craftsmen, Bungalow, and other styles; north of APS, the Upper Riviera transitions into larger single-family homes, often developed in the Ranch or Spanish Colonial style. Franceschi Park, the Riviera Theater complex, El Encanto Hotel, the County Bowl, and steep canyons and oak groves provide open space.
- Oak Park: Oak Park supports one- and two-story single-family homes on small lots with scattered apartment buildings. Older homes in this neighborhood are gradually being replaced with multi-family buildings and condominiums. Major institutional uses in this neighborhood include the six-story Cottage Hospital and associated two- and three-story buildings that support offices, the Cottage Rehabilitation Hospital, and the Braille Institute. Cottage Hospital and related facilities performed major remodels from 2008 to 2010, incrementally changing this neighborhood's character. Open spaces includes Oak Park and the mile-long oak- and sycamore-lined channel of Mission Creek.
- Upper East: This neighborhood generally supports large, single-family homes on expansive, well-landscaped lots with a combination of apartment buildings, offices, churches, and schools south of Valerio Street. Middle State Street supports office and retail uses in one- and two-story buildings. Open spaces and landmarks include historic buildings and landscaped grounds at the Old Mission, St. Anthony's Seminary, Mission Historical Park, A.C. Postel Rose Garden, Museum of Natural History, Alameda Park, and Alice Keck Park Memorial Garden.
- The Mesa: The Mesa includes the gently sloping ocean bluff-top terrace of the East and West Mesa on the City's southwest border and the slopes and ridges of Alta Mesa overlooking this area. Ocean views are available from many portions of this neighborhood. This neighborhood generally consists of single-family homes, with apartments and condominiums adjacent to SBCC and the Mesa shopping centers at the intersection of Cliff Drive and Carrillo Street/Meigs Road. Open spaces include Shoreline, La Mesa, Arroyo Hondo, Escondido, Hilda McIntyre Ray, and Elings parks, the 70-acre Douglas Family Preserve, and the steep oak-covered hillsides on the north side of the Mesa.
- Samarkand and Hitchcock: These neighborhoods lie between Upper State Street and U.S. Hwy 101 and consist largely of older single-family homes with newer one- and two-story townhomes along Hitchcock and Hope avenues. Commercial areas of one- and two-story structures border these neighborhoods along both Upper State and De La Vina streets. Major open spaces and institutional uses include the Municipal Golf Course, Earl Warren Showgrounds, Samarkand retirement complex, and the YMCA.
- San Roque and Upper State Street: These neighborhoods lie between Upper State Street and Foothill Road and consist largely of single-family homes on larger well-landscaped lots; apartment complexes, and condominiums bordering Upper State Street commercial uses. Open spaces include Stevens Park and the Jesusita trailhead, Willowglen Neighborhood Park, and Arroyo Burro Creek.
- Las Positas Valley: This area includes four largely single-family older tracts and some estate neighborhoods south of U.S. Hwy 101, including Hidden Valley, Bel Aire Knolls, Campanil Hills, and unincorporated Veronica Springs. Steep oak-covered slopes and large areas of undeveloped land border these neighborhoods. Open space and institutional uses include Elings and Hidden Valley parks, undeveloped lands along Arroyo Burro Creek, the Val Verde senior housing campus, and Hillside House residential care facility.
- Foothills: Semi-rural foothill neighborhoods north of the City include single-family homes typically on 1- to 5-acre parcels, including the neighborhood near Lauro Canyon Reservoir, El Cielito area near Gibraltar Road, and the unincorporated Mission Canyon and Northside areas within the City's sphere of influence. The majority of the homes in Mission Canyon are on lots smaller than 1 acre in size. The semi-rural character of the neighborhoods is a key component of the City's visual backdrop.

### 13.1.4 Lighting

The majority of the City is urbanized and includes outdoor lighting associated with existing commercial centers and residential neighborhoods. Many neighborhoods in the foothills, San Roque, and areas of the Mesa have modest night lighting and provide greater views of the night sky. The most noticeable nighttime illumination is generated by streetlights and major commercial centers such as La Cumbre Plaza. Other prominent sources of light include the Earl Warren Showgrounds and parks with sports fields. Upper State Street in particular is well lit and represents a brightly lit corridor from distant viewing points. Stars are obscured in some Downtown neighborhoods and commercial districts, but visible in more outlying areas.

Glare may be created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective façade materials are of particular concern as buildings reflect sunlight. Spanish-revival architecture, as well as wood, stucco, and other non-reflective surfaces dominate Downtown structures and much of the City, which, along with the City's extensive street trees, limit the amount of glare within the City and from vantage points above.

## 13.2 Applicable Plans and Policies

Issues of aesthetics and visual quality are addressed in adopted State and City plans, policies and regulations. Within the City, the Municipal Code, General Plan, Local Coastal Plan (LCP) and a series of district design guidelines provide key standards for aesthetic quality, view preservation, and community design. These regulations are administered by the City Community Development Department staff. The visual quality of proposed physical development is reviewed by a series of City boards, including the Architectural Board of Review (ABR), Historic Landmark Commission (HLC), and Planning Commission to provide for compatibility and appropriate development.

#### Relevant Plans and Regulations

- **California Coastal Act** – Requires siting and design of new development to preserve and protect scenic coastal resources.
- **State Scenic Highways Program** – Provides protection for designated scenic highways; three potential qualified routes exist in the City; portions of Cabrillo Boulevard, Shoreline Drive and Sycamore Canyon Road.
- **City of Santa Barbara General Plan, Scenic Highways Element** – Provides policies for the protection and enhancement of scenic resources in designated highway corridors.
- **City of Santa Barbara General Plan, Conservation Element** – Provides development policies that target the protection and enhancement of existing scenic character and preservation of scenic view corridors, as well as street tree planting and protection policies.
- **Street Tree Master Plan** – Developed pursuant to Section 15.20.050 of the Municipal Code, this plan establishes guidelines to enhance the City's visual character and image via a well-planned system of street trees.
- **City Local Coastal Plan** – Protect views to and from scenic coastal areas, and provides policies to promote the visual compatibility of parking areas, utilities, landscaping, and elements of transportation infrastructure.
- **City Neighborhood Preservation Ordinance** – First adopted in 1991 to provide for compatible single-family neighborhood development; a 2007 update established floor to lot area ratio limits and guidelines.
- **City Slope Density Ordinance** – Provides guidelines and limits on development for construction on sloped parcels.

**Relevant Plans and Regulations (Continued)**

- **El Pueblo Viejo Design Guidelines** – Provides guidelines for development within the El Pueblo Viejo Landmark District to ensure continuation and enhancement of City’s Hispanic architectural tradition.
- **Upper State Street Guidelines** – Guidelines encourage designs which will be compatible with their surroundings, facilitate connectivity, manage traffic, and enhance Santa Barbara’s distinctive built environment.
- **Urban Design Guidelines** – Provides guidelines that development be compatible with and compliment the character of the grid, enhance existing natural features, and incorporate appropriate landscaped open spaces.
- **Haley-Milpas Design Guidelines** – Provides guidance for people in the Haley-Milpas area for improving the appearance of their property.
- **Chapala Street Design Guidelines** – Ensures that public improvements that occur as a result of Private Sector development of the Chapala Street corridor consisted of a unified theme that meets the needs of current downtown residents and businesses.
- **Outdoor Lighting and Streetlight Design Guidelines**- Guidelines promote a high standard quality of lighting in commercial and residential areas so that illumination is intelligently planned to complement the natural and built environment.
- **Waterfront Area Aesthetic Criteria for Development Assessment**- Established criteria for new development based on visual resources which presently exist, openness, lack of congestion; naturalness; and rhythm.
- **Santa Barbara Municipal Code Title 22 Environmental Policy and Construction** –
  - Chapter: 22.22 Historic Structures – Ordinance to enhance the visual character of the City by regulating the compatibility of architectural styles within landmark districts, reflecting established architectural traditions.
  - Chapter: 22.68 Architectural Board of Review – Establishes nine-member Board to protect and preserve the natural and historical beauty of the City and its aesthetic appeal.
  - Chapter: 22.69 Single Family Design Board – Establishes Board to preserve and enhance the City’s aesthetic appeal and ensure that single-family residential unit projects are compatible with the surrounding neighborhood in size and design.
  - Chapter: 22.70 Sign Regulations – Regulates the provision of appropriate and aesthetic signage to protect and enhance the City's visual character and economic base.
  - Chapter: 22.76 View Dispute Resolution Process – Establishes procedures and evaluation criteria through which private real property owners may resolve view or sunlight access disputes.

## 13.3 Open Space and Visual Impact Evaluation Methodology

### 13.3.1 Project Components

Under proposed *Plan Santa Barbara* policies, incremental increases in development through the year 2030 are projected to add up to approximately 2,795 new residential units and 2.0 million sf of non-residential development. An additional 403 residential units and 178,202 sf of commercial growth is forecast to occur within the City’s sphere of influence in areas such as the foothills and Las Positas Valley; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. The majority of this new development is anticipated to involve demolition and redevelopment of less-developed, older, often single-story commercial or industrial buildings, larger public and private parking lots, and single-family homes. A small amount of additional development would occur on scattered smaller parcels throughout the City, particularly in the foothills, Riviera, Las Positas Valley, and the north La Cumbre areas.

As noted above, the precise character and distribution of growth projected under *Plan Santa Barbara* policies and the proposed updated Land Use Element Map is not known. However, based on policy proposals and past development trends, it is likely to involve development of new multiple-story, mixed-use structures in commercial zones throughout the City, with more limited growth in multiple-family zones and single-family neighborhoods. The majority of this growth would be expected to occur within the Mobility Oriented Development Area (MODA), within El Pueblo Viejo, along Upper State Street (e.g., La Cumbre Plaza), and in other commercial corridors. Up to an estimated 1,845 new units and 1.3 million sf of non-residential development could be located within the 2,325 acre MODA (refer to Section 4.3, *Future Growth Assumptions* and Appendix D). The location, size, and number of new buildings needed to accommodate new MODA area development are not known. An undetermined amount of this new residential and non-residential development would be constructed as smaller one- and two-story projects, as additions to existing buildings, or as part of larger redevelopment projects such as redevelopment of La Cumbre Plaza. However, based on the number of new units contained in recently constructed four-story, mixed-use buildings (generally 20 to 30 units) and proposed Variable Density Ordinance revisions to require smaller units, new building would likely accommodate from 20 to 40 units each. Using the range of units per building, implementation of *Plan Santa Barbara* could result in potential construction of 40 to 50 new three- to four-story buildings on existing developed sites within the MODA over the next 20 years.

*Plan Santa Barbara* contains policies and programs that direct the City to review and develop measures to further protect open space, views, and community character. Policies that specifically address visual resources include; ER39-Public Views, which requires study, identification, and protection of important views; Policy ER40-Scenic View Protection, which requires adoption of policies to protect scenic views, and ER41-Visual Resource Protection, which requires update of the General Plan to require new development to protect scenic resources (e.g., creeks, trees, etc.). Important Community Design policies include Policies CH8-Commercial and Mixed Use Development Standards and Guidelines, which addresses neighborhood compatibility; CH9-Commercial and Mixed Use Size, Bulk and Scale Requirements; CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures, which directs review of limits on building height; and CH15-Form-Based Codes, which directs update of codes to protect community character. When implemented, these programs would have the potential to substantially improve City protection and management of open space and visual resources. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 13.3.2 Important Open Space and Visual Resources

Important public views are addressed in the City's Master Environmental Assessment (MEA), Local Coastal Plan, and Conservation Element. The Existing Setting section above identifies and characterizes substantial open space, important public scenic views, existing community visual character, and lighting.

Important public views are identified based on content, extent and scenic quality, and public access. The following criteria are used in assessing the importance of views:

- **Important Visual Resources:** The view contains visual resources identified as important in City policy: Mountain Resources (ridgelines, foothills); Shoreline Resources (ocean, beach, harbor); and substantial Open Space Areas (natural or landscaped).
- **Scenic Quality:** The view has scenic quality, magnitude, and intactness.
- **Common Viewpoints:** The view is seen from a viewing location with many viewers, frequent use, and substantial duration of view (such as a public gathering area, major transportation corridor; area of extensive pedestrian/bicycle use).

### 13.3.3 Impact Evaluation

Future development under *Plan Santa Barbara* policies is evaluated qualitatively to consider whether it would substantially affect important open space and visual resources within the City, based on impact significance guidelines below. Regional cumulative impacts consider the citywide impacts together with other similar impacts of future development within the City sphere of influence and South Coast. Open space and visual resource impacts under alternative growth and policy scenarios are considered compared to the existing setting and compared with the *Plan Santa Barbara* impacts. In some cases, such as within the Las Positas Valley and north La Cumbre Road, open lands under City and County jurisdiction are closely intermixed, and development in such areas may affect both City and regional open space. Longer-term impacts to open space and visual resources through the year 2050 are discussed at a programmatic level to identify potential impacts associated with full build-out of the City's General Plan and longer-term trends.

The analysis considers potential direct impacts of development on loss or damage of open space and public views. Indirect impacts are considered with population increases and associated issues such as lighting, invasive landscaping, and vegetation clearing for fire prevention.

This analysis is based on a review of existing city of Santa Barbara planning documents, past environmental documents and field surveys, and photo-documentation of the City, especially those areas likely to be subject to future development.

Existing City and State policies and regulatory processes that would serve to avoid significant impacts to open space or important public visual resources are identified as part of the impact analysis. These include the City Charter and Municipal Code building height limitations, General Plan Land Use, Conservation, Scenic Highways Element, and Local Coastal Plan policies, and Slope Density Ordinance that protect open space, hillsides and important views, and ordinance and design guidelines for land use compatibility and structural design and landscaping. In many residential neighborhoods, the size and visual impacts of residential development are controlled by the Neighborhood Preservation Ordinance. In commercial and industrial zones, new building heights are limited to a maximum of 60 feet in the Downtown, along Milpas Street, parts of Mission and De la Vina Streets, but generally limited to 45 feet in the Upper State Street, and Coast Village Road districts. These measures limit the size and intrusiveness of new development.

### 13.3.4 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards, or other changes to existing City General Plan policies, programs, or procedures. Approaches for mitigation generally involve open space policies and project site, structure, and landscape design policies.

### 13.3.5 City Impact Significance Guidelines

City impact significance guidelines for open space and visual resources are based in the State CEQA Guidelines and City policy (Charter; General Plan Land Use, Conservation, and Scenic Highways Elements; MEA).

**Citywide or Localized Area Open Space and Visual Resources Impacts (Project Impacts):** A significant open space or visual impact may potentially result from the following, unless measures are implemented to avoid or to lessen the significant effect:

- **Open Space:** Substantial loss or degradation of important open space resources.
- **Scenic Views:** Substantial obstruction of important public scenic views.
- **Visual Compatibility:** Substantial change to community visual character; visual incompatibility; or substantial loss of openness.
- **Light:** Substantial light and/or glare that obstructs the night time sky, poses a hazard or substantial annoyance to travel, adjacent land uses, and/or sensitive receptors.

**Regional Open Space and Visual Resources Impacts (Cumulative Impacts):** If Citywide or localized area impacts would contribute substantially to a combined impact together with other existing and foreseeable effects within the sphere of influence or South Coast that would result in a substantial loss of open space, substantial obstruction of important public scenic views, substantial change in community character, or substantial light or glare, the City impact may be considered a considerable contribution to a cumulative impact.

## 13.4 Citywide Open Space and Visual Resources Impacts

Adoption of *Plan Santa Barbara* policies and the resulting amount, type, and location of future growth would directly impact open space and visual resources through demolition of older structures and construction of new larger buildings, loss of open space, changes to or obstruction of views, loss of specimen trees and increased light and glare. Indirect impacts to open space and visual resources would also occur from development along the edge of important open spaces which could disrupt community connectivity with these areas and degrade the quality of these open space areas. These impacts are discussed below.

### IMPACT VIS-1: OPEN SPACE

***Potential for future new development to lead to loss or fragmentation of important open space areas.***

The majority of the City is built out, and most substantial existing open spaces are already protected under public or private ownership such as Parma Park, the Montecito Country Club or the Douglas Family Preserve. However, some larger areas of open space exist in the Las Positas Valley, foothills, and on Mesa and Riviera hillsides, with smaller pockets at scattered locations along major creeks, which may be subject to incremental future development under *Plan Santa Barbara*. Such development could result in incremental loss of open space, and fragmentation and disruption of open space corridors as discussed below.

Las Positas Valley. Las Positas Valley supports one of the most substantial areas of open space within the City intermixed with large areas of open land within County unincorporated areas (see Section 13.5, *Regional Cumulative Impacts* below). Resources in this area include steep undeveloped hillsides clad with coastal sage scrub, pockets of oak woodland, large grassy meadows and the wooded corridor of Arroyo Burro Creek. Future residential development in this area or active recreational development of the southern half of Elings Park (which is currently restricted through a covenant with the County, refer to Appendix H) could result in

direct loss of open space and could also fragment remaining undeveloped lands degrading and separating larger areas of currently contiguous open space.

Potential developments with recent or pending developments such as Veronica Meadows, initial planned expansion of active recreation at north Elings Park (e.g., ball fields, sport courts), and Hillside House would develop natural open space areas, and future developments permitted under *Plan Santa Barbara* could convert additional open space. These and other potential future developments would potentially be visible from Las Positas Road, other public streets, hiking trails, and open space areas.

Foothills. Foothill areas within the City extend for several miles from Mountain Drive and El Cielito Road in the east and along SR 192 to areas such as Barger and Laurel canyons. The steep hillsides, large tracts of chaparral, oak and eucalyptus woodlands, grassy meadows, and wooded creek corridors found throughout the foothills are a key open space resource in the City and one of its defining characteristics. Potential future development in the foothills would generally be restricted to new single-family homes, although potential exists for limited land divisions throughout the area. Development of new larger single-family homes on exposed foothill slopes could be visible from portions of Mountain Drive, Gibraltar Road, SR 192, Parma Park, and potentially from some viewpoints along hiking trails such as the Tunnel, Arroyo Burro, Jesusita, and Rattlesnake Canyon trails. Construction of such larger homes and limited new subdivisions could change the open space character of the City's scenic hillside backdrop.

Mesa and Riviera Hillsides. Hillsides of the Mesa and Riviera are important resources as scenic backdrops to the City. On the Mesa, larger undeveloped tracts of oak woodland and chaparral cover north-facing slopes adjacent to Loma Alta Drive, flanking Carrillo Street and around upper Valerio Street. On the Riviera, oak woodlands and areas of coastal sage and grasslands occur in canyons and other scattered open spaces across the highly visible Rivera slopes and continue east of Sycamore Canyon Road past Eucalyptus Hill and into Montecito. Future development of these hillsides is limited by the City's Slope Density Ordinance and a limited number of developable lots, however potential development of some new single-family homes and associated grading and vegetation clearing for fire protection or site improvements on steep slopes could cause visual scarring of these hillsides and disruption of the City's scenic backdrop.

Creek Corridors. The ribbons of wooded corridors that extend through many City neighborhoods provide an important open space resource in these areas. Incised stream channels lined with mature trees, often native oaks and sycamores, provide openness amid urban development in many neighborhoods. Although potential for new development along creek corridors is limited, the potential impact to open space resources is high due scenic nature of creeks, their importance as open space in individual districts and neighborhoods citywide, and the potential for new development to disrupt or eliminate these open space characteristics or to separate the community from creek corridor open space.

Increased development of limited remaining open lands in the City could result in potentially significant impacts associated with loss or fragmentation of larger open spaces due to residential, institutional or recreational development and incremental potential degradation of the City's scenic hillside backdrop, or loss of smaller but scenic open spaces such as creeks, urban canyons, etc. As discussed above, the potential for impacts is particularly high in areas within larger open tracts of land in the Las Positas Valley and foothills and on the steep highly visible slopes of the Mesa and Riviera.

*Existing Policies:* Existing City Conservation Element policies and hillside design guidelines in the Single-Family Design Guidelines direct the preservation of open space and hillsides. General Plan policies and zoning ordinances impose low density and open space designations to protect hillside areas. City Conservation Element Visual Resources Goal 1 calls for restoration and management of creeks as visual resources, and



Visual Resource Policy 1 mandates that development next to creeks not degrade creeks or their riparian environments. City hillside design guidelines, high fire hazard landscape guidelines, and future design and/or environmental review of pending developments would reduce but not eliminate potentially significant impacts as they do not require protection of contiguous open space areas.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies that most directly address protection of open space resources include ER40-Scenic View Protection, which requires adoption of policies to protect scenic views and ER41-Visual Resource Protection, which requires that the update of the General Plan require new development to protect scenic resources (e.g., creeks, trees, etc.). Policy ER22-Native Species Habitat Planning would benefit open space resources through protection of scenic native habitats, and Policy LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding (e.g., Quimby Act funding) could provide funds for open space purchase and protection. These policies would further protect open space, and the Adaptive Management Plan would provide a vehicle to review and adjust policies to further open space protection. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing City policies and regulatory processes provide a framework for preservation of the integrity of open space resources. Additional *Plan Santa Barbara* policies described above would help further reduce potential project impacts. However, potential for loss or fragmentation of open space would remain. Mitigation measures MM VIS-1 Open Space Protection and Restoration and MM VIS-2 for Regional Open Space Protection would require improved planning to protect key open spaces, and policy direction for new development to preserve contiguous open space. With these mitigation measures, along with biological resource mitigation to protect habitats and creek corridors, impacts to open space and visual resources would be ***less than significant with mitigation (Class 2)***.

## IMPACT VIS-2: SCENIC VIEWS

### ***Potential for substantial impact to scenic public views.***

Potential future development under *Plan Santa Barbara* General Plan policies and Land Use Element designations could affect scenic views within or from the Waterfront, hillside neighborhoods and within the MODA, particularly in El Pueblo Viejo and the Downtown as discussed below.

#### *Impact VIS-2.1. Waterfront Impacts.*

The City waterfront is noted for its panoramic ocean and mountain views. Based on Land Use Element designations, potential future development along the waterfront is expected to be limited to a small amount of redevelopment and expansion of existing hotels and other uses, particularly near Garden Street. This could result in existing hotels of one and two stories being redeveloped into three-story structures.

*Existing Policies:* Existing setbacks from of potential development from most public spaces such as Chase Palm Park, the broad four-lane width of Cabrillo Boulevard, and application of current City Local Coastal Plan and other policies require protection of the most significant existing public views. New development would be required to be low profile or designed to protect important view corridors. Additionally, the Waterfront Area Aesthetic Criteria for Development and the Conservation Element (Policy 3.0) requires the preservation of scenic coastal views through the maintenance of the Waterfront as a scenic view corridor by preserving ‘openness’ and ‘naturalness’ through setbacks, design guidelines, and landscaping. Similarly, the City’s Local Coastal Plan protects these scenic resources by limiting the intensity of development along the Waterfront so as to “maintain the existing degree of openness” and “protecting views to the foothills, mountains, and channel.”

*Proposed Policies:* Proposed *Plan Santa Barbara* policies would further protect and enhance visual resources along the waterfront. Particularly, LG19-Scenic Highways would pursue State Scenic Highways designations for Cabrillo Boulevard and establish associated design guidelines; ER40-Scenic View Protection would incorporate specific policies and guidelines within the General Plan Coastal Plan Element to protect views; and, ER41-Visual Resources Protection would update existing General Plan visual resources policies, including addressing cumulative impacts of development to areas such as the Waterfront. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies, proposed *Plan Santa Barbara* policies would result in impacts that are ***less than significant (Class 3)***.

*Impact VIS-2.2. Hillsides Impacts.*

The hillsides and ridgelines of the Mesa, Riviera, and foothills form the scenic backdrop of the City and also provide expansive views of and across the City, from public roads such as Loma Alta and APS, parks such as Elings, Hilda McIntyre Ray and Franceschi and hiking trails, as well as multiple neighborhoods. Potential future development under *Plan Santa Barbara* General Plan policies would continue the current land use pattern and would occur in already urbanized areas. As such, views from the foothills and Riviera or Mesa hillsides of the City would be largely unaltered. A gradual change in the distribution and amount of taller structures within the MODA and Downtown may be noticeable from distant viewing points; however, such changes would not substantially change or contrast with existing views.

New development and vegetation clearing within the foothills or on the Riviera could be of greater concern. While development would generally be limited to new single-family homes or remodels of existing structures, when located on highly visible hillsides, new larger structures and associated grading and vegetation clearing could be visible from Downtown and other areas of the City. Required fire clearing could also expand the visual footprint of such new development. Potential limited land divisions in the foothills could also affect views, with construction of larger new homes and associated grading and vegetation clearing.

*Existing Policies:* Existing City policies and regulatory processes would serve to avoid significant impacts to open space or important public visual resources. Specifically, the City's Conservation Element (Policy 2.0) requires that hillside development does not significantly modify natural topography and vegetation. The City's Slope Density Ordinance limits development on slopes greater than 30 percent, protects open space and important views, and includes ordinance and design guidelines for land use compatibility and structural design and landscaping.

*Proposed Policies:* The proposed Land Use Element Maps would maintain low density in outlying areas and *Plan Santa Barbara* policies would protect views through identification, study, and protection of key views (Policies ER39 and ER40). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies and proposed *Plan Santa Barbara* General Plan policies would result in impacts that are ***less than significant (Class 3 impact)***.

*Impact VIS-2.3. Commercial Core Area Impacts.*

Views within the MODA, including El Pueblo Viejo, Downtown, and Upper State Street often consist of foreground views of surrounding urban development (refer to Impact VIS-3 below). However, more distant scenic views of the Mesa hillsides, the Riviera, and Santa Ynez Mountains are available from roads, sidewalks, and parks throughout these areas and are often prevalent at intersections. Potential visual impacts within these areas associated with new multiple-story infill development would primarily result from increased building scale and height and an incremental decrease in distant views. New development that replaces smaller-scale structures or open parking areas with new multiple-story buildings could incrementally decrease the number of locations with distant views accessible to pedestrians and motorists, and limit the sweep and panorama from some view points.



*Tall vertical faces of new construction with no setback can affect views and openness, such as this mixed-use building on Anacapa Street.*

General intensification and corresponding increase in building height and scale could obscure some views, particularly of the Mesa, Riviera, and Santa Ynez Mountains, from public viewing areas such as roadways, intersections, sidewalks, and parks. The low-lying, one- and two-story nature that comprises much of the existing urban framework would incrementally shift toward one characterized by more development of three or more stories that could obscure public views. Such changes could potentially affect views throughout the MODA, particularly in El Pueblo Viejo along east-west trending streets, at intersections that offer distant views, and along the east end of Upper State Street.

Potential future development under *Plan Santa Barbara* General Plan policies could result in significant impacts associated with diminished scenic views due to the gradual decrease in distant views available from within the MODA. The incremental shift to taller structures and denser development, particularly in El Pueblo Viejo and along Upper State Street, could gradually diminish the scope of available distant viewing opportunities available from public streets, sidewalks, and other viewing areas. This impact would be cumulative in nature as such views are currently relatively frequent and similar in character and the public would only gradually become aware of diminishing viewing opportunities. In other commercial districts such as Milpas, Haley, and Gutierrez Streets, gradual replacement of many one- and two-story structures with three-story buildings could bring similar incremental change; however, the effects are not anticipated to be as substantial due to lower levels of projected growth in those areas, the orientation or size of the streets, and lower potential for loss of views.

*Existing Policies:* Existing City policies, design guidelines, and regulatory processes would serve to reduce impacts to visual resources in the Downtown. Existing City policies and review processes would help protect important views consistent with City standards such as the Conservation Element, Urban Design Guidelines (1999), El Pueblo Viejo Design Guidelines (2009), Chapala Street Design Guidelines (2003), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction).

*Proposed Policies:* *Plan Santa Barbara* would protect views in the MODA, El Pueblo Viejo, and elsewhere through regulation of new building design under proposed General Plan Policies CH8, CH9, CH10, and

CH15 which would require that building height, size, bulk, scale, and design protect important views. Such measures could limit obstruction of views by new development. Proposed Policies ER39-Public views, ER40-Scenic View Protection, and ER41-Visual Resources Protection would further the protection of views by identifying important views and viewpoints, and establishing additional evaluation and development standards and guidelines. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to important public views within commercial core areas would be ***less than significant (Class 3)***.

Recommended measure RM VIS-1 Protection of Views from Key Locations would add detail to policy language in ER39 for identifying and protecting important public scenic views. Mitigation Measures VIS-1 and VIS-2 for open space protection and Recommended Measure VIS-2 for protection of community character through additional design guidelines would also serve to help protect visual resources and reduce potential view impacts.

### **IMPACT VIS-3: COMMUNITY CHARACTER**

#### ***Potential for substantial change to community visual character.***

Future development under *Plan Santa Barbara* General Plan policy updates would include construction of new residential and non-residential development throughout the City, with new growth concentrated within the MODA. As discussed in Section 13.3.1, *Project Components* above, while the location and number of new buildings is unknown, such growth may include construction of 40 to 50 new three- to four-story buildings. Potential development could also impact urban and street trees; for discussion of impacts and mitigation refer to Section 7, *Biological Resources*.

#### ***Impact VIS 3.1. El Pueblo Viejo/ Downtown Impacts.***

El Pueblo Viejo and the Downtown are currently characterized by a well-defined central business district which generally consists of one- and two-story structures with intermittent taller structures. This mix of well-designed public spaces, taller buildings interspersed among smaller structures and numerous unique or historic buildings are key elements of the City's small-town character. Open views along east-west streets and gaps in development provided by surface parking provide a feeling of openness in the Downtown and El Pueblo Viejo.

Over the last decade, along some street corridors, the mix of smaller structures and taller buildings has begun to shift in some areas, with segments of some roads now containing mostly larger structures. This transition has occurred gradually on some streets such as portions of east Carrillo Street, Garden Street, and segments of Anacapa and Santa Barbara streets. The transition has been most noticeable on lower Chapala Street where the early 1990s construction of the long, uninterrupted two- to four-story façade of Paseo Nuevo began a transition of this commercial corridor. The transition accelerated rapidly in recent years with construction of multiple four-story developments such as Chapala One, Paseo Chapala, and Chapala Lofts, with these taller buildings altering the mix between smaller-scale one- and two-story structures and larger buildings on lower Chapala Street.



*Construction of new development such as the 1990s-era Paseo Nuevo and Paseo Chapala, constructed in 2005, have the potential to result in substantial changes in the character of El Pueblo Viejo, including less openness, loss of mountain views, and a change in the City's small-town character. Plan Santa Barbara policies address building height, size, bulk, scale, and design, and would promote consistency with the current character of the Downtown.*

*Plan Santa Barbara's* emphasis on urban in-fill development would continue the trend toward construction of taller mixed-use buildings Downtown and in the El Pueblo Viejo Landmark District. Precise growth forecasts are not possible and growth would occur gradually over the 20-year period. However, as set forth in Section 13.3.1, *Project Components* above, the potential exists for construction of new three- and four-story buildings throughout Downtown including within El Pueblo Viejo. This development has the potential to affect the historic community character of this area, reduce the sense of openness, and increase shading, which could substantially change the existing small-town character of Downtown and El Pueblo Viejo. This could lead to a gradual shift in the mix between existing lower (one- and two-story) and taller (three- and four-story) structures in El Pueblo Viejo and the potential for loss of openness in some blocks.

*Existing Policies:* Existing City policies such as the Urban Design Guidelines (1999), El Pueblo Viejo Design Guidelines (2009), Chapala Street Design Guidelines (2003), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR reviews all major developments and ensure compliance with existing policies and regulations and guidelines.

*Proposed Policies:* *Plan Santa Barbara* policies would protect community character within El Pueblo Viejo and Downtown through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15) and adoption of new General Plan Policies to regulate building design and require that building height, size, bulk, and scale would be in keeping with community character (CH8-Commercial and Mixed-Use Development Standards and Guidelines, CH9-Commercial and Mixed-Use Building Size, Bulk and Scale Requirements, CH10-Building Height Limits in Downtown, Downtown Residential Buffer Areas, and Next to Historic Structures, CH11-Multi-Family Residential Design Guidelines and Standards, CH12-Setback Guidelines in Commercial Zones, CH13-Setback Landscaping in Downtown Commercial Zones, CH14-Commercial Neighborhood Compatibility, and CH15-Form-Based Codes). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within El Pueblo Viejo and Downtown would be ***less than significant (Class 3)***. Mitigation

measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

Impact VIS 3.2. Upper State Street Impacts.

The four-lane segment of the Upper State Street corridor is lined with generally one- and two-story auto-oriented commercial land uses and is characterized by a mix of smaller strip retail and larger commercial centers built in a range of architectural styles. The wide road is bordered by a mix of generally one- to two-story buildings that afford intermittent mountain views, especially for eastbound travelers. This corridor could undergo a substantial amount of redevelopment during the life of the *Plan Santa Barbara* General Plan, with such development projected to be concentrated at La Cumbre Plaza and possibly other smaller commercial centers. This development could replace some surface parking lots and one- and two-story buildings with a mix of two- and three-story structures with underground parking or parking structures. The height of these structures would be limited to 45 feet under City zoning (three stories), and City policy would require setbacks and other measures to retain mountain views. A gradual transition of this suburban commercial strip into an area of more urban character could result in a substantial change in the current character of the area, particularly if multiple three-story residential buildings are added to the commercially-oriented area (refer to Impact VIS-2 for a discussion of views).

*Existing Policies:* Existing City policies, including the SD-2 zoning provisions, the Upper State Street Study policies (2007), the Upper State Street Design Guidelines (2009), Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The Upper State Street Design Guidelines would require appropriate building design and setbacks for new structures. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* *Plan Santa Barbara* policies would protect the character of Upper State Street through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15, which would regulate building design and require that building height, size, bulk, and scale would be in keeping with community character. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within Upper State Street would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

Impact VIS 3.3. Haley and Gutierrez Streets Impacts.

These commercial corridors currently consist primarily of one-story buildings and have experienced some recent in-fill development over the last decade, such as the Smart & Final Shopping Center. Potential rede-

velopment along these corridors could include expansion and intensification of commercial service and light industrial uses with potential for some residential mixed-use projects. While new non-residential or mixed-use projects of up to three stories would be permitted along these corridors, small parcel sizes, limited less-developed areas (e.g., surface parking), and parking requirements may inhibit major redevelopment. Still, replacement of the existing “mom and pop” neighborhood commercial and community service commercial uses with some taller three-story structures and a potential shift to professional offices and mixed-use residential could change the character of portions of these corridors over the next 20 years. This change in the City setting could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the City’s small-town character.

*Existing Policies:* Existing City policies such as the Haley-Milpas Design Guidelines, Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* *Plan Santa Barbara* policies would protect the character of Haley and Gutierrez streets through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15, which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and those proposed under *Plan Santa Barbara*, impacts to community character within the Haley and Gutierrez Street corridors would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

#### Impact VIS 3.4. Milpas Street Impacts.

The four-lane Milpas Street corridor currently supports generally one-story buildings and has experienced limited redevelopment since the late 1990s, including the Trader Joe’s shopping center and construction of a new three-story mixed-use building. Potential redevelopment along Milpas Street could include intensification of the strip commercial or neighborhood shopping centers, such as Scolari’s Market, and redevelopment of smaller homes and businesses. Conversion of some small neighborhood-serving commercial uses into taller three-story mixed-use commercial, office, and residential projects could incrementally change the character of Milpas Street under proposed *Plan Santa Barbara* policies. This change in the City setting could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the City’s small-town character.

*Existing Policies:* Existing City policies such as the Haley-Milpas Design Guidelines, Urban Design Guidelines (1999), and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects community character and the natural and historical beauty of the City. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of Milpas Street through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15 which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing policies and those proposed under Plan Santa Barbara, impacts to community character within the Milpas Street corridor would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed Plan Santa Barbara Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

*Impact VIS 3.5. Coast Village Road Impacts.*

The Coast Village Road commercial corridor includes mostly one- and two-story smaller local businesses lining both sides of this two-lane street, with a walkable intimate village atmosphere along the corridor's eastern end. Recent in-fill development in this corridor since the late 1990s includes the approval of the three-story mixed-use building on the former Union 76 Gas Station site (1298 Coast Village Road), construction of the Hot Springs Road roundabout, and freeway interchange improvements. Plan Santa Barbara General Plan policies would allow for limited in-fill growth, and existing zoning could permit three-story structures of up to 45 feet in height. Future in-fill development with buildings of up to three stories could occur at the neighborhood commercial centers at the corridor's west end, potentially on surface parking lots south of existing commercial uses on the east, and through expansion of existing one- to two-story commercial structures. A gradual shift to more three-story development could potentially alter the character of this corridor, particularly in the village segment to the east and near the community's gateway at Hot Springs Road. The change in the character of this corridor could be considered adverse by some residents if new buildings appear out of scale, reduce openness, or affect the village atmosphere of Coast Village.

*Existing Policies:* Existing City policies such as the Urban Design Guidelines (1999) and Title 22 regulations of the Municipal Code (Environmental Policy and Construction) provide that new development protects the village character of this corridor. The ABR would review all major developments and ensure compliance with existing policies and regulations.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of the Coast Village Road corridor through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policies CH8, CH9, CH10, CH11, CH12, CH13, CH14, and CH15 which would regulate building design and require that building height, size, bulk, and scale would be keeping with community character. The community has already identified potential area guidelines that could be incorporated as part of these policy updates. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* With existing policies and those proposed under Plan Santa Barbara, impacts to community character within the Milpas Street corridor would be ***less than significant (Class 3)***. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.



Recommended measure RM VIS-2 would add detail to proposed *Plan Santa Barbara* Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

*Impact VIS 3.6. Neighborhoods Impacts.*

Neighborhoods throughout the City would undergo a small amount of additional development during the two decades of the *Plan Santa Barbara* General Plan. Neighborhoods with multiple-family zoning (e.g. Laguna, Eastside, and Westside neighborhoods; refer to Figure 3.1), which currently support mixed single- and multiple-family homes, would experience a gradual change in character due to increases in density associated with conversion of older single-family homes to townhomes or condominiums. Such in-fill development would generally replace single-family homes of often one story on larger lots with higher density two-story multiple-family homes. This change would continue historic trends, would be incremental, and most projects would be limited in size to two to four units. Existing City policies, regulations, and design review processes would ensure well-designed development that would not be expected to result in substantial changes to the character of multiple-family neighborhoods.



*A number of large three-story structures have been successfully incorporated into the City's fabric in a manner consistent with neighborhood character, such as this affordable senior housing development on De La Vina Street.*

Neighborhoods with single-family zoning (e.g., most of the Mesa, San Roque, El Cielito, etc.; refer to Figure 3.1) would experience ongoing remodel and expansion of existing older homes, limited construction of new homes on existing parcels, and potentially small land divisions. New development would also be limited to two stories and in most cases subject to regulation under the Neighborhood Preservation Ordinance to limit structural square footage based on lot size and ordinance neighborhood compatibility findings. Due to existing City policies, regulations, and design review processes, development would not be expected to result in substantial changes to the character of single-family neighborhoods.

The majority of single- and multiple-family neighborhoods in the City are bordered by commercial zones, particularly those around the edge of Downtown, Upper State Street, and portions of Coast Village Road. The character of such neighborhoods could be adversely affected by construction of new three- to four-story mixed-use developments in adjacent commercial zones. Existing City policies and review processes would partially address such compatibility issues by providing for reduced building heights next to residential areas. City design guidelines and ordinances, such as the Neighborhood Preservation Ordinance and the El Pueblo Viejo and Upper State Street design guidelines would also help reduce such impacts.

*Existing Policies:* Existing City policies, regulations, and design review processes would ensure well-designed development that would not be expected to result in substantial changes to the character of multiple-family, single-family, or mixed-use neighborhoods. City design guidelines and ordinances, such as the Neighborhood Preservation Ordinance and the El Pueblo Viejo and Upper State Street design guidelines would also help reduce such impacts.

*Proposed Policies:* Plan Santa Barbara policies would protect the character of neighborhoods through growth limitations (Policies LG1 and LG2), development of Sustainable Community Plans (LG15), and adoption of new General Plan Policy CH10 which would regulate building height in Downtown, Downtown Residential Buffer Areas, and Next to Historic Structures. Updates to the Variable Density Requirements would shift density potential from the periphery of the MODA and promote higher density development within the MODA, reducing the potential for development within residential neighborhoods. Additionally, transition/buffer areas would be implemented to reduce the proximity of high-density structures to areas of lower density, such as adjacent single-family neighborhoods. The Mesa community has already identified some guidelines that could be incorporated as part of these policy updates. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Limited potential for development in combination with existing City policies and proposed Plan Santa Barbara General Plan policies would result in impacts to neighborhood character that are **less than significant (Class 3)**. Mitigation measures for open space protection and recommended measures for visual resource protection would also serve to benefit protection of community character.

Recommended measure RM VIS-2 would add detail to proposed Plan Santa Barbara Community Design policies for protection of community character through adoption of area design overlays with restrictions on the floor-to-area ratios of new buildings to lot size, new form-based code provisions to restrict building size, bulk, and scale in sensitive locations, and improved building design guidance.

#### **IMPACT VIS-4: LIGHTING AND GLARE**

##### ***Potential for substantial light and glare.***

Potential future development of new or expanded structures and public facilities would predominantly occur within urban areas under Plan Santa Barbara General Plan policies and Land Use Element designations. These areas are already developed and new development could only incrementally increase ambient light levels in these areas. As such, development in accordance with Plan Santa Barbara may incrementally increase overall ambient nighttime lighting in portions of the community, but would not be expected to dramatically change communitywide light and glare conditions or greatly extend lighting into large areas where lighting is not currently present.

Increased lighting could come from streetlights, parking lot lights, and signage on business establishments. Increased glare could potentially occur as a result of building materials, roofing materials, solar panels, glass railings, and windows reflecting sunlight. Increased use of rooftop solar panels could create increased glare from elevated locations, although architectural requirements and development ordinances would limit the reflectivity of new development.

However, in some areas, such as the foothills, on ridgelines, in modestly lighted neighborhoods, and along darker portions of the shoreline, new development with excessive outdoor lighting could disrupt the public enjoyment of the nighttime sky or potentially disrupt sensitive habitat areas.

*Existing Policies:* Existing City lighting ordinance provisions and the Outdoor Lighting and Streetlight Design Guidelines (2009) would limit the overall levels of light through application of existing policies which require that exterior light fixtures be hooded and directed downward or away from neighbors, adjacent roads or habitats and that such lighting be of appropriate brightness for the application (e.g., landscape lighting of low intensity).

*Proposed Policies:* No proposed policies address the issue of light and glare.

*Impact Significance:* Existing policies and regulations would ensure that potential impacts would be ***less than significant (Class 3 impact)***.

In addition, a recommended measure (RM VIS-3 in Section 13.9 below) is identified to reiterate and strengthen existing policies as part of the *Plan Santa Barbara* General Plan update to incorporate open space night sky preservation.

## 13.5 Regional (Cumulative) Impacts to Open Space and Visual Resources

Future development under *Plan Santa Barbara* General Plan policies could incrementally contribute to the ongoing loss of open space across the South Coast. Such potential impacts include continued fragmentation of larger open spaces and incremental loss of rural and agricultural areas, as well as development of large obtrusive homes in the foothills of the Santa Ynez Mountains and near the urban areas of South Coast cities and the County from Carpinteria to Gaviota. The proximity of largely undeveloped areas in the Santa Ynez Mountains and the Gaviota Coast are regional open spaces and visual resources of high value, and potential subdivisions and development of large residential estate homes of these areas could incrementally degrade the visual quality of the South Coast.

Potential impacts regarding loss, fragmentation, or disruption of regionally important contiguous open space associated with potential future development under *Plan Santa Barbara* General Plan policies would be greatest within the Las Positas Valley and foothills. Development under *Plan Santa Barbara* is projected to permit construction of up to 403 new units and 178,202 sf of non-residential development within the sphere of influence, with some of these units potentially being constructed in the Las Positas Valley or foothills. Within the Las Positas Valley, open space under both City and County jurisdiction is intermixed and this open space corridor helps define the City's western boundary. These areas are currently zoned by the County for low- or medium-density residential uses and are pre-zoned by the City for similar uses. Residential, institutional or active recreational development within this area could gradually fragment and alter the open space character of this valley.

The City sphere of influence also encompasses substantial undeveloped foothill lands in the watersheds of Atascadero and Cieneguitas creeks, part of which are protected within the County's San Marcos Foothills Preserve. These areas are currently zoned by the County for a mix of low- and medium-density residential uses and pre-zoned by the City for similar uses. The potential exists for substantial development to occur on larger parcels within the sphere of influence in the vicinity of Cieneguitas Road, either through annexation to the City or as development under County zoning. Larger scale development within the lower Cieneguitas Creek watershed could be visible from SR 192, SR 154, and other roads, as well as trails within the San Marcos Foothill Preserve. While the *Plan Santa Barbara* policy focus on in-fill development could reduce pressure for such development, these areas would remain zoned for residential development by the County and pre-zoned for development by the City.

In addition to potential loss of important open space, the gradual change in the City to one of more urban character would mirror trends at UCSB and central Goleta where in-fill development projects could also create new medium- and high-density housing. While the cities of Santa Barbara and Goleta, as well as UCSB have instituted programs to protect significant regional open spaces such as the Douglas Family Preserve, Ellwood Mesa, and Devereux Slough, denser urban development in these jurisdictions could incre-

mentally alter the character of the South Coast. However, from a regional context, given the predominantly suburban nature of existing development and extensive tracts of protected open space and existing and proposed policies to ensure high-quality urban design, these limited changes to the urban fabric would not be considered regionally significant.

Impacts associated with fragmentation and loss of open space and disruption of scenic views are of potentially greater concern. Ongoing potential for future subdivisions and particularly for development of large obtrusive homes in important open space areas such as along the Gaviota Coast and highly visible foothills areas of upper Gibraltar Road and Mountain Drive, the potential for impacts to regionally important views and open space would be significant.

Within the City, existing and proposed *Plan Santa Barbara* policies for protection of open space and important views combined with the existing development design procedures and identified mitigation measures would substantially reduce project impacts. In particular, open space mitigation measures MM VIS-1 and VIS-2 would require improved planning for and implementation of habitat and open space protection. Therefore, development permitted under *Plan Santa Barbara* would have a less than considerable contribution to regional cumulative open space and visual resources impacts associated with continued fragmentation of larger open spaces and incremental loss of rural and agricultural areas (refer also to Section 7.0, *Biological Resources*).

## 13.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed *Plan Santa Barbara* General Plan policy update project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following presents comparative impacts on open space and visual resources for the analyzed alternatives.

### 13.6.1 No Project/Existing Policies Alternative

The No Project Alternative is estimated to involve construction of up to approximately 2,800 new units and 2.3 million sf of commercial space, with total non-residential development slightly lower than under the proposed project. Potential growth within the sphere of influence is projected to be 403 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County.

Development would continue under the City's existing policy framework, including policies to restrict hillside development and protect coastal views. The No Project Alternative would continue in-fill development practices, but would not include amendment to the variable density ordinance to reduce average unit size for resultant effects on overall building size, bulk, and scale. An increased number of potentially larger buildings could result in accommodating the same amount of new growth when compared to *Plan Santa Barbara*.

The No Project Alternative would continue historic urban in-fill development trends without the benefit of *Plan Santa Barbara's* policies that are intended to improve urban design by reducing building size, bulk, and scale and further retain and protect important views. The impacts of this Alternative associated with loss of open space and views and changes in community character due to urban in-fill development can be anticipated to be more severe than those under *Plan Santa Barbara* policies.

In addition, a comparative lack of incentives, direction and guidance on in-fill development could result in more development of outlying undeveloped lands to meet City housing demand. Incremental increases in pressure for development of open space in the Las Positas Valley and foothills could increase loss or fragmentation of open space under this Alternative when compared to *Plan Santa Barbara*.

Existing policies would partially reduce potentially significant impacts on citywide open space and visual resources, but significant impacts to citywide open space, views, and community character could result. Mitigation measures similar to the *Plan Santa Barbara* policies in addition to Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The No Project Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. In addition, by perpetuating and exacerbating the existing jobs-housing imbalance on the South Coast, the No Project Alternative would also contribute to secondary impacts to open spaces in northern Santa Barbara and Ventura counties at a somewhat more severe level than that for *Plan Santa Barbara* to due to decreased production of affordable housing and slightly higher non-residential growth.

### 13.6.2 Lower Growth Alternative

The Lower Growth Alternative is estimated to involve construction of an up to 2,000 new units and 1.0 million sf of non-residential space, a lower amount of growth than estimated under the proposed *Plan Santa Barbara* policies. Potential growth within the sphere of influence is projected to be 403 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County.

Development would continue under the City's existing policy framework, including policies to restrict hillside development and protect coastal views, as well as proposed new policies. The Lower Growth Alternative would not emphasize in-fill development, but would adopt the new *Plan Santa Barbara* policies regarding improved urban design. More restrictive height limits and lower densities in the City core would tend to force development outward toward undeveloped lands, and more of the City's housing demand would likely be met through development of outlying lands.

Overall reductions in development under this alternative combined with lower building heights and decreased densities could result in less potential for impacts associated with loss of views Downtown, as well as changes in the character of the community in El Pueblo Viejo, when compared to the additional amount of multiple-story construction that could occur under *Plan Santa Barbara* policies. Although two- and three-story construction allowable under the Lower Growth Alternative could still incrementally lead to some loss of views, overall, visual impacts associated with Downtown in-fill development would be substantially lower under this Alternative.

Potential visual impacts to other commercial districts such as Upper State Street, Haley, Gutierrez, and Milpas streets could be slightly greater than under *Plan Santa Barbara* policies, as development pressure within these areas would increase to accommodate housing demand.

Use of lower density development to address housing demand could also force development toward undeveloped land, increasing development pressure on the Las Positas Valley and foothills, with potential impacts to loss of open space and increased light and glare in these areas. Direct loss of open space would be similar to or potentially greater than that anticipated under *Plan Santa Barbara* policies.

Therefore, the impacts of the Lower Growth Alternative on citywide open space and visual resources could be potentially significant. Mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies, along with Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The Lower Growth Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. Although pressure for development of outlying areas would incrementally increase, application of mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies and open space and biological resources mitigation measures would reduce impacts to a less than significant level.

In addition, by perpetuating and exacerbating the existing jobs-housing imbalance on the South Coast, the Lower Growth Alternative would also contribute to secondary impacts to open spaces in northern Santa Barbara and Ventura counties at a somewhat more severe level than for *Plan Santa Barbara* to due to decreased production of affordable housing and slightly higher non-residential growth.

### 13.6.3 Additional Housing Alternative

The Additional Housing Alternative would involve construction of an estimated 4,360 new residential units and 1.0 million sf of non-residential space, a substantially higher amount of residential growth than under the proposed project, and a lower level of commercial growth. In addition, potential growth within the sphere of influence is projected to be 443 units and 178,202 sf of non-residential growth and could occur either through annexation to the City or as development under the County. Of this projected future growth, 2,878 residential units and 468,161 sf of non-residential growth are forecast to be developed within the MODA. Although precise future forecasts are not possible, the majority of this growth could be constructed as new three- to four-story mixed-use buildings within the MODA with an average of 20 to 40 new units per building (see discussion in Section 13.3 above). Although many of these new units would be accommodated in larger projects (e.g., La Cumbre Plaza redevelopment), in scattered smaller scale residential projects, or as second residential units, this could result in construction of 60 to 80 new multiple-story buildings within the MODA with many of these located within El Pueblo Viejo.

Development would proceed under the City's existing policy framework, including policies to restrict hillside development and protect coastal views, as well as proposed new policies. This Alternative could substantially increase densities and the number of units to be accommodated within the MODA, as well as strongly encourage development of second residential units. Overall residential development could increase by almost 80 percent compared to *Plan Santa Barbara* by promoting increased levels of development within the MODA and other urban areas in the City, as well as some additional development of both urban and open lands within the City's sphere of influence. Increases in the amount and densities of development under this Alternative could substantially increase potential for impacts associated with loss of views Downtown, as well as changes in the character of the community in El Pueblo Viejo when compared to *Plan Santa Barbara* policies.

Build-out under this Alternative could increase the potential loss of openness on some Downtown streets, such as Garden, Chapala, and Anacapa, as multiple-story buildings on some blocks could potentially replace the existing mosaic of one- and two-story buildings interspersed with taller structures. Greater densities Downtown could result in increased view obstruction and a loss of openness in more of the Downtown compared to the *Plan Santa Barbara* project. Increased development could also increase the difficulty in preserving specimen trees on constrained urban sites.

Potential visual impacts associated with changes in character or loss of views in other commercial districts, such as Upper State Street, Haley, Gutierrez, and Milpas streets and Coast Village Road, could be greater due to additional development in these areas. Under this Alternative, development pressure could incrementally increase in the Las Positas Valley and foothills and other areas with large tracts of undeveloped open space. Thus, direct loss of these open space and visual resources would be similar to or potentially greater than those anticipated under *Plan Santa Barbara*.

Transition of the City's core to a more urban area would also have potential beneficial visual aspects if policies and design guidelines are implemented. These could include improved urban amenities such as construction of architecturally interesting new buildings, additional paseos, outdoor seating, provision of public art, planting of additional street trees, and the transition of auto-oriented areas such as Upper State Street to more vibrant, urban, walkable pedestrian districts. However, many citizens may experience the taller buildings and increased density that accompany these changes as an adverse change in the City's character.

The impacts of the Additional Housing Alternative to citywide open space and visual resources would be greater than those for *Plan Santa Barbara* particularly due to changes in the character of the community and loss of views in the MODA, particularly within El Pueblo Viejo. Mitigation measures similar to the *Plan Santa Barbara* policies, in addition to Open Space and Visual Resources mitigation measure MM VIS-1 and Biological Resources mitigation measure BIO-1 would be needed to reduce impacts to a less than significant level.

The Additional Housing Alternative's contribution to regional cumulative impacts associated with loss of open space and visual resources would be similar to that under *Plan Santa Barbara*. Although pressure for development of outlying areas would incrementally increase, application of mitigation measures similar to the *Plan Santa Barbara* open space and habitat protection policies and open space and biological resources mitigation measures would reduce impacts to a less than significant level. However, by substantially improving the existing jobs-housing imbalance on the South Coast, the Additional Housing Alternative would reduce the demand for development with secondary impacts to open space in northern Santa Barbara and Ventura counties to a level substantially lower than that for *Plan Santa Barbara*.

## 13.7 Extended Range (2050) Impacts to Open Space and Visual Resources

Estimated development of the City through the year 2050 would effectively represent full build-out of the City under the revised Land Use Element Map, existing zoning designations, and *Plan Santa Barbara* General Plan policy updates. The Extended Range forecast assumes that non-residential growth of up to 3.0 million sf and residential growth of approximately 8,620 units would occur over this approximately 40-year time frame.

Proposed *Plan Santa Barbara* policies that would increase densities and the amount of development accommodated within the MODA would continue to focus growth toward in-fill development. However, incremental development of outlying areas in the Las Positas Valley, foothills, and Riviera would also continue, and as the City approaches build-out; more constrained parcels in these steep hillside areas would come under pressure for development.

Existing General Plan policies and zoning ordinance regulations which protect open space and visual resources would continue to apply. Proposed *Plan Santa Barbara* policies within the Environmental Resource

Management and Historic Resource and Community Design elements designed to protect views and reduce the size, bulk, and scale of new structures would also apply.

Under the Extended Range Forecast, development within and adjacent to larger open spaces within the Las Positas Valley and foothills would lead to the possible fragmentation or loss of the important open lands surrounding the City. Development could be expected to be proposed higher in the foothills and potentially encompass remaining lands within the City's sphere of influence. As developable land is exhausted, constrained parcels within and adjacent to smaller remaining pockets of open space on steep hillsides of the Riviera and the Mesa could be developed with associated potential for visual effects to the City's scenic hillside backdrop. Such development could also extend light and glare pollution outward into the currently undeveloped land.

The increased amount and density of new development within the MODA and El Pueblo Viejo could incrementally increase the severity of impacts to community character and loss of views. Potential construction of increased numbers of new multiple-story buildings in Downtown and along Upper State Street could gradually change the mix between lower profile and taller buildings in the community, decrease openness, and result in a long-term change in the City's small-town character. The availability of views from the MODA to surrounding hillsides could gradually decrease, altering a key aspect of the City's character. Greater densities Downtown and development of increasingly constrained sites may increase impacts to specimen trees on constrained urban parcels. New multiple-story construction could increasingly expand outward from the Downtown core and Upper State Street to areas within the MODA such as Haley, Gutierrez, and Milpas streets, as well as potentially westward along Upper State Street within the City's sphere of influence.

Additionally, the effects of climate change could become more pronounced. As sea levels rise, there is potential for increasing erosion and wave damage to the City's beaches and Waterfront, increased flooding in these low lying areas, and potential adverse impacts of protection measures such as building relocation, revetments, construction, etc. In addition, if bluff erosion accelerates dramatically as projected and houses are endangered or destroyed, pressure will mount to approve coastal armament structures (i.e., seawalls, groins) to slow bluff retreat, which could substantially change the character of the City's scenic coastal sea cliffs. Increased wildfire frequency in the foothills could alter the aesthetic character of these scenic areas by converting areas of woodland and chaparral to more fire responsive habitats such as non native grassland, potentially changing the City's chaparral and oak lined scenic hillside backdrop.

The impacts of growth over the next 40 years would be somewhat greater than those for *Plan Santa Barbara* in the 20-year period, as incremental and cumulative impacts to loss of open space, views, and community character and openness would grow over time. Application of existing City policies and programs, full implementation of proposed *Plan Santa Barbara* policies and programs, and the mitigation measures outlined in Section 13.8 below would substantially reduce the impacts of loss of open space and to scenic views to less than significant levels. However, many residents can be expected to perceive the gradual transition of areas within the MODA into a City of substantially more urban character as an adverse change to community character. Impacts of projected growth through 2050 on community character could be potentially significant, but subject to feasible mitigation. Additionally, implementation of an Adaptive Management Program and another General Plan policy update in 2030 which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for the strengthening of open space and visual resources planning and protection measures throughout the 20-year planning period.



## 13.8 Mitigation Measures

### **MM VIS-1 OPEN SPACE PROTECTION AND RESTORATION**

*Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:*

- **Identification of Key Open Space for Protection.** *Use the information on the MEA Visual Resource Map and data contained in the Plan Santa Barbara EIR to identify key areas within the City and its sphere of influence that merit long-term protection, and take appropriate actions to preserve such areas as passive open space. Focus on larger areas of contiguous open space including areas in the Las Positas Valley, Elings Park, El Presidio de Santa Barbara State Historic Park, east slopes of Hope Ranch, north Mesa hillsides, the Riviera, and throughout the foothills, particularly in lower Mission Canyon and watersheds of Arroyo Burro and Barger Canyon creeks, as well as the Atascadero and Cieneguitas creek watersheds adjacent to the San Marcos Foothills Preserve.*
- **Protection of Contiguous Open Space.** *All new development within identified key open space areas, including the Las Positas Valley and foothills and other suitable areas identified by the City shall be sited and designed to preserve contiguous tracts of open space and connectivity with open space on adjacent parcels. Connectivity includes connected habitats and wildlife corridors.*
- **Open Space Acquisition Funding.** *Establish funding mechanisms for preservation of key open space areas including updating the City's Quimby Act and Park Development Fees to reflect the actual costs of providing such facilities, and actively pursue state, federal, and private grants to enable acquisition.*
- **Open Space Management-Citizen Involvement.** *Coordinate with interested citizens groups on appropriate conservation and passive recreational activities that should occur in existing and newly acquired open space areas.*
- **Coordination with Owners of Private Open Space.** *Coordinate with private landowners on the management and restoration of private hillside lands protected under the City's Hillside preservation ordinance. Ensure that such lands are managed to preserve open space values of significant stands of native vegetation and mature trees. Explore costs and benefits of transfer of such lands to public ownership with willing property owners.*
- **Youth Involvement.** *Work with local education institutions (e.g., high schools, colleges) and community organizations to foster youth appreciation for and participation in open space protection and management.*

### **MM VIS-2 PRESERVATION OF REGIONAL OPEN SPACE.**

*Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:*

- *Coordinate with the County on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:*
  - *Expanding the San Marcos Foothills Preserve by siting and clustering any new development south of the Preserve to set aside steep hillsides and creek corridors as additions to the Preserve. Consider potential options to expand the Preserve northward during any future proposed subdivisions of larger adjacent ranches by considering use of agricultural clustered development or other techniques to permit preservation of larger areas of contiguous open space while permitting reasonable development of such properties.*
  - *Coordinating with the County and private property owners to restore foothills and other lands degraded by past inappropriate grading or agricultural activities.*

- *Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch.*

## 13.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM VIS-1 SCENIC VIEWS**

*The City should consider adding the following policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, Policy ER39-Public Views:*

- **Protection of Views from Key Locations.** *Design new development adjacent to all important public viewing locations, particularly parks or open spaces such as the Courthouse Sunken Gardens, Alameda Park, De la Guerra Plaza, etc. to respect the most significant mountain or hillside views available from such locations.*
- **Protection of Public Views.** *Protect existing high-quality views from public streets, sidewalks, or intersections where they are unique or unusual to a particular neighborhood or corridor. Where such protection would preclude reasonable development of a property, consider project design changes to include public viewing areas from upper-story locations.*

### **RM VIS-2 COMMUNITY CHARACTER**

*The City should consider adding the following to the proposed Plan Santa Barbara Community Design policies:*

- **Strengthen Design Standards.** *Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.*
- **Design Overlays.** *Create Design Overlay areas for selected non-residential and residential areas of the city through Form Base Codes (FBCs), Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include the Downtown, Coast Village Road, Outer State Street, Milpas Street, and Haley/Gutierrez Streets.*
- **Building Size, Bulk and Scale.** *Ensure that proposed buildings are compatible in scale with the surrounding built environment.*
  - *Standards & Findings. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 sq ft or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.*

- Floor Area Ratios (FAR). Develop a set of maximum FARs for the non-residential and high density areas of the City, with particular attention to protecting historic resources, maintaining Santa Barbara’s small town character, and encouraging small, affordable residential units.
  - i) Maximums. Develop a set of maximum FARs that permit the largest structures in the core of the city adjacent to transit and commercial services; more restrictive maximum FARs to radiate-out, generally consistent with the land use designations (a range of FARs may be appropriate depending on location for example modeled after “Parking Zone of Benefit”);
  - ii) Buffers. Establish more restrictive FAR limits to protect historic structures and adjacent areas to establish “buffers”;
  - iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and
  - iv) Guidelines. Consider FAR Guidelines for Form Based development models such as where parking is proposed at the ground or in basement floors.
- **Form Base Codes (FBC)**. Develop FBCs for non-residential and high density residential areas of the City, with particular attention to protecting the City’s historic resources. Consider locations within commercial areas, historic districts, streets, and blocks with unique qualities.
  - Overlay Areas. Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Density Program with the FAR and FBC programs, once established;
  - Priority Implementation. Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.
  - Block Analysis. Consider the relationship of new buildings to existing structures, view corridors and historic resources along an entire block.
  - Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the new form-based codes include measures to protect these assets.
- **Development Monitoring**. Monitor the scale and pace of development within the City; take action to where transformative developments may occur along a block or corridor prior to adoption of new form-based codes to guide development along that corridor.
- **Community Character Preservation**: As part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.

### **RM VIS-3 LIGHT AND GLARE**

The City should consider adding new policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, consistent with existing Outdoor Lighting Ordinance policy:

- **Open Space Night Sky Preservation**. New development and major remodels adjacent to open space such as the beach, foothills, San Marco Foothills Preserve and Las Positas Valley shall be designed to the maximum extent feasible to

*minimize outdoor lighting; flood lighting of passive open space areas shall be discouraged. Lighted recreational courts or ball fields shall be designed to minimize overspill of lighting through appropriate hooding and planting of landscaping and trees to buffer surrounding uses.*

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## 14.0 PUBLIC SERVICES (POLICE, FIRE, PARKS, SCHOOLS)

**Issues:** *Projected population growth associated with development under Plan Santa Barbara policies could increase demand for public services such as police, fire protection, parks, and schools beyond current levels. However, successful existing City policies and programs, together with proposed Plan Santa Barbara policies and programs, would address potential increased demand through:*

- *increased staffing or infrastructure investments as needed through the City budget process;*
- *imposition of development impact fees on new development in the City as needed; and,*
- *acquisition of new parkland or redevelopment of existing parkland.*

Key public services include police services, fire protection services, parks and recreation, and schools. Provision of adequate public services involves maintaining existing service levels while also accounting for future service demands associated with growth.

The existing City General Plan Land Use Element directs the City to “provide adequate public services and facilities to all the residents of the community” (Services and Facilities, Goal 2). Securing adequate funding for provision of such services is an ongoing challenge.

### 14.1 Public Services Setting

#### 14.1.1 Police Services

Law enforcement for the city of Santa Barbara is provided by the Santa Barbara Police Department (SBPD). The SBPD currently consists of 132 sworn police officers<sup>1</sup> in addition to other administrative staff (City of Santa Barbara 2009a). The Department is comprised of three divisions operating under the Police Chief and includes the Patrol Division, the Investigative Division, and the Community Service Division.

The SBPD Headquarters is located at 215 East Figueroa Street, and the Community Services Division is located at 222 East Anapamu Street, in an annex to the main Headquarters (Figure 14.1). The headquarters building was built in 1959 and was not designed to accommodate the Department’s current staffing levels and police-related support facilities. However, the Department indicates that existing station facilities are adequate to provide services now (Mannix 2009).

There are no State or Federal standards or recommended ratios regarding the number of police officers to a population because needs vary widely. Police service levels vary depending on the types of services desired and funded by individual jurisdictions, and levels of crime to contend with. In 2000, the International City/County Management Association (ICMA) identified the average ratio of police officers to resident population for cities with populations under 100,000 to be 1.61 for every 1,000 residents (City of Santa Barbara 2005). Based on the City’s current resident population of 90,305, the present level of police protection services is approximately 1.45 sworn officers for every 1,000 residents. In comparison, the City of Goleta maintains a service ratio of 0.60 officers per 1,000 residents, and the City of San Luis Obispo, another major

<sup>1</sup> The SBPD is currently authorized for 140 sworn police officers.

central coast job and tourist center, maintains the same service ratio as the city of Santa Barbara of 1.45 officers per 1,000 residents. These staffing ratios are informational and are not standards or thresholds or measures of service adequacy. The necessary ratio of officers to residents varies in different jurisdictions and is influenced by many factors, including local demographics (e.g., an older population requires less police services), crime levels, economic cycles, socioeconomic trends, and the level of extra services (beyond those essential services required for public safety) that a jurisdiction might request the department to undertake.

The Harbor Patrol provides similar public services as SBPD for the Waterfront. Harbor Patrol occasionally requires the assistance of SBPD in arrests or other crime-related issues (and vice versa).

Various estimates exist for the City's daytime population, which increases with the influx of commuting employees and visitors, with workers making up the majority of this influx on weekdays and visitors making up the majority on weekends. The U.S. Census Bureau estimates that weekdays see an estimated increase in population of approximately 15 percent, or about 13,500 people, due to people commuting into and out of the City for work (U.S. Census Bureau 2005). This number likely does not account for other visitors and tourists. The City has estimated that "day time population could increase by up to approximately 40,000 people on a typical day" (City of Santa Barbara 2005). The City Fire Department estimates that during summer months, daily populations can be as high as 123,000 people, an increase of approximately 33,000 (City of Santa Barbara 2009b), primarily on the weekends. During peak summer festival weekends, the influx may rise to 100,000 visitors. These numbers are estimates and may not account for the fact that many residents also work and travel outside of the City, such as the estimated 4,000 residents that work at UCSB during the day. The City likely attracts many more daily visitors and workers as compared with people leaving the City on a given day, however the net balance of inflow and outflow has not been fully and accurately determined. The daytime influx reduces the ratio of sworn police officers per 1,000 people during the day.

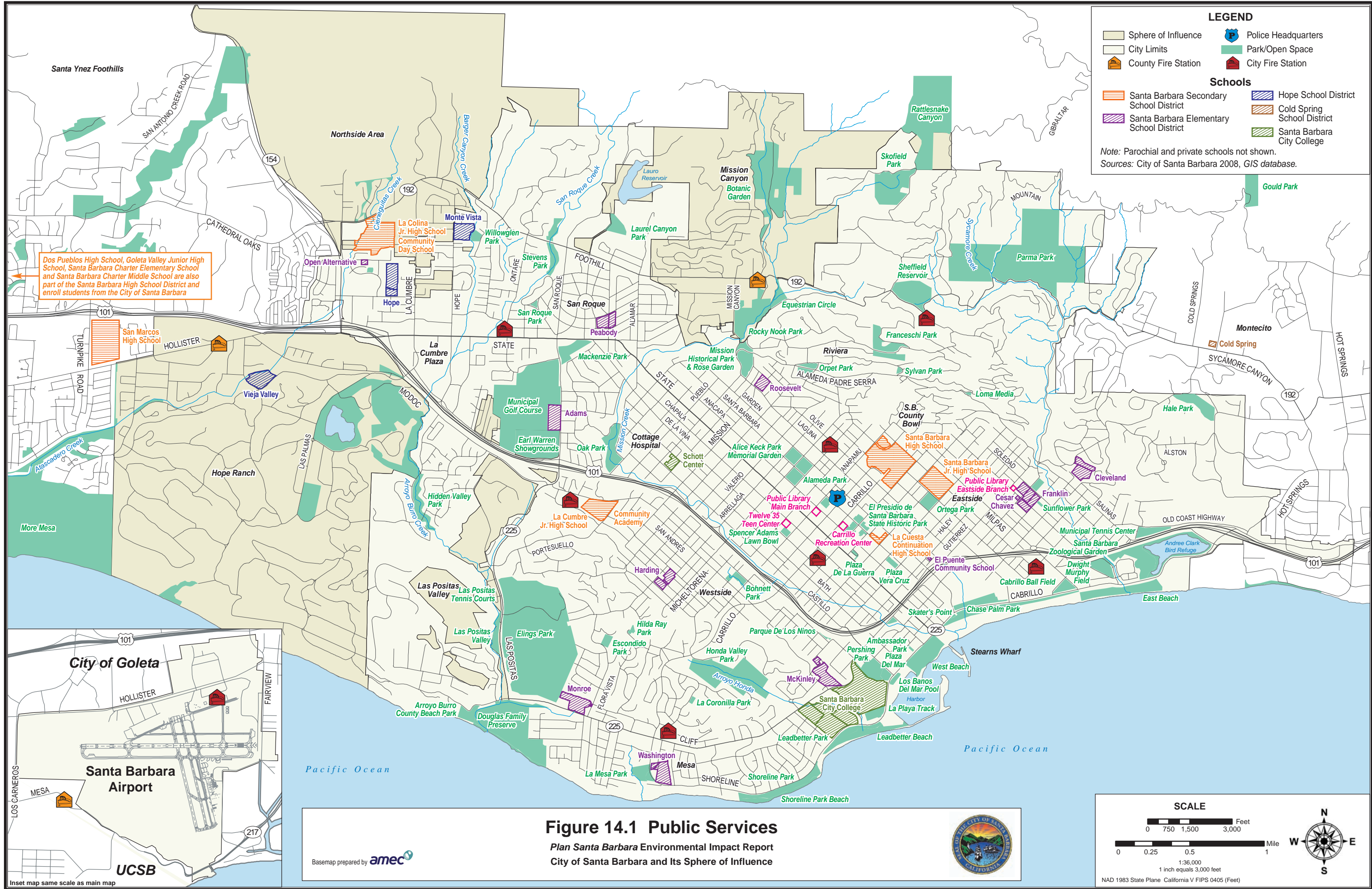
Property and violent crime rates vary annually (refer to Table 14.1). However, a review of crime statistics for the last decade indicates that violent crime peaked in 2004 with 641 incidents, property related crimes peaked in 2003 with 3300 incidents, and 2007 was the safest year over the last decade for violent crime (Mannix, 2009).

**Table 14.1: Crime Statistics for the City, 2003-2008**

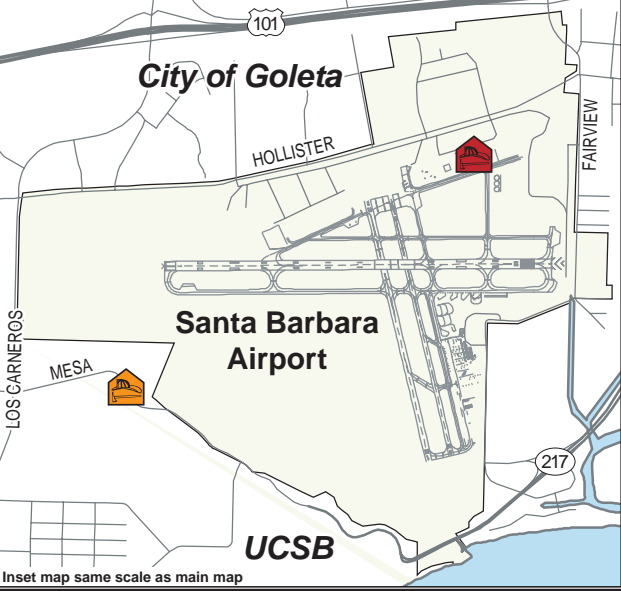
<b>Crime Category</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Violent Crime	594	641	509	463	458	493
Property Crime	3,300	2,904	3,073	2,539	2,393	2,546
<b>TOTAL</b>	<b>3,894</b>	<b>3,545</b>	<b>3,582</b>	<b>3,002</b>	<b>2,851</b>	<b>3,039</b>

*Note: Violent Crime includes homicide, forcible rape, robbery, and aggravated assault; Property Crime includes burglary, larceny/theft, motor vehicle theft, and arson.  
Source: Santa Barbara Police Department 2009.*

Crime-related issues in the City include gang activity, the homeless population, and the Downtown entertainment district. Historically, gang activity in the City increased during the early 1990's, was suppressed in the late 1990's, and has increased again in the 2000's. A 151 percent increase in gang-related offenses was reported by SBPD between 2003 and 2006. SBPD is currently arresting fewer juveniles and overall gang activity appears to be down; however, several gang-related incidents with fatalities have occurred in recent years. In 2009, police reported 60 gang-related violent crimes (12.9% of citywide total) and 38 gang-related property crimes (1.3% of citywide total). Police interaction with the City's homeless population continues to



Dos Pueblos High School, Goleta Valley Junior High School, Santa Barbara Charter Elementary School and Santa Barbara Charter Middle School are also part of the Santa Barbara High School District and enroll students from the City of Santa Barbara





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require a substantial portion of police time, with offenses typically limited to more minor offenses such as public intoxication, loitering, and public urination. However, when considering more serious crimes, in 2009 SBPD reported 35 violent crimes committed by transients (7.5 % of citywide total), and 204 property crimes committed by transients (6.8 % of citywide total). The Downtown entertainment district requires substantial police attention during late evening and early morning hours from Thursday through Saturday when alcohol-related offenses and noise complaints from Downtown residents are common. In terms of more serious crimes, in 2009 SBPD reported 43 violent crimes (9.2 % of citywide total), and 148 property crimes (5.0 % of citywide total) associated with the entertainment district.<sup>2</sup>

It has been estimated that 12 percent of SBPD employees live within the City. Staffing during emergencies has not been an issue (City of Santa Barbara 2005). The Santa Barbara County Sheriff's Department and the City have a Memorandum of Understanding (MOU) to assist each other in emergencies, and in locations where City and County jurisdiction has not yet been determined. For example, during recent large-scale wildfire evacuations, staffing was provided from the department along with assistance from other agencies through mutual aid agreements. In addition, the City is party to State and Federal MOUs, such that larger resources can be called upon to meet City needs in the case of a large emergency (e.g., wildland fire evacuation, earthquake, etc).

In addition, the City has shared enforcement strategy for gang-related activities with the County, particularly during special events (i.e., annual festivals). During the City's annual five-day Fiesta event, the County Sheriff, California Highway Patrol (CHP), and other local agencies share the burden of providing services during peak hours, parades, and other events.

The City maintains good response times for emergency calls. More than 90 percent of emergency calls have response times of less than four minutes, and 95 percent of medium- and low-priority calls have response times of less than eight minutes. In addition, the City is currently well under the national average for number of emergency calls for service per 100,000 population (City of Santa Barbara 2005). The City presently experiences substantially fewer emergency calls for service than the national average; therefore, although current service ratios are less than the national average, fewer services per citizen are required.

### **14.1.2 Fire Protection Services**

The city of Santa Barbara Fire Department (SBFD) provides fire protection and other emergency and non-emergency services. Emergency services include emergency medical, fire, and hazardous materials responses, along with general public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, code compliance, development review, and public education. Medical emergencies, calls for assistance, and traffic accidents make up the vast majority of emergency responses, with fires comprising a relatively small percentage of all emergency calls.

The SBFD currently operates seven fire stations and one aircraft rescue fire fighting station at the City Airport (refer to Figure 14.1). The SBFD currently has 92 full-time firefighters, a firefighter/resident population ratio of approximately 1.02 firefighters per 1,000 residents, which is considered a good ratio. When the daily influx of commuters and visitors are accounted for, the daytime ratio of firefighters per 1,000 people is reduced. SBFD vehicle inventory includes seven front-line fire engines, one ladder truck (with another on order), one wildland interface fire engine, two Aircraft Rescue Fire Fighting Engines, four reserve fire engines, and one hazardous materials response vehicle.

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<sup>2</sup> Note that crimes in the entertainment district could include some gang-related or transient related crimes.

The Fire Department maintains good emergency response times. Average response time to emergency medical calls is three minutes. Response time to structural fire calls is less than six minutes (City of Santa Barbara 2005). The Sbfd currently has one fire truck with a 75-foot aerial ladder (, which is adequate for the heights of existing buildings in the City and provides sufficient response and protection for the City’s multiple-story structures. Structure fires in multi-story structures are largely fought from inside the buildings. Funding for staffing additional fire personnel and fire equipment is determined during the annual City budget process, therefore staffing and equipment levels can be adjusted on an as-needed basis.

Several high fire hazard areas exist within and adjacent to the City. Wildfires such as the recent Tea (2008) and Jesusita (2009) fires are the most significant natural or man-made disasters experienced by the City in terms of direct costs and economic and property damage. The threat of additional wildland fires remains high (City of Santa Barbara 2005). During disasters such as the Tea and Jesusita fires, cooperative efforts between State, Federal, and local agencies occur through well-organized mutual aid agreements to address jurisdictional issues or if an incident is too large for one agency to respond to on its own. Additional fire fighting capabilities are supplied from the Santa Barbara County and nearby City and Special District Fire Departments, the California Department of Forestry and Fire Protection (CalFire), the Governor’s Office of Emergency Services (OES), and the U.S. Forest Service. Other City and County Fire Departments from Southern California and fire personnel from other states can be called in to assist as well.

The hydrants located within the foothill areas are considered adequate for fighting individual structural fires, but were never intended to be used for fighting wildfires. The hydrants are annually flow tested by the Sbfd and each City-owned hydrant is capable of flowing 750 gallons per minute; however, this is not possible when multiple hydrants are open, as is the case in a wildfire. Residents who leave their irrigation systems on when evacuating fires (in violation of Municipal Code 14.20.070) further reduce available pressure.

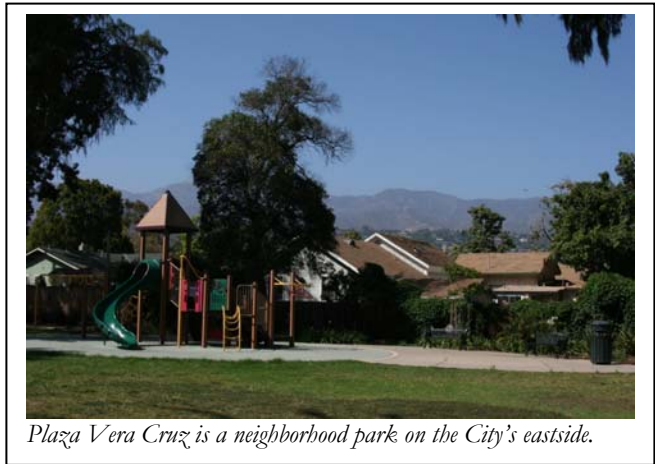
The City’s Capital Improvements Program for 2010 – 2015 identifies two projects aimed at increasing fire fighting capabilities, particularly in the foothill areas. The Annual Water Main Replacement Project would replace one percent of the City’s water mains on an annual basis and the Distribution Pump Station Rehabilitation Project would replace some pump station equipment in foothill areas such as Rocky Nook Park, El Cielito, and others. These improvements would upgrade fire fighting capabilities in the foothills and Cottage Hospital area by creating pressure zones and eliminating aging pump stations (City of Santa Barbara 2004b). Emergency generators are also proposed to be installed by late 2011 at two critical locations - El Cielito Pump Station, and Campanil Pump Station.

The City has created a comprehensive, coordinated set of policies and programs to protect citizens, property, and natural resources threatened by wildfires (City of Santa Barbara 2004a). The policies include designations of high fire hazard areas, public education programs, evacuation pre-planning, updated City fire codes, fire protection services, biomass utilization (i.e., use of flammable growth for energy or production of bio-based products), and vegetation management programs on both private and public lands.

Refer also to Section 9.0, *Hazards* for a more detailed description of wildland fires.

**14.1.3 Parks and Recreation**

Parks and Recreational services in the city of Santa Barbara are provided by the City Parks and Recreation Department. Responsibilities of this department are to provide clean and safe parks, beaches, and recreation facilities; promote stewardship of City resources; and provide quality recreation, cultural, and community services to residents and visitors of the City (City of Santa Barbara 2006). The Department also manages the public urban forest, including public street trees, and the City creek restoration, water quality, and storm water management programs.



*Plaza Vera Cruz is a neighborhood park on the City's eastside.*

Currently within the City there are 1,735 acres of natural open space, community parks, and neighborhood parks, including 162 acres of sports facilities (Table 14.2). The City park system is extremely diverse and ranges from undeveloped parkland in the foothills to small neighborhood parks, as well as the broad expanses of open beach and parkland along the City's waterfront.

The City has a number of parks that contribute to the community's horticultural heritage, including Alameda Park, Alice Keck Park Memorial Gardens, upper and lower Orpet Park, Franceschi Park, and the Mission Rose Gardens.

The majority of park acreage is contained within natural open space parks such as Parma Park, Gould Park (Cold Springs canyon), and Rattlesnake Canyon Park.

Urban open spaces include the Douglas Family Preserve and Honda Valley Park. Two regional parks, including Elings Park and the Santa Barbara Zoo, are located on City-owned land but operated by non-profit organizations. Approximately 130 acres of Elings Park were restricted to solely passive recreational use (i.e., those not requiring alteration of the natural land) through the year 2029 under a covenant between the Elings Foundation and the County (Appendix H). The City is not a party to this covenant which is between the County and the Elings Park Foundation and was adopted prior to the City annexation of the South Park Parcel.

Developed parks within the City include community and regional parks, sports facilities that are part of these parks, and neighborhood parks. Major community parks include Alameda Park, Chase Palm Park, Shoreline Park, Oak Park, De la Guerra Plaza, Ortega Park, and Elings Park. Parks with ball fields include Dwight Murphy, Pershing, MacKenzie, Cabrillo Ball field, and Elings Park.

Overall, the Parks and Recreation Department manages a total of 56 parks and recreational facilities, including ball fields, beach volleyball courts, two swimming pools, 34 tennis courts, two lawn bowling greens, a golf course, and a skateboard facility. In addition, there are 14 community buildings and four community gardens.

**Table 14.2: Summary of Park Land by Category**

Park Category	Approximate Total Acreage	Number of Sites
Passive Parks	79	9
Neighborhood Parks	65	12
Community Parks <sup>1</sup>	346	9
Regional Parks	30	1
Beach Parks	43	3
Open Space Parks	1,160	11
Sports Fields	162	11
<b>TOTAL</b>	<b>1,885</b>	<b>56</b>

<sup>1</sup>Including 230-acre Elings Park, designated as a community park but also functions in some ways as a regional park.  
 Source: City of Santa Barbara 2005.

Tennis facilities at Las Positas, Pershing Park, and the Municipal Tennis Center (Old Coast Highway) provide lighted courts, lessons, and leagues. The Los Baños del Mar Pool is an outdoor swimming facility open year round near the Santa Barbara Harbor. Skater's Point is a popular 14,600 square foot skateboard park located in Chase Palm Park, adjacent to East Beach.

The City offers a wide variety of recreational programs for people of all ages (City of Santa Barbara 2005). A variety of youth programs are offered by the City including the Twelve35 Teen Center that opened in 2007, Recreation Afterschool Program (RAP), summer, winter, and spring break camps, and recreation classes such as dance, arts, tennis, and swimming. For adults, the City has a variety of activities, such as ballet, ballroom dancing, fitness, dog obedience classes, and sports leagues. The Carrillo Recreation Center provides a centrally located gym for basketball, ballroom dancing, exercise classes and other recreational activities downtown. The Municipal Golf Course is the only public course in the City and includes a golf shop and dining facility at prices lower than other golf facilities in the region.

The Parks and Recreation Department employs 96 people including administrative, recreation, park maintenance and restoration, golf, and creeks and water quality positions (City of Santa Barbara 2009c).

Park and recreation services are sufficient overall but not optimal in all park categories and all locations for the current population. There is an overall ratio of approximately 20.93 acres of park land per 1,000 residents. This parkland is also used by the daily influx of commuters and visitors, particularly those facilities along the waterfront, such as the beach walk, Chase Palm Park, and East Beach. In addition, many City parks function as regional facilities and are utilized by residents of the entire South Coast.

An assessment of City park needs found that the City was lacking in neighborhood, community, and sport facility parks in some areas (City of Santa Barbara 2005). The availability of neighborhood parks is limited in some areas, including portions of the Downtown, the Upper Eastside, and the Upper Westside. The City recently completed neighborhood park refurbishment projects at Plaza Vera Cruz (2008) and Bohnett Park (2008), and is in the process of renovating the park area at the Westside Community Center and making improvements at the Carrillo Recreation Center. However, easily accessible park space in Downtown neighborhoods remains a concern (City of Santa Barbara 2005)

#### 14.1.4 Schools

Public education provided within the city of Santa Barbara is a key element in the community's quality of life. Within City limits, public education is provided by four school districts: Santa Barbara Elementary School District, Santa Barbara Secondary School District, Hope School District, and Cold Springs School District, as well as Santa Barbara City College (Table 14.3). There are also numerous private elementary schools, high schools, trade schools, and colleges.

The Santa Barbara Elementary School District consists of 14 schools providing elementary school education for Kindergarten through sixth grade, with two schools (Open Alternative and Santa Barbara Charter) providing instruction for K-8 grades. Although

both these schools are located outside the City limits, they accept students who reside within the City. Total enrollment within the district was 5,791 students as of October 2008 (SBCEO 2009).



*District-wide student enrollment has been decreasing overall in recent years in the Santa Barbara School Districts.*

The Santa Barbara High School District consists of six junior high schools (seventh to eighth grade), three high schools (ninth to twelfth grade), and four continuation high schools located within City limits, as well as surrounding communities from Montecito to Goleta. Total enrollment as of October 2008 within this district was 9,905 students (SBCEO 2008). These two Santa Barbara School Districts are governed by one Board of Education and Superintendent (City of Santa Barbara 2005).

**Table 14.3: Santa Barbara School Districts and 2008 Enrollment**

District	Schools	Total Enrollment
Cold Springs	1	198
Hope	3	980
Santa Barbara Elementary	13	5,791
Santa Barbara High School	13	9,905

*Source: SBCEO 2009.*

The Hope School District consists of three elementary schools that serve students in the La Cumbre area within the western portion of the City and in the Hope Ranch and Northside areas within the City sphere of influence. Total enrollment in the Hope School District for the 2008-2009 school year was 980 students (SBCEO 2008). The Cold Springs School District consists of one elementary school that serves students in the Montecito foothills area and within the City’s eastern extent between Sycamore Canyon and Barker Pass Roads. Total enrollment in Cold Springs Elementary School during the 2008-2009 school year was 198 students (SBCEO 2008).

For many years, all school districts in Santa Barbara had liberal intra-district transfer guidelines. A revised transfer policy for all districts was established in 2005. First priority in enrollment is given to students living within the school’s identified service area boundary. Transfers are assigned a certain priority in accordance with law and board policy, including for students with parents working or siblings enrolled at the school, English learners, and safety reasons. The Hope School District School Board voted to cease acceptance of inter-district transfers for the 2008-2009 school year, and required enrolled transfer students to return to their home district, with limited exception for the highest grade level (Hope School District 2009).

Several individual schools are presently near or over stated capacity (Table 14.4). However, none of these schools have been officially designated as overcrowded per State procedures. The average enrollment for elementary (5,791), middle/junior high (3,153), and high schools (6,752) are well below their stated capacities of 6,451; 5,630; and 8,395, respectively (City of Santa Barbara 2005; SBCEO 2008). Overall enrollment within the SBSD has been declining in recent years. As needed, the district retains the ability to transfer students among schools to best utilize capacity.

**Table 14.4: Public Schools Near or Exceeding Capacity**

School	Capacity*	Enrollment (2008)
<b>Primary - Elementary School</b>		
Roosevelt	536	559
Cesar Chavez	107	255
Open Alternative	248	224
Peabody Charter	697	744
SBC Academy	281	286
Washington	523	578
Santa Barbara Charter (K-5)	181	202
<b>Secondary - Junior High School</b>		
SB Charter (6-8)	60	70
<b>Secondary - High School</b>		
La Cuesta	100	150**

*\*Capacity based upon State loading standards per classroom*  
*\*\* La Cuesta students attend class in various locations in addition to the downtown campus (e.g., Middle College at SBCC and Dos Pueblos High School). Therefore, numbers may not indicate infrastructure over-capacity of the downtown campus.*  
*Sources: City of Santa Barbara 2005; SBSD 2003; SBCEO 2009.*

Santa Barbara City College (SBCC) has over 20,000 students enrolled, with more than 7,500 as full-time students. The majority of students are local residents (56 percent), however a substantial portion are from other districts in California (34 percent), out-of-state (4 percent), or from other countries (5 percent) (SBCC 2009). The two-year community college offers a wide range of associate degree and certificate pro-

grams, as well as transfer programs that provide the first two years of study toward a baccalaureate degree. The transfer program has become a major conduit for students seeking to enter the University of California, Santa Barbara (UCSB).

As provided for under State law, the city of Santa Barbara assesses a development impact fee on construction projects to help support the public school system. This fee is currently \$2.05 per square foot (sf) for residential development and \$0.33 per sf for commercial developments and accounts for approximately 6.0 percent of school funding. These fees are not currently at their maximum allowed levels under State law (Santa Barbara School District 2009). Additional basic sources of school funding include property taxes (21 percent), the Federal government (11 percent), the State (61 percent), and the California Lottery (1.5 percent).

### 14.1.5 Other Public Services

Other City services include the Airport Department, Waterfront Department, Public Works, Community Development (planning, building, and housing and redevelopment), Libraries (central and eastside branches), and City Hall, which provides for governance and administrative functions (i.e., City Council, City Administrator, etc.). (See Section 15, *Public Utilities* for discussion of City water and sewer services, Section 16, *Transportation* for City road maintenance and other transportation issues.)

The County provides services including Superior Court, County Jail and juvenile detention facilities, Sheriff services, County fire protection services, assessor, tax collection, and flood control and water conservation. (County landfill services are discussed in Section 15, *Public Utilities*.) The County also provides services related to child support, public health, and various social services. Special districts in the County include the Montecito Water District, Sanitary District, and Fire Protection District, and several others.

State of California public services include the CHP, CalFire, Office of Emergency Services, and the California Air and Army National Guards that can respond during large-scale emergencies in the City. The State also provides various health and human services including employment development, health and welfare, mental health, and social services. County and State services are not included in the purview and regulations of the City and therefore are not discussed in detail in this EIR.

Inadequate amounts of affordable housing in the City and South Coast for the demand has led to the displacement of some police, firefighters, nurses, teachers, and other essential service workers from the South Coast. Some service workers purchase or rent more affordable homes in Ventura or northern Santa Barbara County. This creates the potential for disruption of essential services workers during natural or other disasters (e.g., major earthquake) that could restrict access into City. This has not proven to be a problem in other disasters such as recent fire evacuations. Issues regarding affordable housing and related impacts on essential service workers are further discussed in Section 19, *Population and Jobs-Housing Balance*.

## 14.2 Applicable Plans and Policies

Public service issues are addressed in adopted City, County, State and Federal plans, policies and regulations, some of which are listed below.

### Relevant Plans and Regulations

- **National Fire Protection Association codes and standards** - standards and requirements for fire prevention and suppression activities, training, and equipment, including the Uniform Fire Code.
- **Santa Barbara School Districts (SBSD) Facilities Master Plan Update (2007)** – school information, funding, enrollment, and priorities.
- **City of Santa Barbara Wildland Fire Plan (2004)** – policies and actions addressing wildland fire hazards, including re-designation of the City’s High Fire Hazard area, public education programs, evacuation preplanning, City codes, fire protection, biomass utilization, and vegetation management.
- **City of Santa Barbara Fire Master Plan (1986)** – Describes City’s fire protection and emergency services, goals and objectives, and management responsibilities.
- **City of Santa Barbara Park and Recreation Facilities and Programming Master Plan (1985)** – inventory of existing facilities and programs, use and participation, statistics, maintenance and operational costs, land and building use alternatives, and recommendations for future needs.
- **Harbor Master Plan (1996)** - Governs use and development of waterfront commercial and recreational facilities, including the Harbor, Stearns Wharf and related Waterfront areas.
- **SBSD/City Memorandum of Understanding (2006):** The SBSBD and the City of Santa Barbara have an agreement to cooperate in the development and school and recreation facilities to ensure their maximum joint use for residents through the year 2012.

## 14.3 Public Services Impact Evaluation Methodology

### 14.3.1 Project Components

The evaluation of impacts to public services considers the potential amount, type, and distribution of future growth projected to the year 2030 and beyond under the proposed *Plan Santa Barbara* policies and Land Use Element Map designations. The policies would promote in-fill development within the MODA. Growth under *Plan Santa Barbara* is projected to include 2,795 new homes and 2.0 million square feet of non-residential development during this period. A small amount of additional development could also occur in more outlying areas in the foothills and Las Positas Valley. In addition to growth directly associated with *Plan Santa Barbara*, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City’s sphere of influence, either through annexation to the City or as unincorporated area development (refer to Section 3.2 *Project Components*).

The proposed General Plan policies and programs direct continuation of policies and programs to provide for sufficient public services, consistent with basic City functions and the policy to live within our resources. The policies include LG10-Community Benefit Non-Residential Land Uses; LG11-Community Benefit Residential Land Uses; LG15-Sustainable Neighborhood Plans; LG16-Park and Open Space Standards and Planning; LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding; and PS12-Emergency Workforce (refer to Appendix A). These policies and programs would help maintain existing service levels and improve City public services. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)



### 14.3.2 Existing Conditions

Existing police, fire protection, park, school, and other services within the city of Santa Barbara are described, including service ratios, response times, and other performance objectives (See Environmental Setting discussion in Section 14.1 above).

### 14.3.3 Impact Evaluation

Project effects on public services are evaluated and compared against the existing setting to determine whether the project could substantially increase demand for public services. The analysis considers that growth would occur incrementally over time, and considers the effects on services citywide or to particular City subareas or services by the year 2030.

Police and fire protection services identify potential future staffing needs based on current staffing ratios. Future park needs are compared to park standards recommended in a 2005 City park study as part of the *Conditions, Trends, and Issues* report. Future student generation considers historic trends and uses school district generation rates for comparison of potential future student populations with school facility capacity.

Regional cumulative effects on public services due to cumulative growth in the City and the surrounding South Coast region are identified, with attention to the City contribution to such effects. The potential impacts of alternatives to the proposed project on public services are considered, compared to the existing setting and the proposed project impacts. Finally, potential longer-term impacts to public services through the year 2050 are discussed on a more programmatic level to highlight potential effects associated with full build-out of the City General Plan and longer-term trends (e.g., global climate change).

The analysis considers potential direct impacts of development on the availability and adequacy of public services. Indirect impacts are considered with respect to population increases and land use densities in urban areas.

Existing City, State, and Federal policies and regulatory processes that serve to avoid potentially significant impacts to public services are identified. City policies in the General Plan, Fire Master Plan, Park and Recreation Facilities and Programming Master Plan, and State and Federal regulatory processes are identified in the Existing Policies and Regulations discussion (section 14.2 above), and considered in the impact analysis below.

Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce impacts to public services are also identified as part of the impact analysis.

### 14.3.4 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that potentially could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards or changes to existing City General Plan policies, programs or procedures. General mitigation approaches are to avoid development impacts to Public Services through revisions to proposed programs or adoption of new programs, mitigation through facility improvements or expansion, etc.

### 14.3.5 City Impact Significance Guidelines

The following City impact significance guidelines for public services are based on City policies (Open Space Element and Municipal Code), and the State CEQA Guidelines that direct identification of a potentially significant impact when a project has the potential to “...result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services...”.

***Citywide or Area-Specific Public Services Impacts (Project Impacts):*** A significant public services impact may occur when a project results in any of the following, unless measures are implemented to avoid or lessen the significant effect:

- **Police and Fire:** Creates the need for a substantial increase in police department or fire department staff and equipment, or requires new or physically altered governmental facilities in order to maintain acceptable essential service ratios, response times, and other performance objectives.
- **Parks and Recreation:** Creates a substantial increase in demand for park and recreation facilities or services not adequately served by existing facilities, a substantial loss or interference with existing public park space, trails, or other recreational facilities, substantial physical deterioration or accelerated deterioration of existing facilities, or requires construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- **Schools:** Generates substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded, or requires the provision of new or physically altered schools in order to maintain acceptable performance objectives.
- **Other Government Services:** Creates the need for substantial increase in other government services staff or equipment (e.g., health services, courts, etc.).

***Regional Public Services Impacts (Cumulative Impacts):*** If a citywide impact combined with similar impacts within the regional area for public services (South Coast) would result in a substantial impact to public services as identified by the above guidelines, the citywide impact, if not mitigated, may be considered a considerable contribution to cumulative impacts.

## 14.4 Citywide Impacts to Public Services

*Plan Santa Barbara* policies are anticipated to allow for an incremental increase in development through the year 2030. Residential development could increase from existing levels by up to 9 percent and commercial by up to 14. Such development could increase City population by up to 7.4 percent (6,780 residents), add up to 3,500 new employees and incrementally increase visitation, with an associated small increase in demand for public services. Increased residential development in the MODA could place an increased demand on public services and public parks and recreational facilities in these areas.

## IMPACT SERV-1: POLICE SERVICES

### *Potential for future population increase to affect adequacy of police services.*

Projected gradual City population and employment growth and increased visitation associated with additional residential and non-residential development has the potential to incrementally affect the amount of crime and demand for police officers. Police Department staffing could also require additional equipment and facilities, which could contribute to the already overcrowded conditions at the SBPD headquarters (City of Santa Barbara 2005). Projected population increases could also increase demand for Harbor Patrol services.

Crime rates and the number of officers necessary to provide essential police protection services is more a function of demographics and economic cycles than strict ratios of officers/residents, however the ratio provides a basic measure to assess future needs. Ratios also reflect desired types and amounts of non-essential services by individual jurisdictions. The city of Santa Barbara has continued to maintain low crime rates over the years, providing essential services and acceptable response times, as well as additional non-essential, proactive programs and services. Demographic trends point to an increasing average age of the population over time, which generally relates to potential lower crime rates in the future.

Incremental increases in activity within the City's entertainment district and increases in mixed-use development within and adjacent to this area has the potential to increase demand for police services. These could include responses to noise complaints, etc. *Plan Santa Barbara* General Plan policies would not directly affect issues associated with crimes related to gangs or the City's homeless population. These are considered socioeconomic issues rather than CEQA-related issues, although the related demand for police services has been accounted for in this analysis.

Hiring an additional 10 police officers over the 20-year life of *Plan Santa Barbara* would maintain the existing service ratio of 1.45 officers per 1000 residents for the *Plan Santa Barbara* growth scenario. The SBPD currently has 132 sworn officers and the Department is already authorized for a total of 140 positions. Filling the remaining authorized positions as needed over time could largely address the expected future service needs. The amount of additional officers is slight, and could be accommodated with existing facilities (Mannix 2009).

*Existing Policies:* The City's ongoing annual budget process and capital facilities process provides a vehicle for the City Council to consider adjustments as needed for Police staffing, facility space, equipment, and programs to address gradual population increases, changes in crime rates, and/or City Council direction for additional types of services. The City expects to be able to support this process into the future, such that essential police services could be provided for the assumed amount of growth, with adequate staffing ratios and response times. The City also has policies and pursues programs and proactive activities to address specialized issues that arise, such as those pertaining to gang violence, the homeless, and the entertainment district, and can continue to do so. Over time, the City has studied options for upgrading SBPD station facilities through design improvement, remodel, expansion, or the acquisition of a new site, and can continue to do so into the future.

*Proposed Policies:* *Plan Santa Barbara* Public Services and Safety Element Objective PS2-City Infrastructure, Facilities and Services Have Capacity To Meet Existing and Foreseeable Demand, would reaffirm City policies for maintenance and enhancement of public services, including police protection. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Future development and associated increases in population under *Plan Santa Barbara* policies and growth scenario could incrementally increase demand for police services. Existing City policies and

proposed *Plan Santa Barbara* objectives, as well as ongoing review of the SBPD's staffing and equipment needs in the City's annual budget process would address potential impacts to police services. Police protection impacts would be ***less than significant (Class 3)***.

## **IMPACT SERV-2: FIRE PROTECTION SERVICES**

### ***Potential for future population increase to affect fire protection services.***

A gradual increase in population associated with incremental development is assumed to occur to the year 2030. Future development under *Plan Santa Barbara* policies also has the potential to increase the number of multi-story structures within the MODA, with construction of an estimated 40 to 50 new three- and four-story buildings projected by 2030. This small incremental increase in growth could gradually require additions of staffing and equipment to maintain service levels in the future.

The City's current ratio of firefighters to residents substantially exceeds that of most central coast cities and is far above the County's recommended standard of one firefighter per 2,000 residents or minimum standard of one per 4,000 residents (City of Goleta, 2009). The City currently has excellent fire facilities, equipment, and ample staffing ratios and service, with emergency response times that meet accepted standards, and with mutual aid provisions in place to meet unusual peak demand.

*Existing Policies:* The City's existing Fire Code and development review provisions would address fire-related site design issues related to new growth, including access, building design & materials, adequate water flow, landscape design, etc. In addition, the City's proactive programs for public and private tree maintenance and brush clearance, public education and preparedness would continue to address hazards associated with existing development. The ongoing annual City budget process permits monitoring of fire service needs and staffing and equipment requirements as needed, and is projected by the City to continue to do so.

*Proposed Policies:* *Plan Santa Barbara* Public Services and Safety Element Objective PS2-City Infrastructure, Facilities and Services Have Capacity To Meet Existing and Foreseeable Demand, reaffirms City policy to maintain and improve public services including fire protection. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Future development and associated increases in population under *Plan Santa Barbara* policies and growth scenario could incrementally increase demand for fire protection services. The City would be expected to continue to maintain a high ratio of firefighters to residents. Existing City policies and proposed *Plan Santa Barbara* objectives, as well as ongoing review of SBFD staffing and equipment needs in the annual City budget process would address potential fire services needs in the future. Fire protection services impacts would be ***less than significant (Class 3)***.

## **IMPACT SERV-3: PARKS AND RECREATION SERVICES**

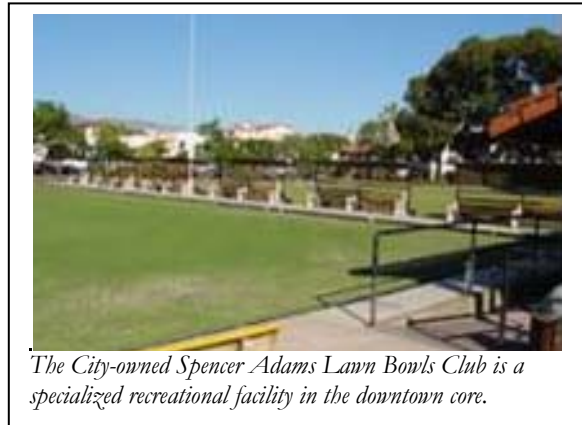
### ***Future population increases may affect adequacy of parks and recreation facilities and services.***

A potential future increase of up to 6,700 residents and increased visitation by the year 2030 could gradually increase the demand for park and Waterfront recreation facilities and services. Future demand could also increase for specific recreational facilities such as sports facilities or ball fields that are currently near capacity. Increased population and visitation could increase demand on Waterfront recreational areas such as Stearns' Wharf and the Harbor. Potential impacts would be related to more visitors/higher use, corresponding deterioration of infrastructure and increased demand for staffing services.

The proposed *Plan Santa Barbara* General Plan MODA policies could increase the number residents who live in the downtown, thus increasing demand for neighborhood parks in neighborhoods with few such parks, particularly in west Downtown. Redevelopment along the Upper State Street corridor could similarly add residents in an area without substantial existing neighborhood park space. Therefore, increased demand for easily accessible neighborhood parks could be of concern especially in portions of the Downtown, the Upper Eastside, and the Upper Westside. Incremental increases in demand for community and sport facility parks could also strain the capacity of available facilities.

*Existing Policies:* The City Charter establishes the policy that growth not exceed service and resource limitations. The General Plan Land Use Element and Local Coastal Plan have policies directing provision and protection of parks. The City Park and Recreation Facilities and Programming and Harbor Master Plans set forth recommendations for facility and service improvements to meet the community's existing and future needs. The Zoning Ordinance requires provision of open space in new developments, which would also partially address the impacts of increased demand for new park and recreation facilities. Further, the City recently completed major neighborhood park refurbishment projects in underserved neighborhoods at Plaza Vera Cruz (2008) and Bohnett Park (2008), and is in the process of renovating the park area at the Westside Community Center and making improvements to the Carrillo Recreation Center. The ongoing annual City budget process permits monitoring of park facility and service needs, staffing and equipment requirements; however, park and recreational facilities and services must compete with other high priority services (e.g., police and fire protection) for funding.

*Proposed Policies:* *Plan Santa Barbara* policies LG10-Community Benefit Non-Residential Land Uses and LG11-Community Benefit Residential Land Uses emphasize provision of park or recreational amenities as part of new development; policies LG15-Sustainable Neighborhood Plans and LG16-Park and Open Space Standards and Planning direct that park and recreational facilities be considered in neighborhood planning and that new or improved standards be established to address these needs; and LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding, directs consideration of funding mechanisms, such as Quimby Act development fees, to foster development of park and recreation facilities. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)



*The City-owned Spencer Adams Lawn Bowls Club is a specialized recreational facility in the downtown core.*

*Impact Significance:* Citywide park and waterfront/beach and recreational facilities are sufficient overall for the projected levels of future population. Existing City programs and policies and those proposed as part of *Plan Santa Barbara* that prioritize creation of park and open space standards and creation of new parks would address potential impacts of new development on park facilities within localized areas. Therefore, increased demand for parks, waterfront, and recreation services and facilities would be a **less than significant impact (Class 3)**.

Recommended measure RM-SERV-1 (Parks and Recreation) in Section 14.9 below would further reduce any impacts by adding General Plan programs to continue City efforts to identify and establish new parks, such as by utilizing City property and requiring park contributions from development.

#### IMPACT SERV-4: PUBLIC SCHOOL SERVICES

*Potential for future population increases to affect adequacy of public school facilities and services.*

Projected future residential development under the *Plan Santa Barbara* scenario could potentially result in an increase in persons under the age of 18, especially in the Downtown area. Based on 2,795 additional homes by the year 2030, and using a figure of approximately 0.20 new students per unit (utilized by the Santa Barbara School District), an additional 559 public school students could be added to the City over the two decade period, an average of approximately 28 new students per year. None of the



*The school districts in the City have not been designated as “overcrowded” as defined by California State law and processes.*

schools in the City have been deemed to be “overcrowded” under the State process, and school enrollment in the City has been slowly declining for almost a decade (LSA Associates, Inc. 2005). A gradual increase in the number of students over a 20-year period would not be expected to exceed the enrollment capacity of any of the local school districts.

The school districts would retain overall sufficient capacity to absorb projected enrollment increases. Any individual over-enrolled schools could experience some overcrowding which may require adjustment of enrollment boundaries, inter-school transfers, or other district actions to balance enrollment between schools (refer to Table 14.4). In addition, under *Plan Santa Barbara* policies, substantial residential development could occur within the Downtown, an area currently not served by a neighborhood school. Although new students generated by residential growth Downtown could be served by the school system, these students would be required to attend schools outside of their immediate neighborhood.

*Existing Policies:* Per California Government Code Section 66000, the City collects development impact fees from new development to offset the cost of providing school services to children inhabiting the developments. The Santa Barbara School Board (not a City entity) establishes policies regarding inter-district and intra-district transfers.

*Proposed Policies:* *Plan Santa Barbara* Policy LG10-Community Benefit Non-Residential Land Uses would give priority to development of new schools in areas less served by existing schools, and Policy LG15-Sustainable Neighborhood Plans would direct development of comprehensive neighborhood plans that take into account the availability of schools. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing policies and Government Code Section 66000 would lessen potential impacts of increased enrollment growth, as would proposed *Plan Santa Barbara* policies designating schools as community priority development. The lack of a neighborhood elementary school to serve students generated by new development in Downtown would be adverse, but students would be accommodated within existing schools outside the Downtown, resulting in a ***less than significant impact (Class 3)*** to school facilities.

Recommended measure RM SERV-2 (Public Schools) detailed below in Section 14.9 would augment proposed *Plan Santa Barbara* policies and programs LG10-Community Benefit Non-Residential Land Uses and LG15-Sustainable Neighborhood Plans to include coordination with the school districts on the effects of new growth.

An additional recommended measure RM SERV-3 (Development Impact Fees) would require new commercial and market rate residential development to either not impact community services and facilities or contribute financially to the cost of services and facilities.

### 14.5 Regional (Cumulative) Impacts to Public Services

Future development across the South Coast could result in cumulative impacts associated with increased demand for public services. Proposed *Plan Santa Barbara* land use policies direct that most development and redevelopment should occur within the City’s urban core areas. Such development is generally more easily provided with public services than development in outlying areas, particularly where such development may be more distant from emergency response centers such as fire stations or the police headquarters. However, future regional growth could include projected construction of an estimated 403 new homes and 178,202 square feet of non-residential growth within the City sphere of influence, including within the Las Positas Valley or in the foothills. This sphere area development could occur either through annexations to the City or as County unincorporated growth and would contribute incrementally to regional demand for public services as discussed below.

Future development within the City could contribute to cumulative impacts on police and fire protection, parks and recreation, schools, and other public services on the South Coast. Growth within the City sphere and County unincorporated area, other cities, and UCSB could potentially have impacts on staffing, adequacy of facilities, response times, and residence locations of emergency workers, which would be addressed by planning policies, service-level decisions, and budgetary and financing processes of those jurisdictions.

Based on the analysis in 14.4 above, potential impacts to City services would be addressed through existing policies, service programs, and Codes in place, and the annual City budget process. Policies for providing adequate services would be reaffirmed within the *Plan Santa Barbara* General Plan Update. Trends for gradually declining student populations indicate that there would be adequate capacity for future students. Growth in the City under *Plan Santa Barbara* policies would not result in a considerable contribution to cumulative impacts on public services on the South Coast.

### 14.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed *Plan Santa Barbara* General Plan policy update are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The

**Table 14.5: Public Services Demand Under the Project and Alternatives**

	Additional Personnel Needed to Maintain Existing Service Ratios in 2030 (Service Ratio with No Added Personnel)			
	<i>Plan Santa Barbara</i>	No Project	Lower Growth	Additional Housing
Fire Fighters	7 (0.95)	7 (0.95)	5 (0.97)	11 (0.91)
Police Officers	9 (1.36)	9 (1.36)	6 (1.39)	14 (1.31)

*Notes: assumes the worst case scenario of numbers of police and fire personnel not increasing. Service ratios are in number of personnel per 1,000 residents. Does not include potential growth in the sphere of influence.*

following summarizes comparative public services impacts associated with the analyzed alternatives. Tables 14.5 and 14.6 summarize the impacts of the alternatives on police and fires services, and park facilities, respectively. The City currently has ample overall park space, but some locations do not meet recommended neighborhood and community standards.

**Table 14.6: Impacts of Alternatives on Demand for Park Land**

Park Type	Current Inventory	Recommended Demand Standard per 1,000 people	Amount of New Park Land Needed to Meet Demand Standard in 2030			
			<i>Plan Santa Barbara</i>	No Project	Lower Growth	Additional Housing
Passive	79.4 acres	0.88 acres	5.97 acres	5.97 acres	4.29 acres	9.40 acres
Neighborhood	71.7 acres	0.92 acres	17.55 acres	17.55 acres	15.80 acres	21.14 acres
Community	347.8 acres	1.71 acres	Surplus 181.9 acres	Surplus 181.9 acres	Surplus 185.2 acres	Surplus 175.2 acres
Beach	3.4 miles	0.05 miles	1.45 miles	1.45 miles	1.35 miles	1.65 miles
Regional	26.0 acres	2.83 acres	248.6 acres	248.6 acres	243.2 acres	259.6 acres
Open Space Parks	1,182.7 acres	15.00 acres	272.5 acres	272.5 acres	243.9 acres	331.0 acres
Sports Facility Parks	162.3 acres	2.00 acres	31.73 acres	31.73 acres	27.91 acres	39.53 acres

*Notes: Ratios are per 1,000 residents. Does not include potential growth within the sphere of influence.  
Source: Recommended Demand Standard per 1,000 people is based on the City of Santa Barbara 2005 CTI report.*

**14.6.1 No Project/Existing Policies Alternative**

The proposed No Project Alternative would be expected to involve construction of an up to an estimated 2,795 new units and 2.2 million square feet of non-residential space by the year 2030, somewhat more non-residential development and job creation/employees than under the proposed project, and similar amounts of residential development/resident population increase. Future development would continue under the existing City policy framework, including existing land use and public services policies and programs. In addition to growth directly associated with this Alternative, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City’s sphere of influence (same as with *Plan Santa Barbara*), either through annexation to the City or as unincorporated area development.

Increases in demand for and associated impacts on police and fire protection services, parks and recreation facilities and services, school enrollment, and other services would be anticipated to be similar to those under *Plan Santa Barbara* policies (refer to Tables 14.5, 14.6). Existing policies, codes, programs, and the annual City budgetary process would largely address potential impacts associated with increased staffing and equipment demands for police, fire, park, and other services. Gradual additions of students would also be expected to be partially offset by overall declining student populations.

Overall amounts of park space would be expected to be adequate to serve the future City population. However, without the proposed *Plan Santa Barbara* programs for establishing park standards, establishing additional neighborhood park space as part of Sustainable Neighborhood Plans, and consideration to establish additional park financing mechanisms such as Quimby fees, additional development in locations less served by neighborhood parks (such as the Westside and Upper State Street) could result in increased populations underserved by neighborhood parks and overuse of some parks, a potentially significant impact. This impact could be mitigated by application of measures as proposed in the *Plan Santa Barbara* policy update.



The No Project Alternative's contribution to regional cumulative impacts could be potentially significant, but would be less than significant with application of mitigation similar to that recommend in *Plan Santa Barbara*.

### **14.6.2 Lower Growth Alternative**

The proposed Lower Growth Alternative is assumed to involve construction of an up to an estimated 2,000 new units and 1.0 million square feet of commercial/institutional/industrial space, a lower amount of residential and non-residential growth than under the *Plan Santa Barbara* scenario. Development would continue under the existing City policy framework, including most existing land use and public services policies and programs. In addition to growth directly associated with this Alternative, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Increases in demand for and associated impacts on police and fire protection services, parks and recreation facilities and services and school enrollment would be lower than those projected to occur under *Plan Santa Barbara* (refer to Tables 14.5, 14.6). Existing policies, codes, programs, and the annual City budgetary process would largely address potential impacts associated with increased staffing and equipment demands for police, fire, park, and other services. Gradual additions of students would be expected to be offset by overall declining student populations such that adequate school capacity would exist. In addition, this Alternative would include proposed *Plan Santa Barbara* programs for establishing park standards, establishing additional neighborhood park space as part of Sustainable Neighborhood Plans, and consideration to establish additional park financing mechanisms such as Quimby fees. Therefore, impacts of the Lower Growth Alternative to citywide public services would be less than those anticipated under *Plan Santa Barbara* and would be considered insignificant.

The Lower Growth Alternative's contribution to regional cumulative impacts would lower than that associated with *Plan Santa Barbara* and would not constitute a considerable contribution to regional public service demands.

### **14.6.3 Additional Housing Alternative**

The Additional Housing Alternative involves construction of up to an estimated 4,360 new units and up to 1.0 million square feet of non-residential space through 2030, a substantially greater amount of residential growth than under the proposed project and a lower level of commercial/institutional growth. This could increase population by up to approximately 10,000 residents. In addition to growth directly associated with this Alternative, an additional 443 new homes and 178,202 square feet of non-residential growth would also be projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Development would proceed under the City's existing policy framework including existing public services policies and programs as well as new policies to more strongly encourage provision of improved park and recreation facilities and services. This alternative would increase the number of units to be accommodated within the MODA as well as strongly encourage development of second residential units. Under this alternative, development pressure could increase somewhat in the Las Positas Valley and foothills, which may create a small number of additional residences within high fire hazard areas. Overall population growth could be substantially higher while economic growth could be less, with more residents of the City but a lower increase in employment and visitation, and potentially less demand for Waterfront recreation.

Increases in demand for and associated impacts on police and fire protection services, parks and recreation facilities and services and school enrollment would be proportionately higher than those projected to occur under *Plan Santa Barbara* (refer to Tables 14.5, 14.6). Existing policies, codes, programs, and the annual City budgetary process would largely address potential impacts associated with increased staffing and equipment demands for police, fire, park, and other services. Gradual additions of students would be expected to be offset by overall declining student populations such that adequate school capacity would exist. In addition, this Alternative would include proposed *Plan Santa Barbara* programs for establishing park standards, establishing additional neighborhood park space as part of Sustainable Neighborhood Plans, and consideration to establish additional park financing mechanisms such as Quimby fees. Therefore, impacts of the Additional Housing Alternative to citywide public services would be somewhat higher than those anticipated under *Plan Santa Barbara* but would continue to be considered less than significant.

## 14.7 Extended Range (2050) Public Services Impacts

Development in the City through the year 2050 would effectively represent full build-out of the City under proposed land use and zoning plans. The Extended Range forecast assumes that residential growth of up to approximately 8,620 units and 3 million square feet of non-residential growth could gradually occur over this 40-year time frame.

Development would proceed under the City's existing policy framework including existing public services policies and programs as well as *Plan Santa Barbara* policies to more strongly encourage provision of improved park and recreation facilities and services. Under this forecast the number of units to be accommodated within the MODA would increase, development of second residential units would be strongly encouraged. Development pressure could increase somewhat in the Las Positas Valley and foothills, which could result in a small number of additional residences within high fire hazard areas. Overall population growth could be substantially higher while economic growth would continue at less than historic rates. Population growth could be expected to incrementally increase demand for public services.

Increases in demand for and associated impacts on police and fire protection services, parks and recreation facilities and services, and school enrollment would be proportionately greater than those projected to occur under *Plan Santa Barbara* in 2030. Existing policies, codes, programs, and the annual City budgetary process would largely address potential impacts associated with increased staffing and equipment demands for police, fire, park, and other services. Gradual additions of students would be expected to be offset by overall declining student populations such that adequate school capacity would exist. In addition, development under this forecast would include continuation of proposed *Plan Santa Barbara* programs for establishing park standards, establishing additional neighborhood park space as part of Sustainable Neighborhood Plans, and establishing additional park financing mechanisms such as Quimby fees. With continuation of existing and proposed policies and programs, impacts would be less than significant.

As discussed further in Section 18.0 *Global Climate Change*, the gradual acceleration of global climate change could impact area public services. Increasingly erratic weather patterns are projected to increase the frequency, severity, and duration of drought, and create more severe weather conditions conducive to wildland fires. Periodic severe flooding could put additional strains on police and fire protection services, and could damage or destroy some park land near sea level, such as portions of Shoreline Park, the Douglas Family Preserve, Arroyo Burro Beach Park, Chase Palm Park, the waterfront beach walkway, and coastal access parking lots. Application of existing City policies and programs and proposed *Plan Santa Barbara* policies and mi-

tigation measures that promote adaptive management would partially address these impacts. However, over the long term, potential damage to important City Waterfront, park and recreational facilities, though difficult to project, could be significant.

## 14.8 Mitigation Measures

Because impacts to Public Services under *Plan Santa Barbara* would be less than significant, no mitigation measures are required.

## 14.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### ***RM SERV-1 PARKS AND RECREATION***

*The City should consider adding a new bullet to Policy LG9-Mobility Oriented Development Area (MODA)*

- *Utilize vacant or underdeveloped City-owned parcels and/ or coordinate with private property owners to create pocket-parks and neighborhood play areas in Downtown core areas within 0.25 mile of new residential in-fill development (i.e., similar to the park created at the Granada parking garage, across from the central library)*

*The City should consider adding bullets to Policy LG11-Community Benefit Residential Land Uses*

- *Coordinate with all major development projects on sites of 2 acres or larger to provide a pocket-park, play area, plaza, public seating area or other accessible green spaces.*
- *Require development of projects in areas underserved by neighborhood parks to provide neighborhood park space proportionate to the size of the project; consider offsets in added cost to the developer of increased density, through use of City or other assistance.*

*The City should consider adding bullets to Policy LG16-Parks and Open Space Standards and Planning*

- *As part of the next Recreation Facilities Master Plan Update and/ or in each Sustainable Neighborhood Plan, identify publicly owned vacant or underutilized property (e.g., parking lots, road rights of way, etc.) and assess the potential for conversion of a portion of this property to a pocket or neighborhood park, play area, plaza, public seating area or other accessible green space.*

### ***RM SERV-2 PUBLIC SCHOOLS***

*The City should consider adding the following programs to the Plan Santa Barbara Land Use and Growth Management Element and Public Services/ Safety Element:*

*Policy LG15-Sustainable Neighborhood Plans (SNPs)*

- *M. New SNPs should include coordination with the Santa Barbara School District on the adequacy of the neighborhood's schools to accommodate students generated by new growth.*
- *The Downtown SNP should include early outreach and coordination with the School District to review the need for and feasibility of creating a Downtown neighborhood elementary school.*

### ***RM SERV-3 PUBLIC SERVICES DEVELOPMENT IMPACT FEE***

*The City should consider adding the following policy to the Public Services and Safety Element:*

- *Development Impact Fees: New commercial and market rate residential development shall either avoid impacts on community services and facilities or contribute financially to mitigate costs of providing services and facilities. The City shall establish development impact fees.*



## 15.0 PUBLIC UTILITIES

### (Water Supply, Wastewater, Solid Waste, Power/ Communications)

**Issues:** *Primary issues of interest are the adequacy of the City's long-term water supply to serve existing residents and new growth, and the adequacy of wastewater and solid waste disposal facilities to support future growth. Existing City programs and proposed Plan Santa Barbara policies address these concerns by:*

- *Providing for an update of the Long Term Water Supply Management Program to guide management of the City's diverse water supply portfolio to ensure adequate supplies for the next 20 years and beyond;*
- *Continuing to provide upgrades for wastewater collection and treatment facilities;*
- *Continuing to pursue innovative and comprehensive recycling programs to reduce waste disposal, and working with the County and other agencies to create a state of the art waste-to-energy facility at Tajiguas Landfill, and/or other long-term solid waste disposal capacity.*

This section describes existing and planned public utilities in the city of Santa Barbara. Key public utilities include water, wastewater, solid waste disposal, and power/communications utilities (refer also to Section 17.0, *Energy* for a further discussion of electrical and natural gas usage).

The common challenge facing public utilities is ensuring adequate resources to support future growth, including long-term water supply, wastewater collection and treatment capacity, and solid waste disposal capacity.

### 15.1 Public Utilities Setting

#### 15.1.1 Water Supply and Service

The city of Santa Barbara Public Works Department, Water Resources Division provides water service for residents, businesses, and other municipal uses. The Water Resources Division has responsibility for ongoing operations and water delivery, capital improvements required to maintain and upgrade water supplies, and costs associated with these functions. The City's water supplies are managed to ensure delivery in both normal years, as well as to meet demand during critical drought periods. This water supply is managed pursuant to the 1994 Long-Term Water Supply Program (LTWSP), which is being updated in conjunction with the *Plan Santa Barbara* process. The service area for the City water system includes most areas within the City limits, most of the unincorporated areas of Mission Canyon and several other smaller areas outside the City limits.



*Located on the Santa Ynez River, Lake Cachuma accounts for nearly half of the City's existing water supply.*

The majority of the City’s potable water is treated at the Cater Water Treatment Plant, located in the foothills of Santa Barbara. The plant has a capacity of 37 million gallons per day (MGD), and is used under a joint powers agreement to provide water treatment for the Montecito and Carpinteria Water Districts. The maximum daily demand in recent years has ranged from 29.7 to 31.4 MGD.

Groundwater in the Downtown area is treated at the Ortega Groundwater Treatment Plant located on east Ortega Street. The plant has a capacity of 3.0 MGD, sufficient to treat anticipated maximum groundwater production in this area, and is in the final stages of design for rehabilitation of the facility. Treatment of remaining groundwater resources occurs at the individual wellheads and is sized to match the production capacity of the well.

The City water distribution system consists of approximately 315 miles of water mains, 12 water pumping stations, and 13 treated water reservoirs. A hydraulic model is used to identify locations of potential delivery constraints. A data base that includes information on water main breaks, pipe age, pipe material, and soil type is maintained to help prioritize needed pipe replacements.

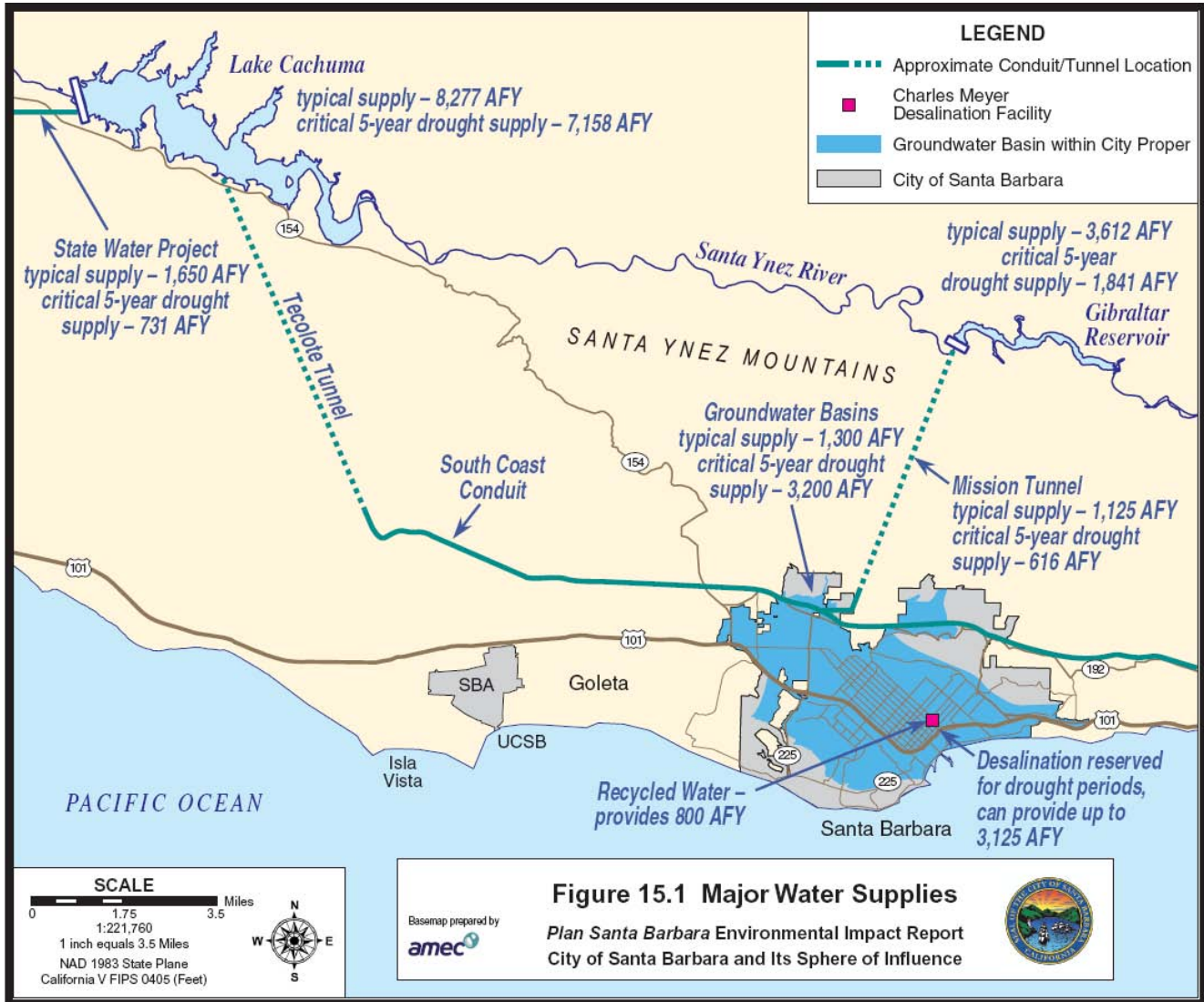
The Montecito Water District (MWD) provides service to Coast Village Road and the Westmont College faculty housing areas, which fall within the City limits. As of May 1, 2010, MWD provides water service to approximately 4,362 total accounts, the vast majority of which are single-family residential users. The MWD water supply condition is constrained and limited, and the MWD has adopted ordinances establishing water allocations for existing properties based on historical average water use, and tiered rate structures based on revised use classifications. Any proposed change in water use along Coast Village Road or the Westmont College faculty housing areas requires review and approval by MWD prior to project approval and issuance of building permits.

The annual City Water Fund budget of approximately \$35 million is largely funded by water service customers such as City residents and businesses, with the exception of a small amount of grant funding. In recent years, the budget has typically included a capital improvement program of \$4 million to \$8 million annually. Occasionally, major capital projects require capital expenditures in excess of these amounts and are typically funded with loans or bonds that are financed primarily from the annual Water Fund Budget.

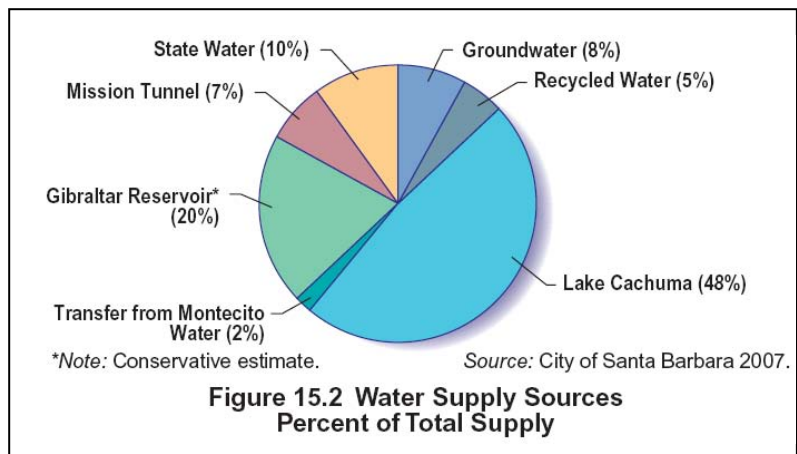
Over the last two decades, the City has completed in excess of \$120 million in capital improvements to its water supply system, including the recent \$18 million Sheffield Water Quality Improvement Project (refer to Table 15.1). Planned major capital projects include the \$20 million Advanced Treatment Project at the Cater Plant, and the \$9 million rehabilitation of the Ortega Groundwater Treatment Plant and related wells and distribution system. Approximately 70 City employees oversee water supply delivery and capital improvements, including water supply management, treatment, distribution, provision of recycled water, and laboratory testing. Revenues for operating and capital costs come entirely from water service charges and interest on Water Fund reserves, with the exception of a small amount of grant funding.

<b>Capital Improvement</b>	<b>Costs</b>	<b>Year Completed</b>
Desalination Plant	\$34,000,000	1992
State Water Pipeline*	\$48,000,000	1995
Groundwater Well Upgrades**	\$2,000,000	2009
Cater Water Treatment Plant Upgrade	\$20,000,000	2005
Sheffield Reservoir Improvements	\$18,000,000	2006
<i>* City’s financial share of larger central coast project.                      ** Includes 1 new well completed and 1 new well constructed through first phase of construction (below grade portion) between 2004 and 2009.</i>		

The City water supply is obtained from an unusually diverse portfolio, including Lake Cachuma and Gibraltar Reservoir on the Santa Ynez River, State Water Project (SWP) supplies, groundwater, and recycled water (Figure 15.1). An additional potential source is the City’s desalination facility, which is currently in long-term storage mode (City of Santa Barbara 2005c; 2008a).



The amount of water obtained from these sources varies annually, depending upon rainfall, water availability and management strategies designed to meet ongoing demand while maintaining reserves to provide supplies during potential droughts (Figure 15.2). For example, in the 2007-2008 water year, the City utilized 10,395 acre-feet (AF) of water from Lake Cachuma, about 26 percent more than the





City’s normal year entitlement from this source. During this same year, the City only needed to draw 631 AF from the SWP and 882 AF from groundwater. (City of Santa Barbara 2008a). Generally speaking, the City first draws upon its local surface water supplies when available prior to utilizing other sources (City of Santa Barbara 2008a).

As a basis for quantifying the City’s water supply during normal (i.e., non-drought) years, a “typical year” water supply and demand estimate was developed (Table 15.2). The best available technical estimates were used to represent how the City’s water supply would be fully utilized under normal weather conditions. Given uncertainty associated with water supply projections, a substantial safety margin of 10% is reserved and not counted toward meeting expected demand. Because the primary water supply challenge in this area is extended drought, this level of supply and demand is then also tested against a critical drought period (see Table 15.3).

The MWD, which as noted above supplies water to Coast Village Road and the Westmont College faculty housing within the City, had an approximate consumption of 5,800 AFY over the years 2003-2008. Conservation measures enacted in 2008, if fully implemented, would reduce this average demand to 4,640 AFY (County of Santa Barbara 2010). However, consumption in the MWD in the 2007-2008 was 6,544 AFY (supply was 5,895 AFY in that year), which resulted in the MWD having to purchase additional State water at an elevated cost. As a result, MWD is not currently granting can-and-will-serve letters to new development or intensification of existing uses that would result in a net increase of water consumption.

The City Long Term Water Supply Program (LTWSP) identifies available water supply from each major source in normal and drought years, current water demand in the City service area, and summaries of water supply management issues. The assumptions and projections contained in the LTWSP have been refined and updated for this EIR based on new studies and currently available data. This includes estimates of typical non-drought year water supplies from each source, as well as yields during a five-year critical drought, as discussed below (refer to Table 15.2).

Based on policy guidance contained in the adopted LTWSP, updated water supply forecasts also include a 10 percent supply “safety margin”, to account for unanticipated changes in supply or demand, as well as to incorporate the concept of a 10 percent “acceptable shortage” in supplies to be met by ex-

Source	Typical Non-Drought Supply (AFY)
Lake Cachuma <sup>1</sup>	8,277
Cachuma Carryover	-0-
Transfer from Montecito Water District <sup>2</sup>	300
Gibraltar Reservoir <sup>3</sup>	3,612
Mission Tunnel <sup>4</sup>	1,125
State Water <sup>5</sup>	1,650
State Water, Non-Table A <sup>6</sup>	-0-
Groundwater <sup>7</sup>	1,300
Desalination <sup>6</sup>	0
Recycled Water	800
<b>Total Supply</b>	<b>17,064</b>
<b>Reserved for Safety Margin (10%)</b>	<b>-1,706</b>
<b>Available Supply to Meet Demand</b>	<b>15,358</b>
<b>Estimated Current Demand<sup>8</sup></b>	<b>14,000</b>
<b>Available Surplus</b>	<b>1,358</b>

<sup>1</sup> Current annual project entitlement.  
<sup>2</sup> Per contract with Montecito Water District.  
<sup>3</sup> Preliminary modeling of Pass Through operations using conservative assumptions shows that Pass Through operations should yield at least 70% of Base operations yield which is equal to 3,612 AFY on a long-term average basis.  
<sup>4</sup> Based on long-term data from the DEIR on Cachuma water rights (SWRCB 2003).  
<sup>5</sup> Deliveries per SWP reliability report; do not exceed 50% of Table A entitlement.  
<sup>6</sup> Generally planned only during drought periods.  
<sup>7</sup> Perennial yield of Basin No. 1 and Foothill Basin.  
<sup>8</sup> Past 5-year average, rounded.

The City maintains an unusually diverse water supply. Lake Cachuma and Gibraltar Reservoir on the Santa Ynez River supply as estimated 70 percent of the City’s typical water supply.

traordinary conservation measures during extended droughts. The analysis in this EIR set forth below will be used to help shape the development of an updated LTWSP to reflect amendments to the City General Plan adopted in the *Plan Santa Barbara* process.

### ***Water Supply Sources***

**Lake Cachuma** – Lake Cachuma provides water from Bradbury Dam on the Santa Ynez River to the City and four other member water agencies. The reservoir’s current storage capacity is estimated to be 186,636 AF, approximately a 5- to 6-year water supply for the Cachuma Project member agencies when full<sup>1</sup>. Historically the reservoir has filled and spilled an average of once every three years (City of Santa Barbara 2008a).

The reservoir is operated to supply an annual yield of 25,714 acre-feet per year (AFY) to the five member water agencies in normal years. In later years of extended dry periods, traditionally when the lake drops to 100,000 AF of available storage, deliveries to member agencies are reduced and moderate shortages can occur.

Conversely, during wet years when the Lake spills over the dam, water deliveries are not charged against member agencies, which can provide supplies in excess of the member agencies’ shares of the typical annual supply. This allows the member agencies to accumulate “carryover” water in Cachuma that is extra water available for later use, subject to losses due to spill or evaporation. For example, due to the availability of surplus water, during the 2007-2008 water year, the City was able to utilize in excess of 30 percent more water than its typical annual entitlement while still carrying over 2,800 AF to the 2008-2009 water year (City of Santa Barbara 2008a).

The City’s full entitlement share of the Lake’s annual yield is 32.19 percent or 8,277 AFY, which constitutes a typical non-drought year delivery. Any additional available water is generally reserved to build a carryover balance for use in the event of extended drought.

Lake Cachuma provides a critical local water supply during droughts. Current City practice is to accumulate 3,000 AF of carryover prior to the third year following a dam spillover, which is when deliveries from Cachuma would be expected to be reduced as a result of the reservoir storage dropping below 100,000 AF (City of Santa Barbara 2007; 2008a). For example, during the 1987-1991 drought, water deliveries from Lake Cachuma were reduced by an estimated 40 percent or more to 5,152 AFY in 1990. However, based on modeling of historical flows during drought periods and the anticipated availability of carryover water, the City currently estimates that this reservoir would yield an average of 7,158<sup>2</sup> AFY during a five-year critical drought period (City of Santa Barbara 2009a).

In addition, the reservoir is operated in compliance with the current Biological Opinion issued by the U.S. Fish and Wildlife Service (USFWS) for protection of steelhead trout. This involves maintaining a 3-foot elevation surcharge of the lake to assist in providing water releases for steelhead survival and passage downstream.

**Gibraltar Reservoir** – Originally designed to hold approximately 14,500 AF, this reservoir’s storage capacity has been reduced by approximately 63 percent to 5,300<sup>3</sup> AF due to sedimentation, specifically associated with periodic wildfires. Most recently, the Zaca Fire, which burned 60 percent of the Gibraltar watershed, resulted in erosion and siltation that reduced the reservoir volume by approximately 1,500 AF to its current capacity of 5,300 AF.

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<sup>1</sup> Current reservoir capacity at Lake Cachuma and Gibraltar Reservoir were identified in a 2008 bathymetric survey. The prior estimated capacity of Lake Cachuma was 190,000 AF (City of Santa Barbara 1994).

<sup>2</sup> Critical drought period estimates are based on runs of the Santa Ynez River Hydrology Model using modeled data from 1947-1951 critical drought period, completed for Alternative 3-C (including accounting for 3-foot surcharge per USFWS’s Biological Opinion regarding steelhead trout) in the Draft EIR for the State Water Resources Control Board water rights hearing on the Cachuma Project (SWRCB 2003).

<sup>3</sup> See Footnote 1.

Current Gibraltar Reservoir operations are based on the 1989 Upper Santa Ynez River Operations Agreement (Pass Through Agreement) by which the City agreed to defer enlargement of the reservoir in exchange for the right to receive a portion of its Gibraltar water through Lake Cachuma. The intent of this arrangement was to allow the City to stabilize the yield of Gibraltar so it would be consistent with the 1988 reservoir volume, while protecting the interests of the Cachuma Project and other downstream users.

The City and other signatories to the Pass Through Agreement are currently in the process of implementing the Pass Through mode of the agreement, which tracks the yield of a hypothetical “Base Reservoir” that is equal to the 1988 storage capacity of 8,567 AF and operated under the procedures contained in the Pass Through Agreement. The Pass Through mode allows Gibraltar Reservoir diversions (including the portion taken through Cachuma) up to the amount that could have been diverted under the “Base Reservoir” operations. Modeling done in 1989 indicated that long-term average yield of the Base Reservoir would be 5,160 AFY. Yield under the actual Pass Through operations can be expected to be somewhat less on average, due to potential losses associated with conveyance of water between Gibraltar and Cachuma, and spill and evaporation of Pass Through water at Cachuma. Preliminary modeling of Pass Through operations using conservative assumptions shows that Pass Through operations should yield at least 70 percent of Base operations yield which is equal to 3,612 AFY on a long-term average basis. For estimated deliveries during the critical drought period, the 70 percent factor was applied to Gibraltar deliveries modeled for the 2003 DEIR on the SWRCB Cachuma Water Rights hearings, resulting in annual critical drought period delivery estimates ranging from 0 to 3,206 AFY, and averaging 1,841 AFY over five years (SWRCB 2003). More detailed modeling using the Santa Ynez River Hydrology Model is underway as a part of an environmental assessment being completed to implement Pass Through operations.

**State Water Project** – The City is a participant in the State Water Project (SWP). Project water is delivered into Lake Cachuma through the Coastal Branch of the State Aqueduct, and two locally-operated extensions. The SWP contract sets the maximum amount a project contractor is entitled to request each year, which is referred to as the “Table A” amount. The City’s SWP entitlement is 3,300 AFY; however, delivery levels are based on availability.

A key component of the SWP is flow of water through the Sacramento/San Joaquin River Delta. The most recent published SWP reliability analysis done by the DWR (DWR 2008) predicts long-term average annual deliveries equal to 63 to 69 percent of entitlements, and 33 to 36 percent during multi-year droughts of six year duration. These State estimates are based on historical hydrology, modified to include the projected future hydrological effects of climate change. The most important of these effects is the predicted reduction in the amount of precipitation that falls as snow, which reduces the “storage” effect provided by snowpack and results in more concentrated runoff during winter and early spring, versus late spring and summer.

Despite substantial efforts being made to address Delta delivery constraints, DWR’s most restrictive target flow requirements associated with current environmental limitations on Delta exports have been used in estimating SWP deliveries to the City. Not included in the above cited DWR delivery estimates are the effects of additional environmental restrictions likely to result from rulings subsequent to the Delta smelt limitations and climate change impacts associated with sea level rise. Neither does the analysis assume any planned improvements to the SWP, such as increased reservoir storage upstream of the Delta or construction of a peripheral canal to convey water around the Delta.

Analysis of SWP reliability was a primary topic in the City’s Water Supply Planning Study (City of Santa Barbara, 2009b) prepared by Carollo Engineers. Reliability conclusions are addressed on page 2-20 of the report and in Table 2.2. DWR average year delivery estimates of 63 to 69 percent are noted. Recognizing that a critical drought period is the key challenge facing the City’s water supply, the report evaluates pre-

dicted SWP performance during multi-year droughts and recommends that the more conservative two-year drought delivery estimates of 26 to 34 percent of entitlement be used to estimate deliveries during the City's anticipated five-year critical drought period.<sup>4</sup>

The most recent SWP reliability analysis by DWR [DWR 2009] projects median long-term deliveries of 63% of Table A amounts, meaning that most years would be expected to be at or above that amount, even including the effects of climate change and not assuming any physical improvements to the SWP system. However, recent experience suggests that deliveries under normal conditions are likely to be capped at approximately 50 percent of an agency's Table A amount until environmental issues regarding the protection of rare species and the environmental health and water quality of the Sacramento/San Joaquin River Delta are resolved.<sup>5</sup> Significant efforts are being made to resolve the twin challenges of water supply reliability and the environmental health of the Delta, but such improvements will likely involve major political compromises and significant capital expenditures and will require many years to implement. Accordingly, in order to provide a conservative analysis for this EIR, non-drought year SWP deliveries are assumed to be limited to 50 percent of the City's Table A amount, or 1,650 AFY.

During critical drought years, the City's estimated SWP deliveries are based on predicted hydrology for the worst five-year period (1988-1992) of DWR's hydrologic modeling period<sup>6</sup>. Delivery assumptions are further limited to 50 percent of the City's Table A amount, as discussed above. As such, the City's estimated average annual delivery is 22 percent of the City's Table A amount, or 731 AFY<sup>7</sup>, an amount that is lower than both the DWR estimates and the Carollo Engineers recommendation of 26 to 34 percent during extended drought. During the recent statewide drought of 2007 to 2009, comprised of three "dry" or "critically dry" years, SWP deliveries averaged 45% of allotment. Despite projections of below normal runoff for 2010 following a three-year drought, deliveries are expected to be 50% of allotment.

Separate from what Table A deliveries are assumed, opportunities to augment drought year deliveries are expected to exist. These are identified as "Non-Table A" deliveries from the SWP. Potential supplemental water supplies include the State's Dry Weather Water Bank, purchase of unused Table A water available through San Luis Obispo County or other banked surpluses, or open market water purchases (City of Santa Barbara 2009a). While such water would be expensive, its purchase is well within the City's financial capabilities during a critical drought emergency. It is estimated that purchases ranging from 125 to 340 AFY would be made to meet the City's target of 10 percent maximum critical period shortage. Alternatively, an acceptable shortage of greater than 10 percent could be adopted, which is one of the issues to be addressed as part of the LTWSP update.

**Mission Tunnel** – Mission Tunnel conveys water from Gibraltar Reservoir through the Santa Ynez Mountains to the City. Infiltration into the tunnel from watersheds on both sides of the mountains contributes to the City's water supply. Water supplies from infiltration of Mission Tunnel have varied from a low of 500 AFY in 1951 to a high of 2,375 AFY, with an average annual yield of 1,125 AFY (SWRCB 2003). Average supplies during a critical drought period are estimated at 616 AFY, based on data from the drought of 1947 to 1951.

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<sup>4</sup> A draft of DWR's updated SWP Delivery Reliability Report (DWR 2009) includes the modeled effects of sea level rise related to climate change and estimates average year deliveries of 60 percent of entitlement, and deliveries of 32 to 36 percent of entitlement during a six year drought. An additional recent development is a relaxation of key Delta pumping restrictions pending a more thorough analysis of the effects of such restrictions.

<sup>5</sup> The expected maximum of 50% of Table A amounts for the foreseeable future is based on reports from Central Coast Water Authority based on their recent experience and discussions with DWR.

<sup>6</sup> For added conservatism, this approach assumes that the critical drought period in the north (1988-1992) would align with a southern critical period (1947-51), although this has not occurred in the 82-year modeling period.

<sup>7</sup> Based on the predicted deliveries in DWR's SWP Reliability report for the 1988-1992 period, further limited by the 50% annual constraint.

**Groundwater** – City groundwater supplies are produced from two basins via nine existing wells (see Section 11.0, *Hydrology and Water Quality*, Figure 11.2). The total usable storage capacity of these basins is estimated at 16,000 AF, with an estimated long-term safe yield of approximately 1,800 AFY. During a typical year, approximately 1,300 AFY of this yield is available to the City due to use of 500 AFY of the basin’s yield by private water users. A third basin provides additional safe yield of approximately 100 AFY, but water quality is inferior. The City’s long-term average annual pumping (1976 through 2008) was approximately 1,000 AFY<sup>8</sup> which accounts for peak pumping during the 1976-1978 and 1987-1993 droughts. In more recent years, the City pumped 599 AF in the 2006-2007 water year and 882 AF during the 2007-2008 water year. The City actively manages groundwater supplies, withdrawing water when needed and allowing recharge to occur following drought periods. Water is also discharged from Mission Tunnel to recharge groundwater basins, and two of the City’s wells are equipped for groundwater injection<sup>9</sup>. A primary goal of this program is to utilize the perennial yield of the groundwater basins, while also managing the basins to maximize available storage to act as a reserve or back-up supply during drought periods (City of Santa Barbara 1994; 2005c).

Although the City has not typically utilized the entire 1,300 AFY of safe yield in these two basins, annual average withdrawals are now projected to rise to this level under normal supply conditions during the 20-year *Plan Santa Barbara* horizon (City of Santa Barbara 2009a). In addition, during a drought, the City would increase pumping as surface water supplies diminish. While the maximum pumping capacity of the City’s well field is 4,150 AFY, average annual pumping over a five-year drought is estimated to be 3,200 AFY. This would permit the City to withdraw large quantities of water from the groundwater basin during critical dry periods. However, groundwater production is limited to a total of 16,000 AF over a five-year drought based on analysis by U.S. Geological Survey. This level of pumping would minimize seawater intrusion into the groundwater basins. Modeling of groundwater supplies is currently underway as part of the LTWSP update to review potential management strategies to increase groundwater yields without increasing intrusion.

**Recycled water** – Recycled water is used in the City to irrigate over 400 acres of landscaped areas, including schools, parks, and golf courses, and for toilet flushing in park restrooms. The City system as currently configured has the capacity to treat and deliver 1,400 acre-feet per year (AFY) of recycled water. Current connected recycled water demand is approximately 800 AFY, plus approximately 300 AFY process water used at the wastewater treatment plant.

To meet a City goal of no more than 300 mg/L of chloride, approximately 300 AFY of excess potable water has historically been blended into the recycled water, since blending is the least costly solution and potable water is available for this use. Due to ongoing challenges with the secondary treatment process, blending has increased recently to approximately 600 AFY. Improvements to the secondary process are being evaluated



*The City's Desalination Facility is currently in long-term storage, but could be reactivated to produce 3,125 AFY of water during a critical drought.*

<sup>8</sup> Based on ongoing water production records for the city of Santa Barbara.

<sup>9</sup> For the period of 1992-2008, an average of 156 AFY was recharged in Mission Creek; groundwater injection was conducted once in 1994 and was limited to 90 AF.

to address this recent increased use of potable water for blending. The City is also reviewing options to reduce the mineral content of the recycled water to further reduce or eventually eliminate the need for potable blending water (City of Santa Barbara 2005c). A conceptual project for demineralization of recycled water to reduce the need for potable water blending has been identified. For a production rate of 1,910 AFY, this project would cost approximately \$4.6 million in capital expenditures. Annualized costs are estimated at approximately \$652,000 (including the capital component) resulting in added unit costs of \$341/AF (City of Santa Barbara 2009b). This would make recycled water one of the City's more expensive sources of water supply, but also a highly reliable source.

**Desalination** – The Charles Meyer Desalination Facility was built in 1992 at an original capacity of 7,500 AFY. It is included in the current adopted City LTWSP as a drought supply at up to 3,000 AFY. Sale of a portion of this facility reduced current production capacity to a maximum of 3,125 AFY, which is also the capacity identified in environmental review and permitting to convert the facility to permanent status. Due to reduced demand and relatively wet weather since 1992, the facility has been kept in long-term storage mode. However, the facility is permitted as a permanent part of the City water supply under a Coastal Development Permit approved by the City and the Coastal Commission. The City's current Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) permit for discharge from the City's wastewater treatment plant also includes provision for discharge of brine when the desalination facility is in operation. The construction and operation of the Desalination Facility was approved by City voters in an advisory election held in 1991.

No major technical barriers appear to exist to prevent reactivation of this facility to produce 3,125 AFY for long-term use (City of Santa Barbara 2009c). Although permit requirements would be subject to review by various regulatory agencies, the City appears to have approval of all major permits required to operate this facility. Reactivation of the facility is estimated to cost \$17.7 million. (An additional \$2.5 million in distribution system improvements that would be required to operate the facility are already planned for construction due to their value in improving overall distribution of water throughout the system). Operating costs are estimated to be \$1,470 per AF (City of Santa Barbara 2009c). Should the need arise, reactivation is estimated to require about 16 months from the time of approval of any required permits<sup>10</sup>.

Because of the relatively high cost, reactivation of the facility would likely be financed by a loan or bond. This would require a \$16.2 million loan or bond assuming use of \$3 million in existing reserves set aside for reactivation of the facility. At 20-year amortization and 5 percent interest, annual debt service payments would be approximately \$1.3 million. The City's existing debt instruments require a minimum coverage ratio of 1.25. The current projection of the ratio for FY 2013 is 1.65, including the planned Cater Ozone loan agreement and COMB bond issue. Additional bonding for desalination rehabilitation would result in a coverage ratio of approximately 1.40.

Reactivation would require a rate increase of approximately 5 percent to cover such capital costs (City of Santa Barbara 2009a). Alternately, plant reactivation could be contracted to a private firm similar to the contract under which the facility was originally constructed. During the period of operation, drought surcharges equivalent to an additional average 16 percent increase would be required to fund operating costs. In actuality, it would be expected that the surcharge would target high users to help reduce demand during the critical drought period and the increase would therefore be much higher for high users and lower for average users, lasting the period of plant operation. After the drought, the remaining impact would be the 5 percent increment until the financing was paid off. For the purposes of analysis in this EIR, the Desalination Facility

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<sup>10</sup> Although the existing facility has been permitted, it is unclear if amendments to the existing 1992 CDP or existing NPDES permit would be required. Required permits for facility reactivation would need to be investigated more fully as part of the LTWSP update process.

is assumed to provide water only during a critical five-year drought period, with delivery of 3,125 AF limited to Year Five alone, or an average of 625 AFY over the five-year drought<sup>11</sup>.

### ***Water Supply Planning Issues***

The City's water supply is extremely flexible in terms of annual delivery from most of its major water sources. The City manages its diverse portfolio of water supplies to take advantage of opportunistic supplies of water as they become available while planning for the next drought. For example, the City regularly takes advantage of carryover water from Lake Cachuma as a means to retain its basic allocation for future use in dry years. In addition, the City typically pumps less than the available yield of the groundwater basin and actively recharges the basin with excess water as a means to retain as much water in the ground as possible as a drought buffer. As a result, estimates for many of the City's water sources for typical water years are an allocation (e.g., Lake Cachuma) or a safe yield (e.g., groundwater) rather than an average rate of use. This reflects the variation in yields from each source as typical or average use changes substantially based on rainfall, water availability, costs, etc. Key water supply planning issues are summarized below. The management of the City's water supplies and the role of various water sources such as the Desalinization Facility are anticipated to be subject to detailed review during the update of the Long Term Water Supply Program (LTWSP) schedule to follow adoption of the *Plan Santa Barbara* General Plan policy update.

**Safety Margin** - The current LTWSP requires that the City reserve 10 percent of its available supply as a "safety margin" to allow for unforeseen decreases in supply or increases in demand. This expensive commitment provides security for variable water supplies and minimizes the economic impact to the community from severe drought.

**Acceptable Shortage** – The LTWSP also assumes that, in lieu of incurring the expense of providing 100 percent water supply reliability in all years, it is acceptable and prudent to plan for an occasional shortage such as that associated with a critical five-year drought. This acceptable level of shortage would be met by reduced demand through extraordinary short-term demand reductions in response to severe drought. A shift to supply sources other than surface water would address the balance of the shortage. The policy balances the expense of providing higher reliability water supplies with use of conservation to reduce short-term demand and permit the City to more cost-effectively meet needs during periodic critical droughts.

The current LTWSP includes a 10 percent acceptable supply shortage. For comparison, short-term demand reductions of up to 43 percent were achieved during the most critical periods of the 1987-1991 drought. The optimal amount of acceptable shortage will be reassessed as part of the LTWSP update.

**Long-Term Yield from Lake Cachuma** – The State Water Resources Control Board (SWRCB) is considering Lake Cachuma and Santa Ynez River water rights following a major hearing on the Cachuma Project (November 2003). This was a continuation of SWRCB's long-standing review of the Cachuma Project in terms of its effects on downstream water users and on Public Trust resources (i.e., steelhead trout). The SWRCB ruling has been delayed pending completion of the necessary environmental documents, with a decision possible by 2010. This decision has the potential to substantially affect water rights for the Cachuma Project participants, and was made more complex by the 2007 endangered species listing of the steelhead trout populations below Bradbury Dam at Lake Cachuma.

In addition to water rights issues, Lake Cachuma is also experiencing gradual incremental loss in storage capacity due to sedimentation. Such sedimentation has proceeded at a rate of approximately 330 AFY per year since the Lake was constructed in 1953. Over the 20-year life of *Plan Santa Barbara*, such sedimentation may

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<sup>11</sup> This assumption reflects a probable delay in reactivation of the Desalinization Facility due to any required decision-making to reactivate the facility, permitting, necessary construction and deferment of reactivation as long as possible to minimize costs.

be expected to reduce the storage capacity of this reservoir by approximately 3.5 percent (6,600 AF) which will result in an incremental reduction in the yield of the project over time. By the year 2030, this rate of sedimentation could reduce the City's annual Lake Cachuma allocation by 3.5% or approximately 300 AFY.

**Zaca Fire** – The Zaca Fire burned approximately 60 percent of the Gibraltar Reservoir watershed, historically the source of about 35 percent of the City's water supply. The Pass Through Agreement was executed in 1989 with the goal of stabilizing the City's delivery of water from Gibraltar Reservoir as discussed above. While the reservoir is at risk of losing half or more of its current water storage capacity due to accelerated siltation, the Pass Through Agreement allows this reduction to be offset by deliveries from Lake Cachuma that otherwise would have been captured at Gibraltar Reservoir and diverted through Mission Tunnel.

**State Water Project Reliability** – In August 2007, U.S. District Judge Oliver Wanger ordered a major decrease in the amount of water pumped out of the Sacramento/San Joaquin Delta. The ruling came in a suit involving the endangered Delta smelt. The decision has resulted in a 30 percent reduction (and potentially as much as 50 percent in some dry years) in SWP deliveries to entities south of the Delta until improvements are in place.

The City is assessing the potential impact of this decision on the City's projected SWP deliveries and whether further reductions in deliveries beyond those described above should be anticipated. In addition, further restrictions to protect other Delta species and simultaneously improve the water supply reliability and the environmental health of the Delta may also affect yield from the SWP. The combined net effect of these changes on water supply is uncertain. Actions to protect sensitive species and water quality may reduce SWP deliveries in the short-term, but overall actions to address the environmental health of the Delta and the adequacy of statewide water supplies have the potential to stabilize or even improve deliveries from this source over a 10- to 20-year horizon.

In addition to potential changes in long-term deliveries from the SWP, the potential exists for an earthquake or other natural or man-made disaster to completely interrupt SWP deliveries through the Delta for up to two years. The City's diversified water portfolio would likely buffer such interruptions, but such events could be substantial enough to cause short-term shortages greater than the 10 percent acceptable shortage.

**Climate Change** – Climate change is likely to affect both local City water supplies and those from the SWP through potential changes in weather patterns and hydrology (DWR 2005). There is some evidence that climate change may already be affecting water yields from various supply sources, although precise data is unavailable (DWR 2005). The State is projecting relatively rapid changes in climate statewide through 2027 with substantial effects on weather patterns and hydrology, including higher percentage of precipitation falling as rain rather than snow, a corresponding reduction in the Sierra snowpack, shifting of river flow from spring/summer to winter, and corresponding lower flows in environmentally sensitive portions of the Delta. These changes are anticipated to have the potential to affect the yield of the SWP; however, no official projections of SWP water yields are yet available.

Regionally, a trend of increasing frequency of extreme precipitation events has been documented and is projected to increase, leading to periods of more intense rainfall and flooding. This would be expected to result in reduced groundwater recharge and short-term degradation of reservoir water quality, as well as increased reservoir inflow. In addition, these rainfall events are anticipated to be punctuated by increases in frequency, duration, and severity of droughts. Increased droughts have the potential to both reduce water supply and increase demand such as that associated with a trend toward longer annual irrigation periods (City of Santa Barbara 2009b).



DWR recommends that local agencies plan for a 20-percent increase in both floods and droughts. However, the net effect of these changes in climate on the yield of the City's water supplies is uncertain. At this time, it remains unclear if the potential loss of water supply and increased demand associated with the increased frequency, duration, and severity of droughts will be offset by periodic increased reservoir inflow or whether overall decreases in average stream flow, decreased groundwater recharge, increased evaporation, and irrigation water demand will unfavorably alter existing water supply and demand. In other words, will climate change-induced increases in major storm events fill Lake Cachuma with sufficient frequency to offset possible declines in other water sources and permit the City to weather the anticipated increase in droughts within available supplies, or will these projected changes in rainfall and drought patterns usher in water shortages? No models currently exist which can reliably forecast this matter.

**Desalination** – Under the current City LTWSP, reactivation of the Desalination Facility is only planned during extended critical drought periods that have occurred in recent history at approximately 40-year intervals. Climate change may increase this frequency to a critical period once every 33 years based on DWR's predicted 20 percent increase in drought frequency. Reactivation would be within the financial capability of the City's Water Fund; however, it would be a major expense that may have limited utility and would also use a substantial amount of electrical energy. For the purposes of this EIR, the Desalination Facility is considered as a feasible planned and fundable water source that is currently restricted by City water supply planning assumptions to be used only as an emergency drought supply.

**Water Conservation** – The City's ongoing Water Conservation Program has resulted in water conservation rates far exceeding statewide or national averages (City of Santa Barbara 2005c). Continued and expanded conservation efforts are a key part of the City's existing LTWSP. A recent initial evaluation of the City's water demand and conservation programs estimates that additional reductions in water use in the range of 5 to 10 percent are feasible, although costs have not yet been identified (City of Santa Barbara 2009b). A 5-percent demand reduction would equate to 700 AFY.

**Reliability Improvements and Supply Augmentation** – In addition to the existing water supplies identified above, there are potential opportunities to augment and increase the reliability of the City's water supply. Increasing reliability does not add new supplies, but does increase the likelihood that supplies will be available during drought. These opportunities are important to recognize, however their benefits have not been assumed in the estimate of existing water supplies (refer to Table 15.2) and would be further investigated in the LTWSP.

- *Increased Carryover at Lake Cachuma:* Current practice is to aim at accumulating 3,000 AF of carryover storage for use during potential drought. At some additional cost and increased risk of loss due to spill, additional SWP water could be ordered to boost the amount of water available at Lake Cachuma during a drought.
- *State Water Project Carryover:* Because of Delta delivery constraints, excess storage in San Luis Reservoir south of the Delta is available to SWP contractors. This provides an opportunity to bank unneeded SWP water without using available carryover space in Lake Cachuma and incurring the risk of a Cachuma spill. It has the effect of increasing the reliability of SWP deliveries to the City. SWP water is not charged to the City until it is delivered to Lake Cachuma.
- *Water Banking:* Water agencies that have substantial groundwater basins and access to the State and/or Federal conveyance facilities are in a position to bank water on behalf of agencies that have excess water available, such as during non-drought periods. A number of such arrangements are already in place and the Central Coast Water Authority and the City are investigating opportunities and costs. This strategy could be a cost-effective way to firm up supplies for use during a critical drought period.

- *State Water Project Conveyance Improvements:* Improvements to the SWP delivery system such as the “Peripheral Canal” have been under review and consideration for over 30 years. However, existing political dynamics and environmental regulations require broad consensus to effectuate any major improvements to the Delta’s conveyance reliability and would likely need to be done in conjunction with efforts to improve the health of the Delta eco-system. If such improvements were completed, this could allow the successful implementation of the Bay Delta Conservation Plan, involving a “dual conveyance” approach that includes allowing some water to flow through the Delta while also constructing a conveyance facility for delivery of SWP water around or under the Delta. Such improvements could potentially increase the reliability of the City’s SWP deliveries, but have not been assumed in SWP delivery estimates included herein.
- *Expanded Recycled Water Use:* Spare capacity in the City’s recycled water system could be used to serve an estimated 300 to 400 AFY of new recycled water demand, freeing up an approximately equal amount of potable water. Additional capacity can be made available with various improvements to the system, as well as site modifications to ensure compliance with recycled water use regulations.
- *Optimized Local Groundwater Management:* Models of local groundwater basins developed by the U.S. Geological Survey could identify ways to increase the yield of the City’s groundwater basins. Topics under consideration include: re-evaluating the safe yield and available storage volume of the basins, quantifying the benefits and costs of groundwater injection as a way of increasing groundwater availability during drought, and potential benefits of using inland well capacity to reduce the potential for seawater intrusion effects. A three-year study in conjunction with the U.S Geological Survey is underway to identify and quantify any such benefits.

### ***Water Demand***

Recent historical demand in the City has varied from a pre-drought high of 16,367 AFY during the 1986-1987 water year to a low of 8,972 AFY during an emergency conservation period during the 1990-1991 water year (City of Santa Barbara 1994). Following the end of the last major drought in 1992-1993, demand began to recover and reached post-drought peaks of approximately 14,500 AFY in 1999 and 15,000 in 2007, the driest year in more than a century (City of Santa Barbara 2007). However, in general, water demand over the last decade has leveled off at approximately 14,000 AFY (City of Santa Barbara 2007). Variability from 1997 to present is believed to be primarily due to variations in the amount of local rainfall.

The current normal year demand estimate is based on the average potable and recycled water production over the past five years (Water Years 2004-2008). This amount is 13,881 AFY and is rounded to 14,000 AFY (refer to Table 15.2). This period includes years with rainfall ranging from 70 percent below average (including the driest year in over a century) to almost twice the average rainfall, with corresponding fluctuations in demand.

The difference between pre-drought demand of 16,300 AFY and post-drought demand of 14,000 AFY reflects the various elements of the City’s progressive Water Conservation Program, including a combination of higher efficiency standards, numerous public information efforts, multiple targeted programs for landscape water use efficiency, improved water use technology, and an inclining block rate schedule.

**Drought Water Supply**

Water supply during a five-year critical drought period is described in Table 15.3. These projections are based on the assumptions described in the footnotes to the table, and are intended to present a realistic conservative estimate of the City water supply during a critical drought period. The projections reflect the existing LTWSP elements of a 10 percent safety margin and a 10 percent acceptable shortage during the critical drought period. Normal year supply of 17,064 AFY is reduced by a 10 percent safety margin of 1,706 AFY, leaving a supply of 15,358 AFY available to meet normal year demand. Critical drought period demand is 13,822 AFY based on 10 percent acceptable shortage. A safety margin equal to 10 percent of normal year demand results in a water supply target of 15,358 AFY during the critical drought period.

Source	Year 1 (AFY)	Year 2 (AFY)	Year 3 (AFY)	Year 4 (AFY)	Year 5 (AFY)	Average (AFY)	5-Year Total (AF)
Lake Cachuma <sup>1</sup>	8,277	8,277	7,704	6,440	5,092	7,158	<b>35,790</b>
Cachuma Carryover <sup>2</sup>	-0-	-0-	1,300	900	800	600	<b>3,000</b>
Transfer from Montecito Water District <sup>2</sup>	300	300	300	300	300	300	<b>1,500</b>
Gibraltar Reservoir <sup>3</sup>	3,206	3,161	877	1,961	-0-	1,841	<b>9,206</b>
Mission Tunnel <sup>4</sup>	847	656	550	527	500	616	<b>3,080</b>
State Water <sup>5</sup>	438	1,650	155	566	845	731	<b>3,654</b>
State Water, Non-Table A <sup>6</sup>	-0-	-0-	188	264	396	170	<b>848</b>
Groundwater <sup>7</sup>	3,196	2,220	3,484	3,600	3,500	3,200	<b>16,000</b>
Desalination <sup>8</sup>	-0-	-0-	-0-	-0-	3,125	625	<b>3,125</b>
Recycled Water	800	800	800	800	800	800	<b>4,000</b>
<b>Total Supply</b>	<b>17,064</b>	<b>17,064</b>	<b>15,358</b>	<b>15,358</b>	<b>15,358</b>	<b>16,040</b>	<b>80,202</b>
<b>Percent Shortage</b>	<b>0%</b>	<b>0%</b>	<b>10%</b>	<b>10%</b>	<b>10%</b>	<i>N/A</i>	

<sup>1</sup> Based on runs of the Santa Ynez River Hydrology Model using modeled data from the 1947-1951 local critical drought period, completed for Alternative 3-C (including accounting for 3-foot surcharge per USFWS's Biological Opinion regarding steelhead trout) in the Draft EIR for the SWRCB water rights hearing on the Cachuma Project. Note that by the end of the planning period (2030), sedimentation could reduce Cachuma yield by approximately 300 AFY.

<sup>2</sup> Per contract with Montecito Water District.

<sup>3</sup> Deliveries under the Upper Santa Ynez River Operation Agreement estimated at 70% of values for Gibraltar diversions per modeled data from 1947-1951 critical drought period used in the Draft EIR for the SWRCB water rights hearing on the Cachuma Project.

<sup>4</sup> Based on modeled data from 1947-1951 critical drought period used in the Draft EIR for the SWRCB water rights hearing on the Cachuma Project.

<sup>5</sup> Based on the predicted deliveries per DWR's SWP Reliability report for the worst 5-year period in the Delta watershed (1988-1992) but in no case greater than the current 50% limitation. Assumes 2027 future conditions, climate change impacts on hydrology included – but not sea level rise, most restrictive target flows, no new Delta facilities, and coincident occurrence with local critical period.

<sup>6</sup> Expect high unit cost due to potential statewide drought.

<sup>7</sup> Up to 4,150 AFY as needed, per testimony of Steve Mack, Water Supply Manager, City of Santa Barbara, at SWRCB Cachuma Project Water Rights Hearing. Subject to 5-year total limit of 16,000 AF.

<sup>8</sup> Assumed to be available in 5<sup>th</sup> year of critical drought only; no action in years 1 and 2; preliminary design in year 3, final design and construction in year 4.

**15.1.2 Wastewater Treatment**

The Water Resources Division administers the City’s wastewater collection and treatment system with a staff of 49 people and an annual budget of \$15 million, including an annual capital program of about \$3 million.

**Wastewater Collection System**

The City collection system consists of 263 miles of local collectors and wastewater mains that convey wastewater to El Estero Wastewater Treatment Plant. Substantial portions of the collection system were constructed more than 50 years ago, and as such, the City has an active replacement and upgrade program

for aging portions of the collection system. This program targets locations of identified flow restrictions, excessive maintenance requirements, and pipes that are approaching their design life.

Flows during wet weather are of particular interest due to the potential for inflow and infiltration (I & I) to increase flows. Inflow involves water entering the system during wet weather events through illegal connections such as roof drains and patio drains, as well as manhole cover pick holes and other such apertures. Infiltration involves seepage of groundwater into the collection system through joints and other gaps. During very heavy rainfall, or rainfall of extended duration, I & I can cause the sewer system to exceed its ability to convey the water to the treatment plant. When this happens, wastewater backs up in the pipes and can spill out through manholes.

In recent years, system assessment and capital improvement efforts have focused on a number of locations where wet weather flows have been sufficient to cause wastewater overflows. Test runs of a collection system computer model that is being developed, as well as field observations during storm events, indicate that recent improvements have resulted in the ability of the system to accommodate a ten-year, 24-hour return frequency storm event without overflows, a typical industry standard for collection system performance. Approximately five locations are identified as nearing overflow potential and will therefore have increased priority for capital improvements. Deficiencies under dry weather conditions are less likely, as would be expected due to lower flows. However, one of the potential wet weather flow constraints (upper State Street) also exceeds optimal pipe flow volume during dry weather conditions and will be given a higher priority for replacement.



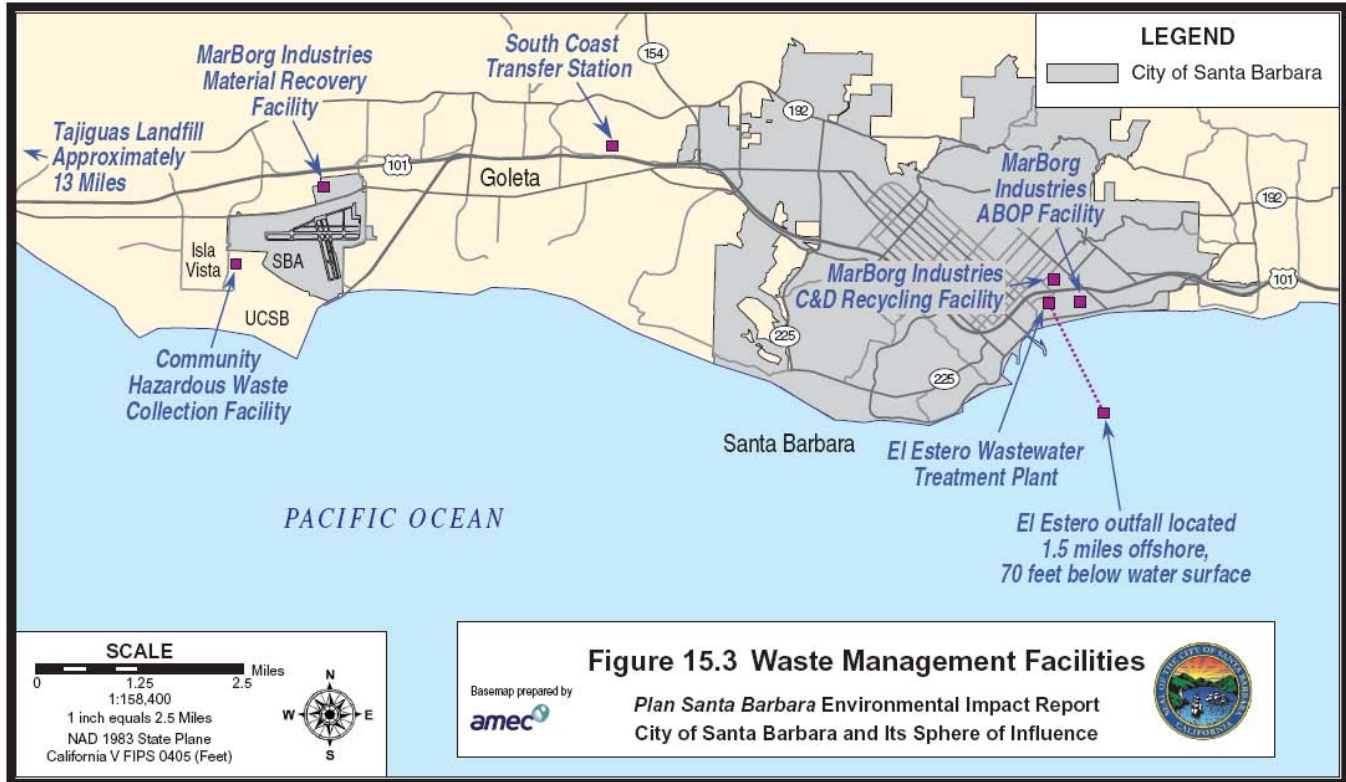
*The El Estero Wastewater Treatment Plant treats approximately 8.5MGD.*

### ***Treatment Plant***

The City's 30-year old El Estero Wastewater Treatment Plant (El Estero) is located on Yanonali Street between U.S. Highway (Hwy) 101 and the Union Pacific Railroad tracks (Figure 15.3). The plant provides full secondary treatment, which involves the removal of solids and the reduction of the biological oxygen demand of the wastewater through a series of physical and biological processes. After secondary treatment, water is chlorinated, and then de-chlorinated, in order to eliminate remaining pathogens prior to discharge.

The design capacity of El Estero is 11 million gallons per day (MGD) and the peak dry weather flow capacity is 19 MGD. El Estero currently operates at 73 percent of its capacity, treating approximately 8.0 MGD of wastewater. This treated water is disposed of through an effluent outfall pipeline that discharges treated effluent in 70 feet of water approximately 1.5 miles offshore of East Beach (Figure 15.3). Approximately 7.0 MGD are discharged from this outfall, with the balance of the flow going to the recycled water system. Discharges are regulated by the Regional Water Quality Control Board and are compliant with the Porter-Cologne Water Quality Act and the Clean Water Act.

In recent years the City has spent \$12 million to complete a number of renovations at El Estero to upgrade the facility. Recent improvements include installing an additional effluent pump, redesigned aeration basins, two new belt presses for sludge handling, rehabilitation of the anaerobic digesters, construction of a new thickened sludge pump station and secondary clarifier improvements (City of Santa Barbara 2008b). The plant was originally designed to treat the wastewater from a population of 104,000, which was the projected



population for the City in 2012 (City of Santa Barbara 2005c)<sup>12</sup>. The recent upgrades are projected to be capable of treating wastewater demands for the next 10 years or more (City of Santa Barbara 2008b).

Ensuring safe water quality is an important issue to Santa Barbara citizens. Ocean water quality issues related to wastewater outfalls can include the release of harmful pathogens, antibiotics, and nutrients. Some studies have suggested that harmful viruses that originate from wastewater are able to survive the wastewater treatment process and persist in ocean water. However, according to a study by the World Health Organization, the potential for health risks from these pathogens can be reduced to a very low level if sewer outfalls are placed at a distance of greater than 1 mile offshore and at a minimum depth of 60 feet (World Health Organization 2000). Thus, the location of the El Estero outfall in 70 feet of water 1.5 miles offshore may contribute to Santa Barbara’s comparatively high treatment quality among Southern California facilities. The City’s offshore marine water quality is further discussed in Section 11.0, *Hydrology and Water Quality*.

Santa Barbara’s beaches characteristically have some of the best water quality ratings in the State during the dry season (Healthbay 2008). However, heavy rains can cause a decline in water quality as most of the City’s rainwater drains untreated into the ocean through storm drains and creeks.

In order to displace some potable water use, the El Estero facility is also equipped with a 4.3 MGD Tertiary Treatment Facility to produce recycled water primarily for landscape irrigation (refer to Section 15.1.1 above for additional discussion of recycled water). Water that has undergone secondary treatment is further filtered and chlorinated to eliminate remaining pathogens. Currently, reclaimed water is used on over 40 sites throughout the City and has the capacity to supply additional sites<sup>13</sup>. Reuse will continue to be an important water-saving measure for the City.

<sup>12</sup> The current City resident population is estimated at 90,305 (California Department of Finance 2008).

<sup>13</sup> The system has a current capacity to treat and deliver 1,400 AFY; current customer demand is 800 AFY, plus about 300 AFY of process water demand at El Estero Wastewater Treatment Plant.

### ***Water Demand Reduction Issues***

Water conservation measures and diversion of gray water away from the collection system pose potential challenges to the WWTP, due to lower amounts of water in the collection system and resultantly higher percentage of solids. City staff expects to continue to monitor findings from sewer main cleaning to determine if increased water conservation and gray water diversion pose a potential challenge to the wastewater collection system. Since most sewer mains in the city of Santa Barbara are small diameter sewer mains, it is likely that any such reduced collection system flow will be offset by flow increases associated with nominal general population growth. City staff would increase the cleaning frequency of sewer mains which are determined to contain increased levels of solids due to less conveyance water in the collection system.

With regard to treatment plant issues, City staff continually monitors total suspended solid (TSS), total dissolved solid (TDS), and biochemical oxygen demand (BOD) concentrations at the El Estero Wastewater Treatment Plant (EEWTP). In the past, no permit violation has occurred due to upstream collection system water conservation or gray water diversion efforts. The El Estero receives relatively low concentrations of TSS, TDS, and BOD due to the nature of Santa Barbara's fresh water sources and the low amount of industrial users on the City's collection system. It is expected that EEWTP will be able to successfully treat any increases in TSS, TDS, or BOD that result from system-wide water conservation or gray water diversion efforts.

### ***Biosolids***

Biosolids are the nutrient-rich organic materials resulting from the treatment of municipal sewage at a wastewater treatment facility. Through biosolids management, solid residue from wastewater treatment is processed to reduce or eliminate pathogens and minimize odors, permitting its uses as a beneficial agricultural product. The use of such biosolids has been determined to be safe for certain agricultural practices by the US Environmental Protection Agency State Water Resources Control Board.

The primary federal regulation for biosolids management is 40 CFR 503 (Part 503 Rule). In California, the Part 503 Rule is enforced through National Permit Discharge Elimination System (NPDES) permits. The Part 503 Rule standards include pollutant limits, management practices and operational criteria, as well as monitoring, record keeping and reporting requirements for biosolids use and disposal. For land application, the rule establishes metal limits, pathogen reduction requirements, and vector attraction reduction requirements. In California, the Department of Health Services and the State Water Resources Control Board are also responsible for the regulation of biosolids reuse and disposal. The California Integrated Waste Management Act mandates that biosolids be recycled rather than landfilled or incinerated.

At El Estero WWTP, after primary and secondary clarification, sludge is digested by anaerobic bacteria and then partially dewatered. In 2002, the El Estero WWTP generated 1,970 dry tons of biosolids (5.4 dry tons per day) (County of Santa Barbara 2003). EEWTP currently utilizes a private end-use contract for its biosolids that creates compost, a useful by-product. Land application also is viewed as a beneficial end use for the biosolids. City staff will continue to monitor the socio-economic and political climates regarding biosolids end use. City staff will continue to participate in statewide environmental industry organizations that focus upon biosolids beneficial use legislation and current beneficial use best management practices. Should significant long-term threats develop in the private sector biosolids processing marketplace, city staff will develop alternative biosolids end-use alternatives at that time that involve participation with private sector contractors. Additionally, it can be expected that City, County, state, and federal regulatory agencies will continue to monitor disposal of biosolids over the life of *Plan Santa Barbara*.

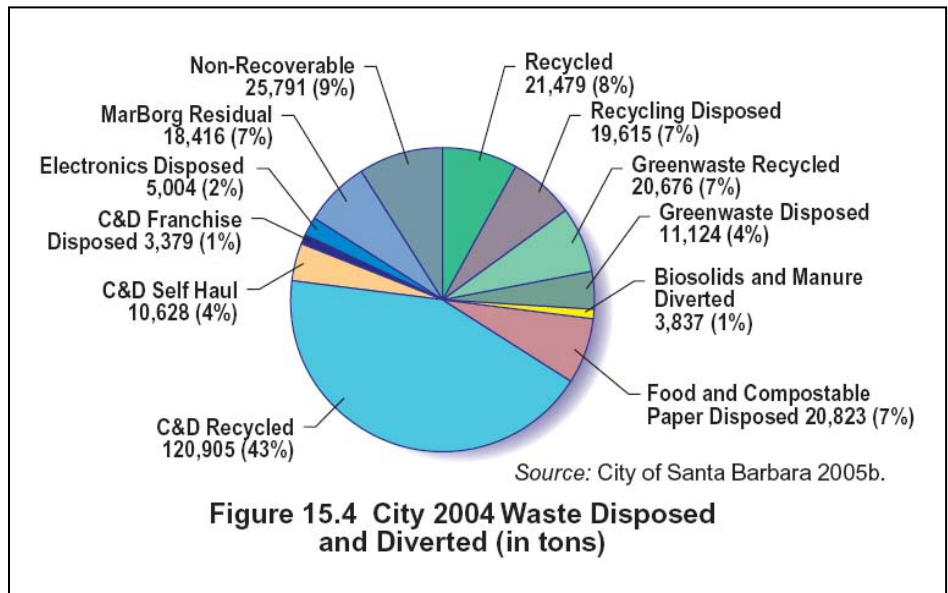
**Potential Flood Impacts**

El Estero is located at a low elevation by design. Because of this, EEWTP staff will coordinate with City staff in the Waterfront and Engineering divisions to analyze annual mean sea level data. Should a long-term trend develop which indicates rising sea levels due to global climate change, the city of Santa Barbara will initiate long-term planning activities to study feasible options for addressing the change in sea level including increased protection of the site and modification of the facility to accommodate any future potential for site flooding. Intense rainfall events occur with such little frequency that regulatory agencies allow for temporary sewer collection and treatment permit violations that occur due to extraordinary rainfall or related climatic natural events.

**15.1.3 Solid Waste Management**

The city of Santa Barbara currently generates approximately 280,000 tons per year (tpy) of solid waste and disposes of approximately 94,000 tpy in landfills. About 30 percent is generated by residential sources and 70 percent is generated by commercial sources (Figure 15.4).

Solid waste collection services are provided by two haulers, Allied Waste and MarBorg Industries, which hold franchise agreements with the City to transport waste materials to a



**Figure 15.4 City 2004 Waste Disposed and Diverted (in tons)**

variety of facilities, depending on the type of waste collected. Franchised waste collection accounts for approximately 90,000 tpy of the total 280,000 tpy generated.

The County-owned and -operated South Coast Recycling and Transfer Station is located at 4430 Calle Real between Goleta and Santa Barbara and acts as a consolidation point for small loads of waste. Self-haul loads and commercial roll-off containers are brought there by the generators and the County transfers the waste to the Tajiguas Landfill. The South Coast Recycling and Transfer facility is permitted to process up to 550 tons of waste per day – however, it is estimated to handle less than 300 tons per day (City of Santa Barbara 2005).

In 1989, the California Integrated Waste Management Act (AB 9393) was passed, requiring all State jurisdictions to divert 50 percent of their solid waste from landfill disposal through waste reduction, recycling, and composting. The City has been actively working to divert increasing amounts of solid waste from landfill disposal and to public and private facilities that specialize in recycling of waste products. Currently, approximately 66 percent of solid waste generated within the City is diverted from landfill disposal.

**Recycling and Reuse**

Approximately 96 percent of construction waste that is recyclable is diverted from landfill disposal. The majority of self-hauled waste is construction material, amounting to approximately 132,000 tpy, of which

121,000 is brought to local construction and demolition recycling facilities. Most is recycled at four facilities within Santa Barbara County: MarBorg Construction and Demolition (C&D) Recycling Facility (74,000 tpy), Lash Construction (21,000 tpy), Granite Construction (18,000 tpy), and Santa Barbara Sand and Topsoil (8,000 tpy). MarBorg also sorts City waste that is disposed of in recycling bins, which also results in about 18,000 tpy of residual waste requiring landfill disposal. The other three companies accept only uncontaminated loads of inert material and do not produce substantial residual materials. The existing facilities have adequate capacity to handle the current level of C&D waste and are not close to their permitted capacities.

Recycled materials include paper and cardboard, plastic, glass, and metal. Recycling collected in carts and cans from all customers within the City amounts to approximately 12,300 tpy. Recycling from within the City is taken to the County-owned and -operated South Coast Transfer Station, where it is consolidated with recycling from the City of Goleta and County unincorporated areas, and then transferred to the Gold Coast Materials Recovery Facility (MRF) in Ventura. Gold Coast has adequate storage and processing capacity for current amounts received.

Business and multi-unit residential recycling materials collected in dumpsters, roll-off boxes, and trash compactors are taken to the MarBorg C&D Facility located in the City, or to the MarBorg Material Recovery Facility adjacent to the city of Goleta on Santa Barbara Airport property. This material amounts to about 5,000 tpy. The MarBorg facilities have adequate capacity to handle these current amounts.

Green waste (plant materials) collected by the franchised waste haulers amounts to about 11,700 tpy and is taken to the South Coast Transfer Station. This material is ground into mulch and is used by local agricultural operations. Residents and businesses also self-haul approximately 8,000 tpy of green waste to MarBorg or to the South Coast Transfer Station. Existing facilities have adequate capacity for current amounts received.

A foodscrap collection service was implemented by the City in 2009 for the business sector. Franchised haulers collect foodscrap and take them to the MarBorg C&D Facility, where the material is transferred by MarBorg into sealed roll-off boxes that are stored at the City Corporate Yard Annex, which are then hauled by Engle and Gray, Inc. to Santa Maria for composting. Adequate storage capacities exist for the current program and Engle and Gray can compost the amounts of foodscrap presently received.

Electronics waste is self-hauled to one of two permanent facilities: The MarBorg Recycling Buyback Center in the City, and the South Coast Recycling and Transfer Station. The City also sponsors electronic waste (E-Waste) collection events throughout the year. Although small in quantity, electronics are important due to their toxic components. Both MarBorg and the South Coast Transfer Station have adequate capacity for current amounts received. However, although disposal of these items in the trash is illegal in California, a large amount of these materials are still placed in trash for pick up or self haul disposal.

### ***Landfill Disposal of Trash***

Most of the remaining general trash is taken to the Tajiguas Landfill for disposal<sup>14</sup>. The Tajiguas Landfill is located 26 miles west of the City and is owned and operated by the County of Santa Barbara. Waste is hauled via large transfer trucks to the landfill where it is covered daily. The County has in place programs to address control of heavy truck traffic, control noise, dust, vectors and birds, potential for groundwater contamination, and minimize conflicts with surrounding uses.

Approximately 44 percent (94,129 tpy in 2008) of the total annual tonnage disposed of at Tajiguas is generated within the City. Current estimates show that Tajiguas has sufficient capacity to accept waste until 2023,

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<sup>14</sup> A small amount (~1,600 tpy) is taken to Ventura and Los Angeles County landfills.



at which time new measures to accommodate waste, such as an additional in-County landfill or out-of-County disposal facilities will become necessary. The County has been looking into this problem, performing siting studies in 1999 and 2000 for new landfill locations. These studies have indicated that a new landfill on the South Coast is infeasible due to a lack of space and that any new disposal facility would likely need to be sited in North County (City of Santa Barbara 2005c). The County reviewed a variety of options for siting a new landfill in the North County and determined that an alternate approach to landfill disposal would be environmentally preferable.

In response to the difficulty, expense, and environmental impacts of creating a new landfill, the County has formed a partnership with other South Coast agencies (e.g., cities of Santa Barbara, Goleta) to pursue construction of a waste-to-energy conversion facility at the Tajiguas Landfill as the preferred approach to addressing landfill capacity issues. If determined feasible, this facility could become operational within approximately five years (Santa Barbara County 2009). The technical study to determine the feasibility, costs, and benefits of this measure has not yet been completed. Thus, no long-term solution for the solid waste disposal issue is currently in place.

In addition, the Los Flores Landfill, located just south of the City of Santa Maria, is currently under development. The City of Santa Maria has indicated that they would accept South Coast waste and, if permitted, Los Flores would possess adequate permitted capacity to handle the City of Santa Barbara's waste for more than twenty years.

### ***Hazardous Waste Disposal***

There are no large industrial or commercial users of hazardous materials located within City limits; however there are small-quantity hazardous waste generators associated with existing commercial, industrial, and medical facilities. Typically, these wastes include fuels, lubricants, waste oil, batteries, aerosols, medical and laboratory wastes, and chemical solvents associated with service industries such as dry cleaning, vehicle maintenance, photographic processing, and painting (City of Santa Barbara 2005c).

The only facility for hazardous waste disposal on the South Coast is the Community Hazardous Waste Collection Center located at UCSB (refer to Figure 15.3). This facility accepts waste from the university, local residents, and Small-Quantity Generators. This facility is currently at capacity. In addition, the City operates a small Antifreeze, Batteries, Oil, and Paint (ABOP) facility located just south of U.S. Hwy 101 at 725 Cacique Street (refer to Figure 15.3) that accepts paint, antifreeze, batteries, and motor oil (City of Santa Barbara 2005c). Refer to Section 9.0, *Hazards* for additional discussion of this matter.

For un-used medications, the County and cities have established collection days, drop-off locations at Sheriff substations, and residents are advised to otherwise seal bottles and place them in the trash. (Refer to Section 11.0, *Hydrology and Water Quality* for additional discussion of this matter.

### **15.1.4 Power and Communication Utilities**

Public and private utility companies provide electric, natural gas, telephone, cellular phone, television, and computer internet services to residents and businesses within the City. These utility companies design, install, and maintain the facilities located within the community.

Electrical power is provided to the city of Santa Barbara by the Southern California Edison Company. Electricity is brought from the electrical grid to substations located within the City over the Edison transmission system. The City currently uses approximately 15 megawatts of power. Southern California Edison coordinates

with the larger nationwide electrical grid to provide electricity. Their facilities are adequate for current needs, and they continually upgrade their equipment to meet any unexpected electrical needs as the case may arise.

Southern California Gas Company (SCG) provides natural gas to the City via pipelines from the underground gas storage unit located at their More Mesa facility.

“Land line” telephone services are provided by Verizon, which owns, installs and maintains the telephone line infrastructure within the City. Cellular telephone infrastructure is located throughout the City, with service providers in many cases sharing cellular transmission towers in order to reduce community objection and lower costs. Cable television services are provided by Cox Communications, which owns, installs and maintains all related cable infrastructure within the City. Cox Communications also provides cable internet service through the cable infrastructure; similarly, DSL internet service is provided through the telephone line infrastructure by Verizon and other companies.

## 15.2 Applicable Plans and Policies

Issues associated with public utilities are addressed in adopted City, County, State and Federal plans, policies and regulations. Within the City, primary responsibility for these issues is addressed in the City’s General Plan and Municipal Code as administrated by the City’s Public Works and Community Development departments. These City agencies also coordinate with the Montecito and Goleta water districts, Central Coast Water Authority, California Urban Water Conservation Council, Montecito Sanitary District, and County of Santa Barbara.

### Relevant Plans and Regulations

- **Federal Clean Water Act (CWA), 33 USC 1251 et seq. (1977)** – Section 402 mandates that certain types of construction activity comply with the requirements of the EPA National Pollution Discharge Elimination System (NPDES) program.
- **California Integrated Waste Management Act (AB 939) (1989)** – required all jurisdictions to divert 25% of waste stream by 1995 and 50% by 2000 through source reduction, recycling, and composting to limit reliance on landfills.
- **AB 2176** – prohibits development permits without adequate areas for collecting and loading recyclable materials.
- **Tanner Bill/County Hazardous Waste Management Plans (AB 2948) (1986)** – designates county responsibility for hazardous waste minimization and adequate facilities for the transfer, storage, treatment, recycling, and disposal.
- **Countywide Integrated Waste Management Plan (CIWMP) (1997)** – countywide goals and objectives for integrated waste management planning.
- **City of Santa Barbara Water Shortage Contingency Plan (2000)** – guidance for City action in response to water shortages.
- **City of Santa Barbara Long-Term Water Supply Alternative Analysis (LTWSAA) (1991)/Long-Term Water Supply Program (LTWSP) (1994)** – long-term demand, available supplies, alternative new supplies, and criteria for selection of new supplies.
- **City of Santa Barbara Master Water Plan (1985)** – water supply and demand management strategies to balance water demand and available water supply, while maximizing the self-sufficiency of the City’s water supply.
- **City of Santa Barbara Urban Water Management Plan (2000)** – Current and projected water sources/supplies, water uses, supply reliability, supply/demand, conservation, recycling, and drought contingency planning.
- **County of Santa Barbara Hazardous Waste Management Plan (HWMP; 1992)** – analysis of hazardous waste generation and availability of adequate handling facilities.

## 15.3 Public Utilities Impact Evaluation Methodology

### 15.3.1 Project Components

The evaluation of impacts to public utilities considers the amount of projected growth to occur gradually to the year 2030 and beyond, and the type of future growth under the proposed Land Use Element Map designations and draft *Plan Santa Barbara* General Plan policy amendments. *Plan Santa Barbara* policies would allow an incremental increase in development through the year 2030. Growth under *Plan Santa Barbara* is projected to include 2,795 new homes and 2.0 million square feet of non-residential development during this period. New development could increase City population by up to approximately 7 percent (6,700 residents), add 3,500 new employees, and increase visitation (refer to Section 3.2 *Project Components*). The draft Land Use and Growth Management Element (LU/GM) policies propose that most future development occur as in-fill within the MODA, and that development account for available resources such as water supply, wastewater system capacity, and landfill capacity (refer to Section 3.2, *Project Components* and Appendix A).

Proposed *Plan Santa Barbara* policies and programs in the Public Services and Safety (PS) Element recommend that the City review and implement plans and programs to manage and conserve water, wastewater, and solid waste resources and facility capacity. These include Policies PS1-Long-Range Water Supply Plan; PS2-Water Conservation Program; PS3-Recycled Water; PS4-Groundwater Banking; PS7-Gibraltar and Cachuma Reservoirs; PS8-Solid Waste Management Programs; PS9-Construction/Demolition Materials Reuse and Recycling; and PS10-Local Recycled Materials (refer to Appendix A). These programs could substantially improve City protection and management of water supply resources and reduction of waste generation and disposal. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 15.3.2 Impact Evaluation

Public utilities are evaluated to assess the adequacy of existing utilities and to quantify increased demand for such utilities that may be affected by future growth under *Plan Santa Barbara*. The Environmental Setting discussion (Section 15.1 above) identifies important public utilities within the city of Santa Barbara, including water supplies and programs, wastewater collection and treatment, solid waste reduction and disposal, and power and communications facilities.

Resources such as the City's General Plan Update 2030: Conditions, Trends, and Issues Report (2005), Long-Term Water Supply Program (LTWSP) (1994), Draft Water Supply Management Report (2009), ongoing water production records and annual budget documents, water supply studies performed by Carollo Engineers, and reports from the California Department of Water Resources (DWR) and the State Water Resources Control Board (SWRCB) were used to prepare this section.

Potential impacts on water, wastewater and solid waste capacity were determined by applying factors developed by the City to the estimated levels of residential and non-residential development under *Plan Santa Barbara* (refer to Appendix H for water demand factors). New wastewater demand was estimated as a portion of water demand: 77 percent of projected water demand for residential and 83 percent of water demand for non-residential. A residential solid waste generation factor of 0.95 tpy/unit was taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008), which is also used by the city of Santa Barbara. Waste generation factors for non-residential development were based on existing levels of non-residential development and volumes of solid waste generated and disposed of by the City (accounting for the 70 percent reductions from recycling efforts). Impacts were identified when the estimated demand, together with existing demand, would exceed known or estimated capacities.

Regional cumulative impacts consider the citywide impacts together with other similar impacts of future development within the City sphere of influence and South Coast. Public utilities impacts under alternative growth and policy scenarios are compared to the existing setting and to *Plan Santa Barbara* impacts. Longer-term impacts to public utilities through the year 2050 are discussed on a programmatic level to identify potential impacts associated with full build-out of the City General Plan and longer-term trends (e.g., global climate change).

The analysis considers potential direct impacts of increased development on long-term water supply, wastewater system, waste management, and power and communications facilities. Indirect impacts are considered for potentially increasing inflow and infiltration related to increased frequency of heavy rainfall as a result of climate change.

Existing City, State, and Federal policies and regulatory processes that serve to avoid potentially significant public utilities impacts are identified. City policies in the General Plan, Long-Term Water Supply Program, Urban Water Management Plan, ordinances, and design guidelines; policies in the Countywide Integrated Waste Management Plan; and State and Federal regulatory processes are identified in the Existing Policies and Regulations section (Section 15.2 above), and considered in the impact analysis below. The existing City General Plan Land Use Element includes general goals and policies that speak to the provision of adequate public utilities (e.g., Services and Facilities, Goal 2: Provide adequate public services and facilities to all the residents of the community).

Proposed *Plan Santa Barbara* policies and programs that would avoid or reduce impacts to public utilities are also identified as part of the impact analysis.

### 15.3.3 Mitigation

When existing policies and regulatory processes and/or proposed new policies and programs would not fully mitigate potentially significant impacts, additional mitigation measures are identified that could feasibly avoid significant impacts. These are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards. General mitigation approaches are to reduce development impacts to public utilities through revisions to existing utility management programs or adoption of new programs, adjustments to growth limitations, and provision of project-specific mitigation through site design, resource conservation, re-use and recycling.

### 15.3.4 City Impact Significance Guidelines

The following City impact significance guidelines for public utilities are based on City policies (Long-Term Water Supply Program, Master Environmental Assessment), and the State CEQA Guideline (§15065) that directs identification of a potentially significant impact when a project has the potential to "... cause substantial adverse effects on human beings, either directly or indirectly."

***Citywide Area-Specific Public Utilities Impacts (Project Impacts):*** A significant public utility impact may result if *Plan Santa Barbara* results in the following, unless measures are implemented to avoid or lessen the significant effect:

Water Supply: Long-term water supply and/or utilities are not adequate to support the proposed use or water supply during a critical drought planning period and would result in shortages greater than the 10 percent target for maximum acceptable shortage.

Wastewater Facilities: Wastewater conveyance or treatment facilities are not adequate to serve the proposed use.

Solid Waste: Solid waste landfill or other waste disposal facilities are not sufficient to serve the proposed use.<sup>15</sup>

Energy and Communications Utilities: Electric, natural gas, or telephone utilities are not adequate to support the use.

***Regional Public Utilities Impacts (Cumulative Impacts):*** If citywide impacts together with the other existing and foreseeable effects of growth within the South Coast would exceed the capacity of a public utility in a regional context, the citywide impact, if not fully mitigated, may constitute a considerable contribution to a cumulative impact.

## 15.4 Citywide Public Utilities Impacts

### IMPACT PU-1: FUTURE WATER SUPPLY AND DEMAND

#### ***Potential increase in water demand, and adequacy of water supply to support future growth.***

##### ***Impact PU-1.1. Increased Demand and Existing Water Supplies.***

Increased residential and non-residential growth under the *Plan Santa Barbara* General Plan update would increase citywide water demand. Using a current average water demand for residential use in the City, and weighting these demands with a projected future development mix of approximately 13 percent single-family units and 87 percent multi-family units, the average water demand for new residential development under *Plan Santa Barbara* could be approximately 0.19 AFY per unit. Therefore, the projected increase in water demand from new residential units could be approximately 531 AFY.

For proposed non-residential development, dividing current commercial/industrial sector water use by the estimated current non-residential square footage of 21.3 million square feet results in an average water demand of approximately 0.13 AFY per 1,000 square feet of non-residential development. The projected increase in water demand from new non-residential development would be approximately 260 AFY, resulting in a total increase in water demand under proposed *Plan Santa Barbara* General Plan policies of up to approximately 791 AFY to the year 2030, or a 5.6 percent increase over existing levels.

Potential development along Coast Village Road, which is served by the MWD, could result in an additional 4 AFY<sup>16</sup> of additional consumption of MWD's already constrained supplies (County of Santa Barbara 2010). In order to foster regional cooperation on water planning, during the update of the Long Term Water Supply Plan, the City will review and consider existing water supply overlap areas and will ensure that adequate supplies continue to be provided by the City to new City-approved development within existing City boundaries, through mutually acceptable agreements with the MWD. Therefore, any potential increases in water demand from potential development along Coast Village Road permitted under the General Plan Update would not result in any net increase in water demand on MWD's constrained supplies.

Potential future development and population growth occurring under the *Plan Santa Barbara* General Plan update could increase citywide water demand from approximately 14,000 to 14,791 AFY, below the City's

<sup>15</sup> For solid waste impacts, a significant project-specific impact of 196 tons per year or more of landfill disposal is also considered a considerable contribution to a cumulative solid waste impact.

<sup>16</sup> Projections assume development of 9 residential units, 1,800 sf commercial, 5,298 sf retail, 4,740 sf office, and 9 hotel rooms.

conservatively estimated 15,358 AFY<sup>17</sup> average for existing supplies that are available during a normal water year, after adjusting downward to provide a 10 percent safety margin (1,706 AFY). As discussed above and depicted in Table 15.2, actual available normal year water supplies are in excess of 17,000 AFY. Therefore, increased demand under *Plan Santa Barbara* would not impact existing City water supplies during normal water years and a substantial surplus would remain.

An increase in citywide water demand up to approximately 14,791 AFY during a five-year critical drought could be an issue. However, the City currently projects that an average of 16,040 AFY in supplies could be available during a five-year drought, with a low of approximately 15,300 AFY during the latter three years of the drought (refer to Table 15.3). Increased demand associated with future growth under the *Plan Santa Barbara* policies could utilize up to approximately 66 percent of the City's uncommitted available supplies, however the entire safety margin would remain available for unforeseen contingencies, and future demand would not exceed the 10 percent supply buffer considered acceptable under the current City Long-Term Water Supply Program (LTWSP). The LTWSP assumes that the 10 percent shortage during a five-year drought would be met by an extra level of short-term conservation efforts by customers along with ongoing efficiencies in water use. However, under existing supply projections, it does not appear that extraordinary conservation would be required, and an approximate three percent surplus (500 AFY) would remain even in the worst years of the drought (refer to Table 15.3).

Available supplies appear adequate to meet increased water demand under proposed *Plan Santa Barbara* policies and growth assumptions during a five-year drought, and these supply assumptions are consistent with the policies set forth in the current City LTWSP. This analysis rests on the assumption that reactivation of the Desalination Facility and acquisition of limited amounts of open market water supplies would require substantial expenditures by the City. For the purposes of this CEQA impact analysis, the Desalination Facility appears to be a feasible drought water supply source, as it is consistent with adopted policy, major permits have been obtained, it is technically feasible to reactivate, and such reactivation appears to be within the City's financial capabilities. While such increases in supply associated with these sources appear to be within the City's means, they could result in substantial short-term and modest longer-term increases in cost to rate payers in the City. This analysis also assumes that substantial carryover water (3,000 AF) would be available from Lake Cachuma, and that the groundwater basin would be full or nearly full at the start of the drought. Both of these assumptions appear reasonable under existing supply scenarios and City water management practices. Even if supplies were reduced somewhat from these sources during a drought, the City's remaining safety margin, supplies in excess of the safety margin, and added conservation would ensure adequate supplies during the typical historic five-year drought.

*Existing Policies:* City policies, programs, and ordinances contain measures that manage long-term water supply and reduce water demand through conservation and water recycling efforts. The LTWSP and Urban Water Management Plan provide tools and guidelines to manage long-term water supply. Conservation Element policies require analysis of water supply capacity prior to project approval and provide protections for water supply. Title 14 of the Santa Barbara Municipal Code's water conservation and use regulations govern existing and new development within the City and set forth water use restrictions during droughts. In addition, the Zoning Ordinance (Title 28) contains specific findings relating to water supply/conservation that are required to be made before a residential development can be approved. These existing policies and regulations would partially reduce potential impacts of increased demand.

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<sup>17</sup> Actual water supplies are approximately 17,000 AFY in a typical water year. The reduced figure of 15,358 AFY accounts for the 10 percent of total supply safety margin that is mandated by City policy. If sedimentation reduces the City's Cachuma entitlement by 300 AFY, conservation water supply estimates would still substantially exceed demand.

*Proposed Policies:* Plan Santa Barbara policies PS1-Long Term Water Supply Program, PS2-Water Conservation Program, PS3-Recycled Water; PS4-Groundwater Banking, PS5-On-Site Storage and Reuse, PS6-Agricultural Water Marketing Agreements, PS7-Gibraltar and Cachuma Reservoirs, and the Adaptive Management Plan provide direction for and a framework to create policy and guideline updates to safely manage long-term water supply, expand existing water conservation and recycling efforts, and establish new avenues to store and purchase water supplies. These policies would reduce existing and potential future water demand and help manage and optimize long-term water supply. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* The analysis in this document evaluates the City's existing water supply as described in the current Long Term Water Supply program, using updated information to the extent known to evaluate the water supply under current conditions. In summary, the estimated normal year supply has been reduced from the original value of 18,200 AFY (net of targeted conservation savings then counted as a part of supply) in the 1994 LTWSP to 17,064 AFY based on updated information. At the same time, normal year demand is now substantially reduced to 14,000 AFY, compared to 16,400 AFY as projected for 2010 in the 1994 plan.

Based on the above analysis, the increased water demand associated with *Plan Santa Barbara* appears to be sustainable in both normal water year conditions and under currently forecasted water availability during a five-year drought. Both existing City policies and programs and those contained within *Plan Santa Barbara* would manage and conserve the City's water resources and ensure that adequate water supplies are available to meet demand generated by future growth through the year 2030. Impacts of *Plan Santa Barbara*-related increased demand on water supply would be considered ***less than significant (Class 3)***.

Much has changed since adoption of the 1994 LTWSP, and, as part of City policy and *Plan Santa Barbara* Policy PS1-Long Term Water Supply Program, it is recommended that the City's process for updating the LTWSP carefully examine the following issues, in consultation with the Water Commission, Planning Commission, and the public (discussed further in Impact PU 1.2 below and detailed in Recommended Measure RM PU-1 [Long-Term Water Supply Program Update] and RM PU-2 [Montecito Water District Coordination] in Section 15.9 below):

- State Water Project Water Supply Reliability; Groundwater Banking; Sedimentation Projections and Management Opportunities; Gibraltar Yield Under Pass Through Agreement; Desalination; Groundwater Management Analysis; Groundwater Management Analysis; Recycled Water Expansion Opportunities; and Climate Change Monitoring.

*Impact PU-1.2. Reliability of Future Water Supply.*

A number of factors could potentially affect the long-term yield of City water supplies; however, definitive data or projections do not exist to address several of these major factors. CEQA Section 15145 provides guidance regarding speculation or unsubstantiated forecasting in an EIR. Based on that guidance, this EIR discloses what is known about possible future changes to City water supplies, but does not attempt to come to a definitive conclusion or make projections where pending legal, legislative, or climate change-induced factors could affect supply (refer also to Section 15.1 above).

*Lake Cachuma* – Long-term yields from Lake Cachuma could be adversely affected by several factors. First, the State Water Resources Control Board (SWRCB) is considering Lake Cachuma and Santa Ynez River water rights. Any decision by the SWRCB to increase flow from Lake Cachuma to benefit downstream water users and resources such as the steelhead trout has the potential to reduce yields from this source and potentially affect the City supply. It is unknown and would be speculative to assume that the SWRCB will require increased downstream flows and if so, how much any such increased flows would affect City water

supply. However, any major reduction in supply from Lake Cachuma would be very important, as water from this source constitutes 48 percent of the annual City supply.

Gradual sedimentation of Lake Cachuma is forecasted to reduce storage capacity of this reservoir by approximately 3.5 percent (6,600 AF) over the 20-year life of *Plan Santa Barbara*, with potential incremental reductions in the yield from this source over time. If such reductions occur, they would be well within the City's surplus supply as well as the 10% safety margin. Such sedimentation would reduce the City's existing project entitlement of 8,277 AFY by approximately 300 AFY to 7,977 AFY. However, this full reduction would likely not occur until the end of the planning horizon (year 2030). In addition, increased sedimentation from portions of the Santa Cruz Creek watershed burned during the Zaca Fire could accelerate the rate of this sedimentation. Periodic future wildland fires in the large unburned areas of the Santa Cruz Creek watershed can be expected over the life of the project, which could also affect sedimentation rates with unknown consequences for long-term yield from this source.

Gibraltar Reservoir – Gibraltar Reservoir is at risk of losing half or more of its current water storage capacity due to accelerated siltation related to recent fires in the watershed. The Pass Through Agreement currently allows this reduction to be offset by deliveries of water from Lake Cachuma that otherwise would have been captured at Gibraltar Reservoir and diverted through the Mission Tunnel; however, operation under the Pass Through mode has not yet commenced and so there is some uncertainty as to future yield.

State Water Project (SWP) – Deliveries equal to 100 percent of the City's Table A amount of 3,300 AFY were available from the SWP in four out of the last 13 years. The City currently projects long-term normal water year yields of 50 percent of entitlement (1,650 AFY) with further reductions during a five-year drought to 22 percent of Table A (731 AFY average). This assumption is already less than projections that include the effects of the Wanger decision; however, further reductions in yields are possible during the life of the *Plan Santa Barbara* General Plan related to recent court cases and additional actions to protect the health of the Delta and sensitive species (refer to Section 15.1 above). Major reductions in SWP deliveries could affect up to approximately 10 percent of the City's supply during normal water years and up to approximately five percent of average supply during drought years. The potential for such reductions is unknown, but could affect an important water supply.

Over the longer term, future State actions to address the environmental health of the Delta and the adequacy of statewide water supplies have the potential to stabilize or improve deliveries from the SWP. However, such actions require major political consensus that is only in the very early stages, and would also require major capital improvements, subject to voter approval of bonds. It is unclear whether such improvements would be completed during the 20-year planning horizon of the *Plan Santa Barbara* General Plan update, and none have been assumed in the City's estimate of SWP deliveries.

Desalination Plant: The current production capacity at this plant is 3,125 AFY and can be brought on line with readily available technology (City of Santa Barbara 2009c). Although currently in a long-term storage mode, the plant is permitted at this level of production as a permanent part of the City water supply under a Coastal Development Permit approved by the City and the Coastal Commission. Reactivation of the facility is estimated to cost \$17.7 million. In the event of a disruption to or reduction in important City supplies, the Desalination Plant provides a large reserve.

Climate Change – As discussed in Section 15.1 above, climate change may already be affecting wildfire frequency and rainfall patterns. Such effects are projected to accelerate over the 20-year planning horizon of the *Plan Santa Barbara* General Plan. Associated impacts to City water supplies are difficult to predict. Increased storm intensity has the potential to fill local reservoirs more rapidly. Decreased snowfall, and its ef-



fect on runoff from the Sierra Nevada and potential yields from the SWP, has been factored into DWR hydrologic estimates, but the effects of potential sea level rise have not yet been included in official DWR estimates. Increased frequency, duration, and severity of droughts could decrease yield from Santa Ynez River reservoirs as well as the SWP while also increasing demand. The net balance between the benefits of increased runoff episodes and the adverse consequences of droughts on local or statewide water supply has not yet been projected in any available models. Increased wildfire frequency and severity may also increase the rate of sedimentation into local reservoirs decreasing water storage and supply. Thus, there appears to be potential for currently unquantifiable adverse consequences on water supply associated with climate change, as well as some potential benefit associated with increased reservoir inflow.

*Existing Policies and Programs:* The City's existing plans and programs manage long-term water supply and reduce water demand through conservation and water recycling efforts. The LTWSP and Urban Water Management Plan provide tools and guidelines to manage long-term water supply. However, potential changes in water supply yields over the long-term could threaten key City supplies. While the City has diverse sources of water supply, has invested considerable effort in water supply planning and management and maintains an ample safety margin, the City is also investigating additional water supply options as discussed in more detail below.

State Water Project Carryover – Separate from carryover in Lake Cachuma is an opportunity for State Water contractors to store carryover in San Luis Reservoir, a major reservoir south of the Delta that is shared by State and Federal water projects. A fortunate byproduct of the current limitations on Delta deliveries is that more storage is available in this reservoir. This provides a location for carryover of water with little risk of spill or evaporation. The City currently has approximately 1,000 AF stored and available for delivery. This could be doubled in a wet year where demand is low and deliveries up to 50 percent of Table A amounts could be expected. This storage opportunity is expected to continue until Delta export conditions are improved.

Groundwater Banking – In addition to opportunities to inject water into local aquifers, the City's connection to the SWP provides the opportunity to enter into a contract for remote storage of water, for delivery through SWP facilities during drought periods. Payment can be in the form of money or water. Accumulation of 3,000 AF of available water would be sufficient to defer reactivation of the desalination facility for an additional year of drought. One local water purveyor has already entered into a pilot program to test this concept.

Water Conservation – The City's Water Conservation Program is a state-of-the-art and fully established program, largely responsible for reductions of over 2,000 AFY of normal year demand since the late 1980's. An initial look at the City's existing program and customer base suggests potential for additional conservation in the range of five to ten percent. Additional savings are likely from plumbing retrofits, "waterwise" landscape conversions, new plumbing standards, and modifications to the inverted block rate structure. The City is moving forward with a technical and economic analysis to identify cost effective options for further conservation savings. A 5 percent increment of conservation would equal approximately 700 AFY reduction in demand, compared to 791 AFY of new demand estimated under the proposed project.

Recycled Water Expansion – A recent planning study closely examined the existing recycled water system and identified 300 to 400 AFY of available recycled water system capacity and potential potable demand that can be offset with expanded use of recycled water. With the construction of additional storage, the capacity of the system's filters and distribution system can be more fully utilized as well. A conceptual demineralization project has been identified to allow the City to reduce or eliminate the use of potable water for blending, and also expand the range of suitable sites for added recycled water use. In addition, the LTWSP could

consider treatment of recycled water to a quality to permit injection into the groundwater. Current ordinances regarding required uses of recycled water are planned to be updated to include all feasible uses.

Groundwater Investigation – The City has contracted with the U.S. Geological Survey (USGS) to undertake a three-year, \$500,000 investigation to update groundwater models of the City’s groundwater basins. Goals include upgrading the models to more accurately model seawater intrusion, calculate usable storage volume, define safe yields, and assess injection potential. The new model versions are expected to allow more precise management of groundwater resources with potential for expanding the usable supplies. This information will be useful for managing groundwater both during normal years and during the critical drought period as well.

Safety Margin – Current and planned practice is to include a safety margin to reserve a portion of the water supply for unforeseen supply reductions or demand increases. The current LTWSP set a 10 percent safety margin. This margin amounts to 1,700 AFY and is left unused in the supply and demand analysis contained herein. An additional unused supply of 567 AFY remains under the proposed project before any encroachment into the safety margin.

Long Term Water Supply Program Update – Coincident with the *Plan Santa Barbara* process to update the City’s General Plan, the Water Resources Division is developing information for an update of the 1994 LTWSP. The update will include a comprehensive description and analysis of all current and potential City water supplies and demand management options. Multiple scenarios will be investigated for cost-effectiveness, feasibility, and conformance with *Plan Santa Barbara* policies. The role of desalination will be examined in particular to address cost and energy impacts and its role as a drought supply. The result will be a recommendation to the City Council for adoption of a new LTWSP through 2030.

Adaptive Management – The City annually reports to the City Council on the status of the City’s water supply management program. This includes tracking of new demand and the status of the City’s various water supplies. On a five-year cycle, the City performs a more formal water supply update in the form of its Urban Water Management Plan. These actions allow a regular verification of adequate water supply relative to ongoing customer demand and proposed new development.

*Proposed Policies: Plan Santa Barbara Policies LG2-Limit Non-Residential Growth; LG3-Future Residential Growth; PS1-Long-term Water Supply Program, PS2-Water Conservation Program, PS3-Recycled Water; PS4-Groundwater Banking, PS5-On-Site Storage and Reuse, PS6-Regional Cooperation on Water Supply Reliability, and the Adaptive Management Plan provide direction for and a framework to create policy and guideline updates to safely manage long-term water supply, expand existing water conservation and recycling efforts, and establish new avenues to store and purchase water supplies. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

*Impact Significance:* Existing water management policies include the City Long-Term Water Supply Plan, State-required Urban Water Management Plan, and State laws requiring demonstration of long-term water supply before permitting of new development. *Plan Santa Barbara* policies provide for ongoing growth management, monitoring/adaptive management specifying new development only when there are adequate resources, and an update of the City LTWSP.

Taken together, existing City water supply and management policies and programs, combined with those provided in *Plan Santa Barbara* would ensure the reliability of the City’s water supplies and increase its already diverse portfolio of supplies. Therefore, potential impacts on water supply reliability are considered ***less than significant (Class 3)***.

As noted under Impact 1.1 above, the analysis indicates adequate water for the proposed levels of growth under the *Plan Santa Barbara* scenario. However, further study of water supply and demand issues is recommended as part of the LTWSP update, as envisioned by current City policy and proposed *Plan Santa Barbara* Policy PS1, and detailed in Recommended Measure RM PU-1 in Section 15.9.

## IMPACT PU-2: WASTEWATER COLLECTION AND TREATMENT

### ***Increased demand for wastewater treatment; potential increased wet weather inflows to sewer system.***

#### *Impact PU 2.1. Increased Wastewater Flows to El Estero Wastewater Treatment Plant.*

Future development under the *Plan Santa Barbara* General Plan update could result in an increased residential and non-residential development with virtually all of this development served by the City's wastewater treatment system. Using estimates for wastewater demand generation of 77 percent of projected residential water demand and 83 percent of non-residential water demand, anticipated future wastewater service would be approximately 8.55 MGD, a 7.9 percent increase over the currently treated volume of 8.0 MGD. This projected volume would be well below El Estero Wastewater Treatment Plant's design capacity of 11 MGD and its peak dry weather flow capacity of 19 MGD.

*Existing Policies:* Discharges from the El Estero Wastewater Treatment Plant are regulated by the Regional Water Quality Control Board under the Porter-Cologne Water Quality Act and the Clean Water Act. The City has upgraded this facility by installing an additional effluent pump, redesigned aeration basins, two new belt presses for sludge handling, rehabilitation of the anaerobic digesters, construction of a new thickened sludge pump station and secondary clarifier improvements (City of Santa Barbara 2008b). The City LTWSP is an important tool in managing sewage flows as the water conservation measures in these plans tend to minimize increases in flows to this plant, helping avoid the need for capacity expansions.

*Proposed Policies:* *Plan Santa Barbara* Policy PS5-On-Site Storage and Reuse, could reduce future wastewater generation by promoting water conservation and providing guidelines for use of gray water in new development and the retrofitting of existing development. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Development permitted under the *Plan Santa Barbara* General Plan policies and Land Use Element map would increase flows to the El Estero Wastewater Treatment Facility; however, such flows would remain well within the plant's capacity, and impacts from increased wastewater generation are anticipated to be ***less than significant (Class 3)***. [Refer to Section 11.0, *Hydrology and Water Quality* regarding effluent discharge and offshore water quality.]

#### *Impact PU-2.2. Inflow, Infiltration and Spills.*

Future development under the *Plan Santa Barbara* General Plan update could incrementally increase flows into limited portions of the wastewater treatment collection system that may currently experience capacity problems. Incremental increases in flows could contribute to periodic spills associated with inflow from heavy rainfall. Such impacts would be considered incremental and indirect, as such spills are primarily related to inflow from rainfall. Increased generation of wastewater can be expected to affect the collection system as well. Effects would be more pronounced in the Mobility Oriented Design Area (MODA), which is identified in the *Plan Santa Barbara* policies as the preferred location of future development. This is also where the existing collection system is sized for relatively higher flow reflecting existing densities. The wastewater flow increase for *Plan Santa Barbara* is estimated to be about 0.55 MGD, from 8.0 to 8.55 MGD.

At the same time, a number of factors will offset increases in collection system flows that could result in overflows.

*Existing Policies:* The City will soon complete a computer model of the sewage collection system that will identify constraints that potentially cause overflows and permit the City to remediate these problems. The model includes the sewer lines with the highest flows and generally coincides with the MODA. In response to past spills, the City has improved the collection system to meet the industry standard 10-year rain event without overflow. The City has identified specific portions of the collection system that were prone to inflow and infiltration (I&I), and these areas have been targeted for improvements. Reductions in the amount of system flows during and immediately after rainfall events indicate that these efforts have been successful in reducing I&I, and therefore the potential for overflows.

The completed model would be used on an ongoing basis to plan for and assess changes in capacity in the MODA as development occurs over the 20-year planning period. Additional I&I monitoring is planned and can be expected to yield additional reductions in total collection system flow. Current regulations also prohibit the connection of downspouts and drains to the wastewater collection system. Smoke testing is used to locate and abate such connections. The City maintains a dedicated video inspection vehicle to identify collection system issues and prioritize them for repair. The ongoing Sewer Lateral Inspection Program (SLIP) also addresses infiltration in the privately owned portion of the collection system that in the past has not received the same level of attention as the publicly owned system of sewer mains. It couples mandatory inspections with significant financial assistance for repair of private laterals, which are considered a significant source of infiltration.

The City's Capital Program includes ongoing replacement of collection system piping and is typically funded in the amount of at least \$1 million per year. To ensure compliance with State regulations on collection system performance, repairs and upgrades to address locations of potential overflows are a priority. Capital expenditures by the City, in conjunction with privately funded infrastructure improvements related to development projects, will provide the financial resources to implement needed improvements.

In addition, existing State law provides for transition to the 1.28 gallon per flush "High Efficiency Toilet" (HET) standard beginning in 2014. Coupled with the City's comprehensive ongoing water conservation program these elements can be expected to further reduce wastewater flows in the collection system. For example, a four percent overall reduction in wastewater flow through such efficiency improvements would reduce flow by about 0.32 MGD, offsetting more than half of the anticipated flow increase associated with *Plan Santa Barbara*.

*Proposed Policies:* *Plan Santa Barbara* Policies PS2-Water Conservation Program and PS5-On-Site Storage and Reuse would help reduce future wastewater generation by promoting water conservation and providing guidelines for use of gray water in new development and the retrofitting of existing development and would reduce both new and existing flows in the collection system.

*Impact Significance:* Development permitted under the *Plan Santa Barbara* General Plan policies and Land Use Element map would increase wastewater flows into the City's collection system, which could slightly exacerbate problems with I&I. However, ongoing City programs to monitor and upgrade the collections system combined with existing water conservation programs and those proposed under *Plan Santa Barbara* would ensure the new development would not substantially contribute to offsite inflow and infiltration. Proposed *Plan Santa Barbara* Policies PS2-Water Conservation Program and PS5-On-Site Storage and Reuse would reduce incremental future wastewater treatment demand. With existing City policies and those proposed in

*Plan Santa Barbara*, project impacts to the wastewater collection would be reduced to a ***less than significant level (Class 3 impacts)***.

### **IMPACT PU-3: SOLID WASTE MANAGEMENT**

#### ***Adequacy of solid waste management facilities to support future growth.***

Future residential and commercial/institutional development under the *Plan Santa Barbara* General Plan update could result in an associated increase in solid waste generation and waste disposal at the Tajiguas Landfill.

Existing solid waste generation in the City equates to an average rate of approximately 0.95 tpy per residential unit prior to recycling and diversion. Non-residential development generates an average of approximately 0.89 tpy per 1,000 square feet after recycling and diversion efforts<sup>18</sup>.

Using these estimated rates, residential growth under *Plan Santa Barbara* could gradually increase solid waste generation by approximately 2,655 tpy by the year 2030, which would be expected to be reduced by 70 percent through diversion and recycling to approximately 797 tpy. Non-residential growth could generate an additional 1,780 tpy (net). Therefore, the combined increase in solid waste generation of projected development under *Plan Santa Barbara* in the year 2030 would be 2,577 tpy. Further improvements to recycling efforts may decrease the generation of waste even further.

The estimated solid waste generation from growth under *Plan Santa Barbara* would comprise a small, gradual increase in the total waste generated in the City from ongoing operations of the new land uses. This projected growth would also generate solid waste in the form of construction and demolition debris, as a majority of new development and redevelopment would be in areas that are largely built-out and would typically require demolition or partial demolition activities. While much of this material is recycled, a substantial amount could still find its way to the landfill.

Generating increased waste sent to the Tajiguas Landfill would incrementally contribute to this landfill reaching permitted capacity, a potentially significant impact. The Tajiguas Landfill is expected to reach permitted capacity in approximately 2023, seven years before the end of the planning horizon for *Plan Santa Barbara*, potentially leaving the City without a funded and authorized disposal site or method for its waste.

*Existing Policies:* Several existing State and City programs and policies would minimize potential impacts by diverting substantial amounts of new solid waste away from Tajiguas to public and private facilities that recycle waste products. The City's Solid Waste Strategic Plan lays out a strategy for maximizing solid waste diversion within the city of Santa Barbara by analyzing the City's solid waste components, determining potential recycling opportunities for currently disposed materials, and providing recommendations for projects and programs to help the City achieve its diversion goals. The City is a leader in recycling and is close to achieving its stated goal of attaining a 70 percent diversion rate by 2010.

The County has conducted several studies of options for disposal of solid waste, including establishing an additional landfill in Santa Barbara County. The County Grand Jury has also recommended expanding landfill capacity at Tajiguas Landfill. However, because of the potential environmental, political, legal, and permitting issues associated with attempting to site a new landfill or expand Tajiguas Landfill capacity, the County, in cooperation with other local agencies, is instead actively pursuing construction of a waste-to-energy generation facility at the Tajiguas Landfill site. The County is in the process of reviewing available

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<sup>18</sup> Residential solid waste generation factor of 0.95 tpy/unit is taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008), which is also used by the city of Santa Barbara. Waste generation factors for non-residential development were based on existing levels of non-residential development and volumes of solid waste generated and disposed of by the City (accounting for the 70 percent reductions from recycling efforts).

technology and options and has initiated preliminary planning for construction and operation of a waste-to-energy facility using a private contractor. Such a facility could be operational within five years. The viability and level of disposal reduction available through a waste-to-energy facility will vary substantially depending on the technology chosen in future years. This consideration, in addition to overall project costs, may adversely affect project implementation, and other disposal opportunities noted above may best serve the community for waste disposal.

As it currently stands, there is no funded and scheduled method of solid waste disposal available after currently permitted landfill capacity is expended, however there are available solutions and sufficient time to implement them.

*Proposed Policies:* Several proposed *Plan Santa Barbara* policies would also help to reduce the generation of solid waste requiring landfill disposal. These policies, including PS8-Solid Waste Management Programs, PS9-Construction/Demolition Materials Reuse and Recycling, and PS10-Local Recycled Materials would help to expand the City's existing recycling programs and promote the use and demand for recycled building materials in construction. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Existing City policies and programs, those proposed in *Plan Santa Barbara*, the County's efforts to construct a waste-to-energy facility, and the addition of proposed mitigation measures for more detailed policies as part of *Plan Santa Barbara* would reduce the generation of solid waste requiring landfill disposal and ensure that a long-term solution for solid waste disposal is established. Proposed mitigation measures direct the City to continue coordination with the County on the waste-to-energy facility and also further investigate other potential options for replacement landfill capacity at regional facilities, as well as to pursue measures to further reduce specified waste components associated with business practices, expanded organics and recycling programs, additional materials reuse, and protection of recycling markets. With continuing and proposed City policies and programs together with identified mitigation measures, potential impacts associated with waste disposal capacity would be ***less than significant with mitigation (Class 2)***.

#### **IMPACT PU-4: POWER AND COMMUNICATION UTILITIES**

##### ***Increased demand for Electricity, Natural Gas, Phone and TV Services.***

Future growth under the *Plan Santa Barbara* General Plan update could result in added residential and non-residential development with an associated increase in demand for power, natural gas, telephone, television, cellular, and internet services. Public and private utility companies provide these services to residents and businesses within the City and design, install, and maintain these facilities in response to consumer demand and local, State and Federal regulations.

Southern California Edison provides electrical service within the City, and has enough capacity for future electrical needs in the City. SCE continually upgrades its equipment to meet any unexpected electrical needs as the case may arise. Southern California Gas Company (SCG) provides natural gas to the City and has indicated that it can meet future demands for natural gas in the City (City of Santa Barbara 2005c). Under *Plan Santa Barbara*, projected growth would result in an approximately 11 percent increase in usage of electricity and a 9 percent increase in natural gas consumption. Refer to Section 17, *Energy* for analysis of increased demand for electrical and natural gas.

Verizon currently provides the infrastructure to support landline phone service in the City, while multiple companies using towers throughout the City provide cellular phone service. Cable television service is pro-

vided by Cox Communications. All of these services are provided upon demand from consumers and expanded as needed to meet demand, consistent with applicable local, State, and Federal regulations.

*Existing Policies:* The City's Energy Efficiency Standards (Title 22.82) provides efficiency requirements for new buildings, including residential appliances, heating and cooling systems, swimming pool heaters and pumps. Several City programs provide incentives, guidelines, or requirements for green building practices (Sustainable Santa Barbara, Green Building Incentive Program, Single Family Residential Design Guidelines, etc.). These programs potentially reduce demand for new power use within the City.

*Impact Significance:* Increased demand for power and communication utility services is anticipated to be available from these private providers and the impacts of growth under *Plan Santa Barbara* would be considered as ***less than significant (Class 3)***.

## 15.5 Regional (Cumulative) Public Utilities Impacts

Potential future development under the *Plan Santa Barbara* General Plan update would incrementally contribute to regional public utility impacts, including increased regional demand for water supply and solid waste disposal facilities. In addition to growth directly associated with *Plan Santa Barbara*, an additional 403 new homes and 178,202 square feet of non-residential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development. Non-significant impacts are expected with regard to wastewater collection and treatment, and these impacts would be localized to City utilities and would not constitute a regional (cumulative) impact. For a discussion of increased discharge of treated wastewater, see Section 11.4, *Hydrology and Water Quality*.

Future growth within the region together with potential substantial variability in the reliability of local and State water sources, which other regional waters users depend upon, could result in increased regional demand for potable water supply. The projected increase in water demand from new residential units in the City sphere could be approximately 77 AFY, while non-residential development in the sphere could generate approximately 23 AFY of new demand.

Future water demand under *Plan Santa Barbara* growth policies would incrementally contribute to a cumulative demand for water from the Santa Ynez River system. Changes in climate and potential increases in demand could accelerate water quantity and quality issues on the River and increase stress on downstream users, habitats, and sensitive species. If other regional water agencies begin to run short of supplies, pressure could increase for additional local water supply projects. However, existing and proposed policies and water management practices would address new water demand associated with growth and water supply reliability during drought at the City level and on a regional basis in much the same way as at the City level. In addition, conservation is expected to get an added boost from recent legislation establishing a 20 percent reduction goal. Therefore, the City contribution to regional water supply impacts would not be cumulatively considerable.

Similarly, increased growth under *Plan Santa Barbara* policies could result in increased demand for solid waste disposal. The projected increase in solid waste from new residential units in the City sphere could be approximately 115 tpy, while non-residential development in the sphere could generate 159 tpy of new solid waste. Existing and proposed policies would reduce project demand for solid waste disposal capacity, however increased solid waste generation under *Plan Santa Barbara* growth policies would incrementally contribute to significant cumulative impacts associated with the limited remaining capacity of the Tajiguas Landfill. These would be addressed through planned construction of a new waste-to-energy facility. Alternately,

should that effort not proceed, these impacts would need to be addressed through identification or development of new long-term landfill capacity.

The existing and proposed regional and City policy framework for long-term water supply and demand management, and regional efforts on water supply and solid waste, in addition to mitigation measures outlined below, would reduce the project's contribution to regional cumulative impacts to public utilities to less than considerable contribution (refer to Section 15.8 for mitigation measures and Section 15.9 for recommended measures).

## 15.6 Comparative Impacts of Project Alternatives

The three alternatives to the proposed *Plan Santa Barbara* project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following identifies comparative public utilities impacts of the alternatives. Table 15.4 presents a comparison of potable water, wastewater, and solid waste demand generation for the *Plan Santa Barbara* project and the alternative growth and policy scenarios.

### 15.6.1 No Project/Existing Policies Alternative

The No Project Alternative is projected to involve construction of up to an estimated 2,795 new units and approximately 2.3 million square feet of non-residential space, slightly more non-residential development than under the *Plan Santa Barbara* policies. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 square feet of non-residential development. Development would continue under the City's existing policy framework. Existing policies promote in-fill mixed use development, but with less emphasis than the proposed *Plan Santa Barbara* policies for the MODA. Therefore, incrementally more housing could be assumed to develop in more outlying areas such as the Las Positas Valley and foothills.

Future development would occur gradually and would continue under the existing City variable density ordinance, and Land Use Map, as well as policies and programs for managing City public utilities. The No Project Alternative would not include the *Plan Santa Barbara* policy modifications for potential increased densities within the MODA, and unit size reductions. Anticipated development would be expected to continue to produce larger multiple-family homes in the urban core, and development of single-family homes in outlying areas.

Per unit water demand and generation of wastewater and solid waste could be incrementally greater than that projected to occur under *Plan Santa Barbara* policies (refer to Table 15.5 for comparisons). For example, an average multiple-family unit in the City uses approximately 40 percent as much water as an average single-family home (City of Santa Barbara 2009). Impacts to water supply would be less than significant, as projected increases in water demand would be approximately 829 AFY, slightly higher than under *Plan Santa Barbara*, but well within the City's average annual or drought year supplies. The City's water supply would retain surplus supply, in addition to the 1,706 AFY safety margin.

Similar gradations exist for greater generation of wastewater flows and solid waste. Generation of sewage and solid waste could be incrementally greater at 0.55 MGD and 2,837 tpy, respectively (refer to Table 15.4 for comparisons). Impacts to sewage disposal would be less than significant as projected increases in sewage flows would be well within treatment plant and collection system capacities. Impacts to solid waste disposal



**Table 15.4: Public Utilities Demand Under the Project and Alternatives**

Generation Factor	Demand			
	<i>Plan Santa Barbara</i> (2,795 units, 2.0 mil sf non-residential)	No Project (2,795 units, 2.3 mil sf non-residential)	Lower Growth (2,000 units, 1.0 mil sf non-residential)	Additional Housing (4,360 units, 1.0 mil sf non-residential)
<b>Potable Water</b>				
Residential (0.19 AFY/unit) <sup>1</sup>	531 AFY	531 AFY	380 AFY	828 AFY
Non-Residential (0.13 AFY/1,000 sf) <sup>2</sup>	260 AFY	298 AFY	130 AFY	130 AFY
<b>Total Potable Water Demand</b>	<b>791 AFY</b>	<b>829 AFY</b>	<b>510 AFY</b>	<b>958 AFY</b>
<b>Wastewater Treatment</b> <sup>3</sup>				
Residential (77 percent of potable water demand)	0.36 MGD	0.36 MGD	0.26 MGD	0.57 MGD
Non-Residential (83 percent of potable water demand)	0.19 MGD	0.22 MGD	0.10MGD	0.10 MGD
<b>Total Wastewater Generation</b>	<b>0.55 MGD</b>	<b>0.58 MGD</b>	<b>0.36 MGD</b>	<b>0.67 MGD</b>
<b>Solid Waste</b> <sup>4</sup>				
Residential (0.95 tpy/unit) <sup>5</sup>	2,655 tpy/ 797 tpy w/ diversion	2,655 tpy/ 797 tpy w/ diversion	1,900 tpy/ 570 tpy w/diversion	4,142 tpy/ 1,243 tpy w/ diversion
Non-Residential (0.89 tpy/1,000 sf)	1,780 tpy	2,040 tpy	890 tpy	890 tpy
<b>Total Solid Waste Generation</b> <sup>5</sup>	<b>2,577 tpy</b>	<b>2,837 tpy</b>	<b>1,460 tpy</b>	<b>2,133 tpy</b>

Notes: AFY=Acre-Feet per Year, MGD=Million Gallons per Day

<sup>1</sup> For all scenarios, assumes 13 percent of residential development would be single-family at 0.40 AFY/unit and 87 percent of residential development would be multi-family at 0.16 AFY/1,000 sf (second units have been included with multi-family as the generation factor would be similar). It is possible that the No Project and Lower Growth alternatives would have a greater percentage of single-family residential development as compared to Plan Santa Barbara; however, quantifying such a difference would be highly speculative.

<sup>2</sup> For proposed non-residential development, dividing current commercial/industrial sector water use by the estimated current non-residential square footage of 21.3 million square feet results in an average water demand of approximately 0.14 AFY per 1,000 square feet of non-residential development. Proposed new park space under all scenarios would generate a minor contribution to water demand which would be met through the use of reclaimed water.

<sup>3</sup> 1 MGD equals 1,120 AFY. Wastewater demand factors based on the draft Akel Engineering Group, Inc. technical memorandum dated April 1, 2009, Table 2, and verified against City utility billing data for calendar year 2006, representing an approximately average year of demand.

<sup>4</sup> Residential solid waste generation factor of 0.95 tpy/unit is taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008); however, waste generation factors for non-residential development were based on existing levels of non-residential development and volumes of solid waste generated and disposed of by the City (accounting for the 70 percent reduction from recycling efforts) because the County generation factors are broken down specifically by land use category and could not be applied to project and alternative non-residential development levels.

<sup>5</sup> The total solid waste demand accounts for a 70 percent reduction of residential solid waste related to recycling efforts; non-residential solid waste contributions already account for this reduction.

would be potentially significant due to the pending closure of the Tajiguas Landfill, but could be reduced through application of similar mitigation measures described for *Plan Santa Barbara* in Section 15.8 below.

Thus, although the level of development could be similar to or slightly greater than under *Plan Santa Barbara*, the No Project Alternative could have an incrementally greater demand for public utilities. However, as disclosed above, water supplies and sewage treatment would remain adequate and solid waste disposal could be subject to feasible mitigation. Because citywide impacts to public utilities would either be less than signifi-

cant or subject to feasible mitigation, regional cumulative impacts of the No Project Alternative would not be considered cumulatively considerable

### 15.6.2 Lower Growth Alternative

Projections for potential future growth to 2030 under the Lower Growth Alternative are an estimated 2,000 new units and up to 1.0 million square feet of commercial space, a lower amount of residential and commercial growth than under the *Plan Santa Barbara* proposal. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 square feet of non-residential development.

Development would be assumed to continue under much of the existing City policy framework with regard to managing public utilities and would be assumed to include resource management policies proposed under *Plan Santa Barbara*. The existing Land Use Map would remain in effect, and the variable density ordinance would be amended to reduce unit sizes, with lower allowable densities in the MODA compared to those under *Plan Santa Barbara* policies.

Anticipated development could consist of smaller multiple-family homes in the urban core, while development of single-family homes in outlying areas could be stimulated to meet housing demand. It can be anticipated that per unit water demand and generation of wastewater and solid waste could be somewhat greater than that projected to occur under *Plan Santa Barbara* policies. For example, an average multiple-family unit in the City typically uses approximately 40 percent as much water as an average single-family home (City of Santa Barbara 2009). Per unit generation of wastewater flows and solid waste could also be expected to be somewhat greater.

Even though per unit demand on public utilities could be greater under this Alternative, because the projected level of residential and non-residential development could be lower than under *Plan Santa Barbara* policies, the Lower Growth Alternative could result in lower overall demand for public utility services (refer to Table 15.4 for comparisons). Impacts to water supply would be less than significant as projected increases in water demand would be approximately 510 AFY, substantially lower than under *Plan Santa Barbara* and well within the City's average annual or drought year supplies. The City's water supply would retain a substantial surplus supply, in addition to the 1,706 AFY safety margin.

Similar gradations exist for increased generation of wastewater flows and solid waste. Generation of sewage and solid waste could be substantially lower, at 0.36 MGD and 1,460 tpy respectively (refer to Table 15.4 for comparisons). Impacts to sewage disposal would be less than significant as projected increases in sewage flows would be well within treatment plant and collection system capacities. Impacts to solid waste disposal would be potentially significant due to the pending closure of the Tajiguas Landfill, but could be reduced through application of similar mitigation measures described for *Plan Santa Barbara* in Section 15.8 below.

Thus, due to the lower level of development, the Lower Growth Alternative would have notably lower demand for public utilities. As disclosed above, water supplies and sewage treatment would remain adequate and solid waste disposal could be subject to feasible mitigation. Because citywide impacts to public utilities would either be less than significant or subject to feasible mitigation, regional cumulative impacts of the No Project Alternative would not be considered considerable.

### 15.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to include development of up to 4,360 new units and 1.0 million square feet of non-residential space, a substantially higher amount of residential growth than permit-

ted under the proposed project, and a lower level of non-residential growth. Additional growth within the City's sphere of influence is projected to include 443 new homes and 178,202 square feet of non-residential development. Many of the existing City policies would be assumed to continue, as well as some of the resource management policies proposed under *Plan Santa Barbara*.

Development would continue under the existing City public utilities management, as well as some of the water conservation policies proposed under *Plan Santa Barbara*. Development is also assumed to proceed under the revised Land Use Map and the variable density ordinance amendments to reduce unit sizes, with greater allowable densities in the MODA when compared to those under *Plan Santa Barbara* policies.

Anticipated development could consist of smaller multiple-family homes in the MODA, while development of single-family homes in outlying areas may also be stimulated to meet housing demand. It can be anticipated that per unit water demand and generation of wastewater and solid waste could be similar to those projected to occur under *Plan Santa Barbara*, as greater per unit demand on utilities associated with outlying development could be balanced by more development of smaller in-fill units with lower per unit demand.

Even though demand on public utilities from non-residential development could be lower than under *Plan Santa Barbara* policies, the Additional Housing Alternative could have greater overall demand for public utility services due to demand from added housing. Impacts to water supply would be less than significant as projected increases in water demand would be approximately 958 AFY, somewhat higher than under *Plan Santa Barbara*, but well within the City's average annual or drought year supplies. The City's water supply would retain a surplus, in addition to the 1,706 AFY safety margin.

Increased generation of sewage is projected to be greater at 0.67 MGD, while solid waste generation is estimated to be a lesser increase than *Plan Santa Barbara* at 2,133 tpy due to substantially decreased non-residential development (refer to Table 15.4 for comparisons). Impacts to sewage disposal would be less than significant as projected increases in sewage flows would be well within treatment plant and collection system capacities. Impacts to solid waste disposal would be potentially significant due to the pending closure of the Tajiguas Landfill, but could be reduced through application of similar mitigation measures described for *Plan Santa Barbara* in Section 15.8 below.

The Additional Housing Alternative could have a greater increase in demand for water and wastewater services, and less demand for solid waste disposal. However, as disclosed above, water supplies and sewage treatment would remain adequate and solid waste disposal could be subject to feasible mitigation. Because citywide impacts to public utilities would either be less than significant or subject to feasible mitigation, regional cumulative impacts of the Additional Housing Alternative would not be considered cumulatively considerable.

## 15.7 Extended Range (2050) Public Utilities Impacts

Potential future development in the City through 2050 effectively represents full build-out under the proposed *Plan Santa Barbara* Land Use element map. The Extended Range forecast assumes that non-residential growth of up to three million square feet and residential growth of up to approximately 8,620 units could occur over this approximately 40-year time frame. Development through 2050 would proceed under the existing City policy framework as well as the proposed policy amendments of *Plan Santa Barbara*, including policies and programs to manage and improve public utilities and conserve water resources. The potential amount of development during this period could approximately double the potential under *Plan Santa Barbara*, with corresponding increases in demand for public utilities (Table 15.5).

As discussed in Section 18.0, *Global Climate Change*, the gradual acceleration of global climate change could substantially affect water supply. Decreases in annual precipitation and increasingly erratic weather patterns are projected to increase the frequency, severity, and duration of droughts, further stressing the water supply sources. The potential effects of climate change increase the difficulty of long-range forecasting for water supply. It is unclear to what extent changing rainfall and drought patterns will affect water supply or how sea level rise might affect waterfront sewer lines or the El Estero Wastewater Treatment Plant. However, the potential exists for the City water supply to become less reliable.

**Water Supply and Demand:** Water demand is projected to increase to up to approximately 16,028 AFY over the next 40 years which would substantially exceed the City’s existing normal year drought-buffered water supply of 15,358, but would still be well below actual average annual supply of approximately 17,064. The increased demand could require either an adjustment to City policy to reduce the drought buffer or acquire a proportionate increase in the City water supply. This demand would approximately approach average supply during a five-year drought, but would exceed projected available supplies during the last three years of such

<b>Table 15.5: Public Utilities Demand Under the Extended Range Forecast</b>	
<b>Generation Factor</b>	<b>Demand</b>
<b>Potable Water</b>	
Residential (0.19 AFY/unit) <sup>1</sup>	1,638 AFY
Non-Residential (0.13 AFY/1,000 sf) <sup>2</sup>	390 AFY
<b>Total New Potable Water Demand</b>	<b>2,028 AFY</b>
<b>Wastewater Treatment</b> <sup>3</sup>	
Residential (77 percent of potable water demand)	1.13 MGD
Non-Residential (83 percent of potable water demand)	0.29 MGD
<b>Total Wastewater Generation</b>	<b>1.42 MGD</b>
<b>Solid Waste</b> <sup>4</sup>	
Residential (0.95 tpy/unit) <sup>5</sup>	8,189 tpy/ 2,457 tpy w/ diversion
Non-Residential (0.89 tpy/1,000 sf)	2,670 tpy
<b>Total Solid Waste Generation</b> <sup>5</sup>	<b>5,127 tpy</b>
<p><sup>1</sup> Assumes 13 percent of residential development would be single-family at 0.40 AFY/unit and 87 percent of residential development would be multi-family at 0.16 AFY/1,000 sf (second units have been included with multi-family as the generation factor would be similar).</p> <p><sup>2</sup> For proposed non-residential development, dividing current commercial/industrial sector water use by the estimated current non-residential square footage of 21.3 million square feet results in an average water demand of approximately 0.14 AFY per 1,000 square feet of non-residential development. Proposed new park space under all scenarios would generate a minor contribution to water demand which would be met through the use of reclaimed water.</p> <p><sup>3</sup> 1 MGD equals 1,120 AFY.</p> <p><sup>4</sup> Residential solid waste generation factor of 0.95 tpy/unit is taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008); however, waste generation factors for non-residential development were based on existing levels of non-residential development and volumes of solid waste generated and disposed of by the City (accounting for the 70 percent reduction from recycling efforts) because the County generation factors are broken down specifically by land use category and could not be applied to project and alternative non-residential development levels.</p> <p><sup>5</sup> The total solid waste demand accounts for a 70 percent reduction of residential solid waste related to recycling efforts; non-residential solid waste contributions already account for this reduction.</p>	

a drought by almost 730 AFY. This could require earlier start-up of the Desalinization Facility, more aggressive acquisition of expensive open market water, development of additional water sources, or a reduction and fundamental change in the way water is used for landscape irrigation.

Therefore, although water demand under the Extended Range growth forecast could generally be met by existing supplies, it could impact water supply by requiring the City to utilize reserves to meet forecasted demand; additional measures such as acquiring expensive water open market water and/or reactivation of the Desalinization Plant in the earlier years of a five-year drought would be required. These impacts would be considered as adverse but not significant as physical water supply would remain adequate and required policy adjustments could be addressed within the existing process of updates to the LTWSP.

Climate change-induced erratic weather patterns are projected to lead to lower summer stream flows and extended droughts, punctuated by periods of high rainfall, with associated increased inflow and potential for sedimentation with potential secondary impacts on water supply. More severe or extended droughts could also increase water demand. Although changes in rainfall patterns have the potential to adversely impact yields from the Santa Ynez River, no data is currently available to identify the balance between decreased drought related yields and increased reservoir inflow during periods of high rainfall. Similarly, projected substantial decreases in the Sierra snow pack may reduce State Water Project yields, but the degree of decline is not yet forecast. Changing rainfall patterns could also decrease groundwater recharge, while rising sea levels could increase the potential for seawater intrusion into the Santa Barbara Groundwater Basin. In summary, the potential exists for substantial effects of climate change on City water supplies, however it is not possible to quantify these potential impacts at this time and it would be speculative to do so. The City's LTWSP process and *Plan Santa Barbara* Policy ER3-Comprehensive Climate Change Action Plan, and the Adaptive Management Program provide the ability for City water supply programs to address these issues as they emerge.

Wastewater: Development under the Extended Range forecast is anticipated to increase generation of wastewater to up to 9.42 MGD, which would be well within the 11 MGD capacity of the El Estero Wastewater Treatment Plant. The potential exists for increase in inflow and infiltration of sewer lines associated with climate change-induced increases in extreme rainfall events. While the frequency of such events is unknown, ongoing efforts to reduce inflow and infiltration will also be effective in addressing the potential climate change effect. An aggressive ongoing program of monitoring inflow and infiltration, in conjunction with visual verification of the model output, would identify collection system improvements to address wet weather flows and reduce any climate change-related impact. The potential also exists for elevated sea levels to necessitate flood prevention measures at the El Estero Wastewater Treatment Plant, or to interfere with operation of the plant. These potential impacts could be reduced to a less than significant level by ongoing City programs, implementation of *Plan Santa Barbara* Policy ER3-Comprehensive Climate Change Action Plan, and MM GEO-1, Shoreline Management Plan.

Solid Waste: Solid waste generation could increase by up to approximately 5,127 tpy. The Tajiguas Landfill is currently projected to reach capacity in 2023, within the life of *Plan Santa Barbara*. Ongoing generation of solid waste under the Extended Range forecast would contribute to the need for the new waste-to-energy facility at the Tajiguas Landfill and/ or a new regional landfill if the waste-to-energy facility were not constructed. Potential impacts would be similar to those projected for the 20-year *Plan Santa Barbara* period and would be addressed by ongoing planning efforts and the mitigation measures outlined below.

Power and Communication Utilities: Southern California Edison and the Southern California Gas Company provide electrical and natural gas services within the City; both agencies have indicated adequate capacity for future power needs for the city of Santa Barbara. Refer to Section 17, *Energy* for analysis of increased de-

mand for electrical and natural gas. Verizon currently provides landline phone service in the City, while multiple companies provide cell phone service using towers throughout the City. Cable television service is provided by Cox Communications. All of these services are provided upon demand from consumers and expanded as needed to meet demand, consistent with applicable local, State and Federal regulations. Longer-range impacts on power and communication utilities are therefore anticipated to be less than significant.

In summary, potential development under the Extended Range forecast would gradually increase demand on all public utilities within the City. In general, existing City programs when combined with *Plan Santa Barbara* policies and mitigation measures contained in this EIR would reduce any potential impacts to a less than significant level. However, growth under the Extended Range forecast would occur under uncertain climate conditions. Potential climate change could result in substantial public utilities effects, such as reduced deliveries from local and State water sources, water shortages during extended drought periods, and rising sea levels potentially affecting wastewater systems. However, existing City programs such as the LTWSP process, as well as proposed *Plan Santa Barbara* policy ER 3-Comprehensive Climate Change Action Plan, and the Adaptive Management Program provide the City the framework to address these issues as they emerge. Given the uncertain timing and degree of such effects, it would be speculative at this point to forecast certain dramatic effects on public utilities such as reductions in water supplies.

## 15.8 Mitigation Measures

*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

### **MM PU-1 SOLID WASTE MANAGEMENT**

#### **1.a. Develop Disposal Options**

*The City shall add the following language to Plan Santa Barbara Public Services/Safety Element Policy PS8-Solid Waste Management Programs:*

- *Continue to coordinate with and provide support to the County in its existing partnership with other South Coast agencies to facilitate construction of a waste-to-energy facility at the Tajiguas Landfill.*
- *Monitor progress on the waste-to-energy facility and provide annual reports to the City Council to permit prompt action to move this project forward expeditiously. If a new waste-to-energy facility is not anticipated to be operational by 2015, coordinate with other South Coast agencies or proceed independently to identify and implement an alternative waste disposal strategy.*
- *Continue to coordinate with the County of Santa Barbara on efforts to identify and establish additional replacement landfill capacity, including potential increased permitted level at Tajiguas.*
- *Explore and quantify options for disposal at alternative nearby regional waste disposal facilities, including sites in the North County and Ventura County. Several regionally located landfills exist with additional capacity to handle most or all of Santa Barbara's waste.*

## 1.b. Increase Diversion

### *Waste Reduction*

- *Business Processes:* Initiate a program for businesses to optimize business processes that focus on reducing or eliminating waste, which may include City program development and outreach to business, and support of non-profit and community-centered efforts.
- *Packaging and Disposable Items:* Enact programs to discourage single-use items or eliminate packaging. Such efforts currently include voluntary industry-supported reduction efforts coupled with access to reusable bags.

### *Expanded Recycling and Organics Programs*

- *Textiles, Wood, Film Plastics.* Explore the feasibility of adding textiles, wood, film plastics and other materials to recycling or organics stream. This would largely stem from reinitiating recommendations from the South Coast Material Recovery Facility Feasibility Study, providing local control of recycled materials and ensuring that a greater percentage of collected materials would be recovered.
- *Shingles and Carpet.* Provide market development assistance for recycling of asphalt shingles and carpet by local construction waste recycling operations.

### *Increase capture rate of currently divertable materials*

- *Unscheduled Hauling.* Monitor compliance to the *Unscheduled Hauling Ordinance* to ensure that the vast majority of construction debris is recycled.
- *Increased Sorting.* Include a requirement for increased sorting of residual materials through recyclables processing contracts, allowing for increased diversion capture.
- *Education and Incentives.* Implement an enhanced education and outreach program to maximize the use of existing curbside recycling and organics containers and to convey economic incentives to separate greenwaste, recycling, and construction debris from trash for self-haul customers.

### *Increase number of customers using diversion services*

- *Curbside Rate Structures.* Implement progressive rate structures for curbside services to encourage diversion through low cost recycling and composting.
- *Directives and Fines.* Increase recycling and composting through mandatory ordinances, fines, and/or directives.
- *Residential Composting.* Extend foodscraps composting program to the residential sectors where substantial additional material for composting is available.

### *Reduce Waste Through Reuse*

- *Support Reuse Enterprises.* Encourage the patronage of current reuse enterprises through education, outreach, and promotion.
- *Education and Promotion.* Adjust all educational material to promote reuse before recycling, and promote reuse as part of a waste reduction program for businesses.

### *Protect Recycling Markets*

- *City Purchases.* Implement a City procurement plan to buy items made from recycled and composted materials.
- *Business Purchases.* Develop a waste reduction program for businesses to purchase items made from recycled and or composted materials.

## 15.9 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant and mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### **RM PU-1 FUTURE WATER SUPPLY AND DEMAND PROTECTION**

#### **Long-Term Water Supply Plan Update**

*It is recommended that the City process for updating the LTWSP include careful examination of the following issues. All of these issues should be considered in conjunction with the City Water Commission and Planning Commission, with opportunities for public comment and input. It is recommended that the numerous studies conducted to update the LTWSP be evaluated together to more thoroughly update the current capabilities of the City's various water supplies. Evaluation of various scenarios for integrating these supplies into a new water management approach should be the basis for a recommendation for adoption of the updated LTWP.*

- a. *SWP Reliability: The State is updating its reliability analysis on State Water Project deliveries. The completed document should be reviewed as a part of updating assumptions on the City's expected SWP deliveries. Particular attention should be given to estimates of SWP delivery impacts from sea level rise, as this aspect of climate change was not included in the previous reliability analysis. A conservative assessment of the likelihood, timing, costs, and benefits of Delta improvements should be included. Opportunities to increase the delivery reliability of existing SWP Table A amounts should continue to be explored.*
- b. *Groundwater Banking: Opportunities for groundwater banking exist on the local, regional, and inter-regional level. With reduced snowpack related to climate change, and the potential that replacement capacity in proposed new reservoirs will fall short of replacing this lost storage capacity, banking can provide a valuable means of firming up SWP deliveries and improving the reliability of the City's overall water supply. Legal, technical, and financial issues will need to be considered.*
- c. *Sedimentation Projections and Management Opportunities: Gibraltar Reservoir and Lake Cachuma will continue to experience sedimentation, with potential accelerated sedimentation resulting from wildfires. Periodic bathymetric surveys should continue. Methods for minimizing sedimentation should be assessed, including sedimentation trapping measures and a controlled burn program in conjunction with the U.S. Forest Service and local fire agencies. The City should work with other affected agencies to consider options for removal of sediment from reservoirs, including the potential to implement passage of sediment downstream to preserve reservoir capacity while providing sediment flow to mimic natural river conditions and contribute to beach nourishment.*
- d. *Gibraltar Yield Under Pass Through Agreement: Operations under "pass through" mode have not occurred and there is uncertainty as to the level of deliveries that can be expected. Modeling currently underway should be integrated with overall supply estimates to give a firmer estimate of long term availability.*
- e. *Desalination: The future role of desalination should be evaluated, considering issues such as: State policy encouraging development of desalination capacity, reliability, rate impacts and capital cost for reactivation, energy use, environmental impacts, and value during extended drought and other water supply emergencies.*
- f. *Groundwater Management Analysis: A more sophisticated modeling of groundwater resources should be used to evaluate new opportunities for optimizing the conjunctive use of groundwater. Improved tools for tracking the current state*



of groundwater basins should be developed, particularly with regard to managing seawater intrusion. Local groundwater recharge, including direct and in-lieu recharge, should be assessed for economic, regulatory, and technical feasibility.

- g. Additional Conservation Opportunities: Ongoing efforts to assess the technical and economic merits of the next generation of conservation measures should be used to identify an updated target for demand reduction under the new plan. A rate study should be conducted to identify opportunities to improve conservation pricing signals and update revenue requirements. Existing City ordinances should be reviewed for appropriate updates given changes in technology and statewide water supply conditions.
- h. Recycled Water Expansion Opportunities: Opportunities exist to expand recycled water use ranging from increased irrigation uses to industrial uses of recycled water and implementation of broader use of recycled water for toilet flushing. Economic issues and available capacity should be assessed to identify an optimal target for expanded recycled water use under the new plan. Opportunities to partner with neighboring agencies should be explored. In addition, the LTWSP could consider treatment of recycled water to a quality to permit injection into the groundwater.
- i. Climate Change Monitoring: The LTWPS update process should assess and plan for potential water supply effects of climate change and identify feasible means of tracking the development of such impacts.

## **RM PU-2 MONTECITO WATER DISTRICT COORDINATION**

### **Water Supply to Coast Village Road**

The City should add the following Implementation Action to Plan Santa Barbara Public Services/Safety Element Policy PS6-Regional Cooperation on Water Conservation:

- *Implementation Action PS6.4-Montecito Water District – Pursue establishment of a process to coordinate with the Montecito Water District on the availability of water to service new development and redevelopment on Coast Village Road, ensuring adequate supplies to that portion of the City until such a time as the Montecito Water District can more readily provide additional service.*

## 16.0 TRANSPORTATION

**Issues:** *The central transportation issue facing the City is how to accommodate incremental growth while minimizing or avoiding substantial increases in congestion at freeway interchanges and major City roads, such as Upper State Street. The following analysis shows that, although better than the No Project Alternative, Plan Santa Barbara as currently proposed will nearly double the number of significantly impacted intersections in the City. This would fall short of Plan Santa Barbara's policy objective to keep traffic congestion below the 2008 baseline study.*

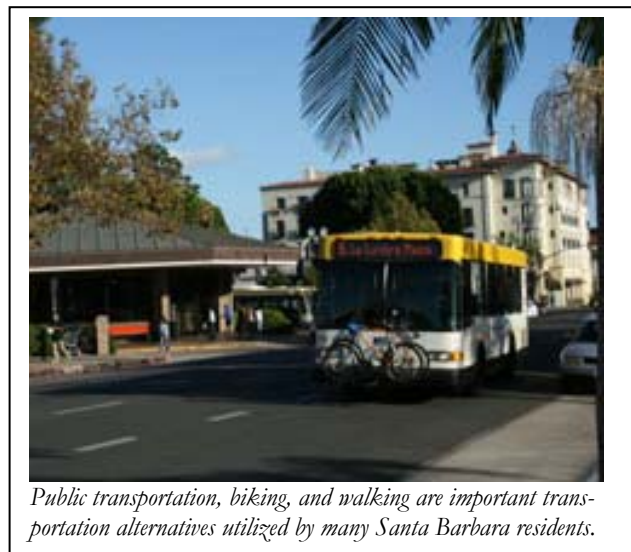
*The transportation model specifically tailored for the City, shows that future development generate the least amount of increased traffic if located within the Downtown core and along major transit corridors north of U.S Hwy 101. The analysis shows that trip generation rates are lower for land uses located in the Downtown core and City grid street system versus other parts of the City because of the compact mix of land uses, the street design that supports all types of users, and the accessibility of the Downtown commercial district within this area and from other areas via transit.*

*The alternative analysis shows that lowering the level of commercial land use and increasing housing within the City's central commercial core and adjacent neighborhoods north of U.S Hwy 101 can contribute to lowering the level of traffic congestion.*

*The traffic model demonstrates that eliminating growth altogether will not eliminate increases in traffic congestion as the trend of less people living and working in the City continues. The analysis shows if people continue to relocate outside the City and drive to work via U.S. Hwy 101, traffic at the freeway interchanges will increase.*

*The traffic model reveals that the most effective measure to combat traffic congestion is to aggressively support Travel Demand Management strategies that include parking pricing management in the Downtown, as well as other strategies described. The primary reason why Travel Demand Management was found to be more effective than land use growth restrictions is because Travel Demand Strategies were shown to affect a percentage of all existing and future trips, rather than just eliminating the incremental amount of trips caused by future development projects.*

Transportation involves the movement of people, goods, and services within the City and throughout the region. Traditionally, transportation planning and environmental impact assessment has focused on the capacity of roadways and intersections to move vehicles, and vehicle congestion. However, City policy and evolving State and Federal legislation increasingly focus on a broader definition of mobility which addresses traffic congestion issues, but also recognizes and evaluates the role and importance of all transportation modes, including public transit, walking, and bicycling. This more balanced approach to addressing transportation includes assessing the relationship of mobility issues and choices to land use decisions, such as the effect of type and location of new development on transportation and mobility issues, including vehicle trip lengths, transportation mode selection, and congestion.



*Public transportation, biking, and walking are important transportation alternatives utilized by many Santa Barbara residents.*

Information on the transportation system has been compiled from both local and regional sources which includes the City General Plan Update 2030: Conditions, Trends and Issues Report (2005), multiple local traffic studies, the City 1998 Circulation Element, and information from other local agencies such as the Santa Barbara County Association of Governments (SBCAG), County of Santa Barbara, and City of Goleta. Data on existing transportation facilities and programs was compiled and presented in the separate Transportation Existing Conditions Report (2008; refer to Appendix I). The potential transportation and mobility impacts of *Plan Santa Barbara* are assessed in large part using the Santa Barbara Traffic Model compiled specifically for this project (Fehr and Peers 2008; refer to Appendix I). This model incorporates and builds on data from existing reports and studies as well as new research performed by the project team.

## 16.1 Transportation Setting

Santa Barbara's transportation system consists of roads, public transportation, bike and pedestrian facilities, parking, and City and regional programs that support and guide the use and development of these facilities, including programs to manage transportation demand.

Congestion on most City streets is usually limited to the morning and/or evening peak commute periods at locations near freeway interchanges. Mid-day congestion on some local arterials (e.g., Upper State Street) and more significant regional congestion on U.S. Highway (Hwy) 101 also occur. Peak congestion periods in some locations have been lengthening. The automobile is currently the primary mode of travel for most trips to, through, and within the city of Santa Barbara and the surrounding region, and this is expected to continue to be true for the foreseeable future. However, public transit use is high for the size of the city, and a relatively large number of commuters also either walk or bike to work. As such, while focusing on roads, the following discussion addresses all modes of the City's transportation system.

### 16.1.1 Transportation Modes

Factors such as household income distribution, commuter mode splits, and vehicle ownership patterns are important indicators of the likelihood that a person will choose to drive (thereby making a personal contribution to local and regional traffic congestion).

According to the 2000 Census, 66 percent of Santa Barbara's employed residents drive alone to work, with another 13.6 percent choosing to carpool. Public transportation, biking, and walking account for roughly 14 percent of commute trips (refer to Table 16.1). By comparison, the United States and the State of California have drive-alone rates of 79.4 percent, and 71.8 percent respectively. Santa Barbara residents walk to work at a rate of more than double the State and national average, and bike at a rate over five times as high as both the State and national average.

A strong correlation exists in the city of Santa Barbara between income and means of transportation to work. Overall, the median income of those who use public transit to get to work is 40 percent of the median income of all working residents in the City, and the median income of those who walk is 71 percent that of all working residents.

At the same time, there are a significant number of regional commuters driving and taking transit into Santa Barbara everyday. Data from the Santa Barbara County Association of Government (SBCAG) "2007 Commuter Profile" indicate that, although 92 percent of Santa Barbara County commuters both live and work in Santa Barbara County, 10 percent of respondents reported moving a farther distance from work in the past four years in

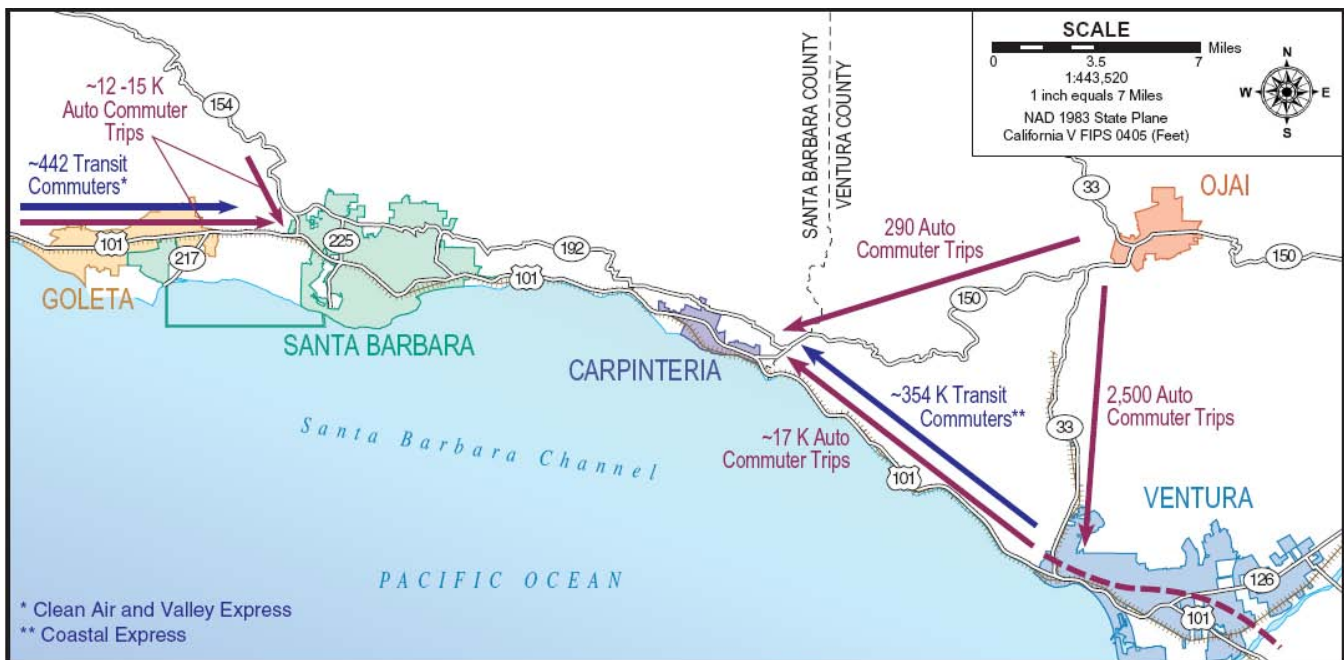
**Table 16.1: Transportation Mode Summary - Commuting to Work**

	Employees Residing in the City of Santa Barbara	Employed within the City of Santa Barbara	Employees Residing in the County of Santa Barbara	Employees Nationwide
Car, truck, or van – drove alone	66.0%	68.8%	70.7%	79.4%
Car, truck, or vanpooled/carpooled	13.6%	14.1%	15.4%	8.7%
Public transportation	4.5%	4.0%	3.8%	4.4%
Biked	3.4%	3.2%	2.3% (winter) 2.7% (summer)	0.6%
Walked	6.2%	4.8%	2.7%	2.7%
Other means (e.g., taxi/motorcycle)	0.7%	0.8%	0.6%	1.0%
Worked at home	5.5%	4.3%	4.5%	3.1%

*Source for Santa Barbara residents and employees and nationwide data: 2000 Census.  
Source for County of Santa Barbara commuter data: SBCAG 2007.*

order to obtain more affordable housing. In total, it appears that there are up to 32,000 commuter trips to the South Coast on a daily basis via automobile, with an additional 800 commuters using long-distance transit Figure 16.1)<sup>1</sup>. Of this South Coast total, there are approximately 15,000 commuter trips to the South Coast from the north, and 17,000 commuter trips to the South Coast from the south. Limited data from a 2007 survey by SBCAG indicates that the number of commuters travelling specifically to the City ranges from approximate 16,000-18,000 per day from throughout the South Coast, Ventura and North County. This long-distance commuting causes substantial congestion on U.S. Hwy 101 and SR-154, as well as affecting local City streets.

The lower reliance on the automobile in Santa Barbara is reflected in vehicle ownership rates. Citywide, over half of households either own one or no vehicles, 14 percent higher than the national average. There is a large discrepancy in the number of household vehicles between rental and ownership homes. Whereas over



**Figure 16.1: Commuting on the South Coast**

<sup>1</sup>There is some indication that long-distance automobile commuting is decreasing, perhaps due to high gas prices, changing economic conditions, housing prices, etc. In addition, although precise ridership numbers are not available, long-distance transit use has grown dramatically with the increase in gas prices in 2007 and 2008. 2009 ridership also fell slightly as fuel prices lowered

60 percent of renter-occupied households own zero or one vehicle, this number drops to 34 percent for owner-occupied homes. Household vehicle ownership also shows a strong correlation with household income, with zero car households earning approximately \$20,000 per year on average, and two car households earning an average of approximately \$63,000 per year (U.S. Census Bureau 2000). Likewise, those earning 150 percent of the Federal Poverty Level or below are much more likely to use public transit or other alternative transportation; only 11.2 percent of commuters in this income range drive alone.

### 16.1.2 Circulation

The Santa Barbara area is a long and narrow coastal plain, constrained by the Santa Ynez Mountains to the north and the Pacific Ocean to the south. The City is roughly bisected by U.S. Hwy 101, which serves as the primary link for automobile travel between Santa Barbara and other South Coast destinations such as the cities of Goleta and Carpinteria, as well as more distant destinations such as Ventura or northern Santa Barbara County. These geographic constraints leave few options for automobile traffic into and out of the area, with most inter-regional commuters required to use U.S. Hwy 101. Sub-areas of the City and the transportation corridors that serve them are discussed below.

#### *Downtown*

The streets in the central area of the City form a grid where the streets run northeast/southwest and north-west/southeast. Block faces are short, and one-way couplets (pairs of streets that together comprise a two-way route) such as Chapala and De la Vina streets are used to eliminate left-turn conflicts and boost traffic capacity on streets that are fairly narrow (typically two lanes). Traffic is generally free flow on these one-way couplets, except during the evening peak period when occasional backup and congestion can occur at the intersections of those streets with Carrillo Street.

State Street acts as the spine of Santa Barbara, traveling from the Pacific Ocean northwest to eastern San Roque, where it turns west along Upper State Street, eventually extending beyond the western City limit, becoming Hollister Avenue on its way into the eastern Goleta Valley. Through downtown Santa Barbara, State Street is generally two lanes, lined with a mixture of retail and commercial land uses in the core with some residential uses at the northwestern fringe.

Carrillo Street links the Mesa, the Westside, U.S. Hwy 101 and the downtown, running perpendicular to State Street. It is generally four lanes through downtown, except for a brief stretch between De la Vina Street and U.S. Hwy 101 where it expands to five lanes, with three westbound lanes approaching U.S. Hwy 101. Carrillo Street acts as a major transit route, with multiple buses traversing this corridor on an hourly basis to access the Downtown Transit Center from U.S. Hwy 101, the Westside, and the Mesa. Traffic flows can be unstable on Carrillo Street, with peak-hour congestion periodically extending from the intersection with San Andres Street on the west through the U.S. Hwy 101 interchange to De La Vina Street on the east.

Outside the principal corridors and the one-way streets, most corridors in the downtown grid have similar characteristics: generally two lanes and lined by either residential or commercial land uses. Vehicular traffic



*Peak-hour congestion on the Carrillo Street approaches to the U.S. Hwy 101 interchange, while reduced by the recent onramp improvements, can still be an issue.*

is able to filter through the existing grid network in a direct and efficient manner due to multiple route options.

**Upper State Street**

Upper State Street serves as the primary east-west corridor for vehicular travel through the City’s North Side and generally provides four lanes with intermittent landscaped medians. This corridor is lined by most of the area’s retail and commercial buildings, many of which are set back from the street behind their parking. This parking is often accessed by closely spaced driveways on State Street, which creates frequent conflict points between vehicles using the street as a throughway and vehicles accessing and exiting the buildings, as well as pedestrians. The peak traffic period along Upper State Street tends to start later in the morning in correlation with the opening of retail shops.



*Peak-hour traffic on upper State Street can exceed the capacity of left turn pockets and obstruct through traffic.*

Las Positas Road, Hope Avenue, and La Cumbre Road provide the primary north-south travel routes in this area and access to U.S. Hwy 101. Peak-hour and mid-day traffic flows along Upper State Street can exhibit slow speeds and congestion associated with both the large number of driveway and vehicular turning movement conflicts, and congestion at several intersections such as Las Positas and La Cumbre Roads. Upper State Street commercial uses are a major destination for trips, especially La Cumbre Mall and the Five Points and Loreto Plaza centers.

**Eastside**

The Eastside’s principal thoroughfare is Milpas Street, which begins at Anapamu Street, passes under the highway, and ends at the beach. Milpas Street is two lanes and lined with residential land uses along the initial northwest blocks until it reaches Canon Perdido Street. From Canon Perdido Street to Calle Puerto Vallarta/Punta Gorda, it opens to four lanes and is lined primarily with neighborhood-serving commercial and retail land uses. Like downtown, blocks are short and, with the exception of larger neighborhood shopping centers, most of the buildings are pulled up close to the curb. These shorter blocks and street-front retail uses are attractive to pedestrians, and with the close proximity to medium-density residential neighborhoods; this results in a high degree of pedestrian activity along Milpas Street.



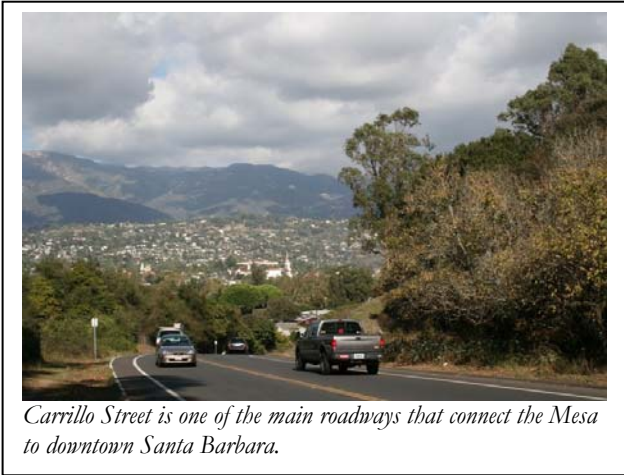
*Milpas Street is the principal thoroughfare for the Eastside.*

However, unlike downtown, these buildings are often served by their own parking lots accessed from Milpas Street or the side streets connecting to Milpas Street. Two larger shopping centers (i.e., Trader Joes, Scolari’s) are set back from the street with their parking in front. The parking access to both larger and smaller commercial centers can create conflicts similar to those seen along Upper State Street. The large number of pedestrians can result in delays for automobile turning movements.

**Other Neighborhoods**

*Foothills:* Areas in the foothills to the north such as San Roque, the Riviera, and Mission Canyon are often served by narrow and winding roads, which are usually two lanes. Foothill Road (State Route [SR] 192) and Alameda Padre Serra, both with two lanes, provide the primary east-west access to residential streets in these neighborhoods. North-south access varies by neighborhood, but includes La Cumbre, San Roque, Mission Canyon, and Sycamore Canyon Roads. These areas are generally relatively congestion free, although peak-hour traffic can back up at the stop sign controlled Mission Canyon/Foothill Road intersection, as well as at north-south roadway intersections such as La Cumbre Road with Upper State Street.

*Westside:* Situated in a basin between the hillsides of the Mesa and the freeway, the Westside has a grid system of roads similar to the Downtown. Two-lane San Andres Street is the primary corridor and is lined with commercial and retail land uses in the blocks approaching the intersection with Micheltorena Street, which in turn connects this area to downtown across U.S. Hwy 101. This segment of San Andres Street and the businesses near this intersection support a high level of pedestrian activity. Mission Street also acts as a primary route for traffic between the western edge of the Westside and U.S. Hwy 101. Traffic congestion in this area is generally moderate, except at the intersection of San Andres with Carrillo Street.



*Carrillo Street is one of the main roadways that connect the Mesa to downtown Santa Barbara.*

*Mesa:* Traffic on the Mesa uses a small number of larger arterial roadways to access smaller winding local streets that traverse the level mesa-top and hillsides. Four-lane Cliff Drive (SR 225) and Shoreline Drive (recently narrowed from four to two lanes between Loma Alta and La Marina) provide access to the residential streets in this area. Retail and commercial centers are located around the intersection of Cliff Drive with Meigs Road/Shoreline Drive. City College, located at the intersections of Loma Alta with Cliff and Shoreline Drives, is another major Mesa destination, with substantial commuter traffic and a high level of transit and pedestrian use. Topography limits vehicular, transit, and pedestrian circulation between the Mesa and other areas of the City, with direct primary connections limited to Carrillo-Meigs Road, Castillo Street, and more indirect access available from Las Positas Road, Valerio Street, Loma Alta, and Cabrillo Boulevard.

The jobs-housing imbalance on the South Coast and associated regional commuting creates substantial peak period commuter congestion on U.S. Hwy 101 and SR-154, and increasing demand for regional transit service.

*Montecito:* Traffic in Montecito uses a series of smaller roads to access two-lane arterials connecting it to U.S. Hwy 101 and the City. Retail and commercial land uses and associated moderate levels of congestion are generally confined to areas along Coast Village Road, which is part of the city of Santa Barbara, while Hot Springs, Olive Mill, and San Ysidro Roads provide access to unincorporated County residential streets in this area. All of these streets are two lanes.

**U.S. Hwy 101 and Regional Traffic**

The greatest level of use on roadway facilities within the city of Santa Barbara is generally on roadway segments approaching freeway interchanges, and travel on the freeway itself. This pattern of traffic suggests that a good deal of the travel in the city of Santa Barbara is regional in nature.

This regional travel demand is related to both commuting within the South Coast, and between the South Coast and outlying housing market areas (e.g., Ventura County). Within the South Coast, regional travel involves commutes between the City and employment opportunities at University of California at Santa Barbara (UCSB) and Goleta industrial parks, inbound commutes from other South Coast communities to employment in the City, particularly within downtown, and other trips such as travel from student housing in Isla Vista to Santa Barbara City College. Although precise data for the City is unavailable, regional commuting into the South Coast from Ventura, Santa Ynez, Lompoc and Santa Maria is estimated to involve up to 32,000 daily trips by automobile and 800 using transit based on 2007 journey to work data. The amount of travel within the South Coast and regional commuting are related to the high cost of housing in the City combined with the large number of jobs.

**16.1.3 Existing Traffic Conditions**

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses typically focus on the operating conditions of critical intersections during peak travel periods. However, in some instances, congestion along major road corridors can be related to the interaction between closely spaced signals and other factors such as a large number of driveways, pedestrian activity, transit operations, etc. Several such corridors exist in the City, including Upper State Street, Carrillo Street between U.S. Hwy 101 and Milpas Street, and Milpas Street.

Level of Service (LOS) is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to congested stop-and-go conditions at LOS F (Table 16.2). LOS C with a Traffic Volume to Roadway Capacity ratio (V/C ratio) of 0.77 or less is the acceptable level of service in the city of Santa Barbara. For unsignalized intersections, LOS C, which represents a delay between 15 and 25 seconds, is used as the minimum acceptable LOS.

**Table 16.2: Level of Service Definitions for Signalized Intersections**

LOS	V/C	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Substantial delays with continuously increasing queue lengths.

*Source: Transportation Research Board 1980.*

Existing congestion within the City is concentrated at intersections along six major arterials as they approach U.S. Hwy 101 interchanges or at intersections in close proximity to these freeway interchanges (Figure 16.2). However, because of its role as a parallel arterial to U.S. Hwy 101 and limited access to the City’s North Side, Upper State Street experiences congestion at intersections well removed from U.S. Hwy 101 interchanges. Currently, 13 intersections operate at peak-hour LOS below the City standard of LOS C (0.77 V/C ratio; Table 16.3).



**Table 16.3: Intersections Operating at Peak-Hour Level of Service that Exceed City Standard (> 0.77 V/C)**

North/South Street	Intersection/Interchange	A.M. and P.M. LOS (V/C Ratio)
U.S. Hwy 101 SB Ramps	Garden Street	P.M.: LOS E/0.93
Gutierrez Street	Garden Street	P.M.: LOS D/0.81
Haley Street	Castillo Street	P.M.: LOS C/0.78
Carrillo Street	U.S. Hwy 101 NB Ramp	P.M.: LOS D/0.81
Carrillo Street	U.S. Hwy 101 SB Ramp	A.M.: LOS C/0.78
Mission Street	Modoc Road (Unsignalized)	A.M.: LOS D; P.M.: LOS D;
Mission Street	U.S. Hwy 101 SB Ramps	A.M.: LOS E/0.94; P.M.: LOS E/0.97
Mission Street	U.S. Hwy 101 NB Ramps	A.M.: LOS D/0.86; P.M.: LOS D/0.81
Las Positas Road	Cliff Drive (Unsignalized)	A.M.: LOS D
Las Positas Road	U.S. Hwy 101 SB Ramps	A.M.: LOS D 0.81; A.M.: LOS D/0.95
U.S. Hwy 101 NB Ramp	Calle Real	A.M.: LOS C/0.80
Las Positas Road	State Street	P.M.: LOS C/0.77
Hope Ave.	U.S. Hwy 101 NB Ramp/Calle Real	P.M.: LOS C/0.77

Source: City of Santa Barbara 2008.

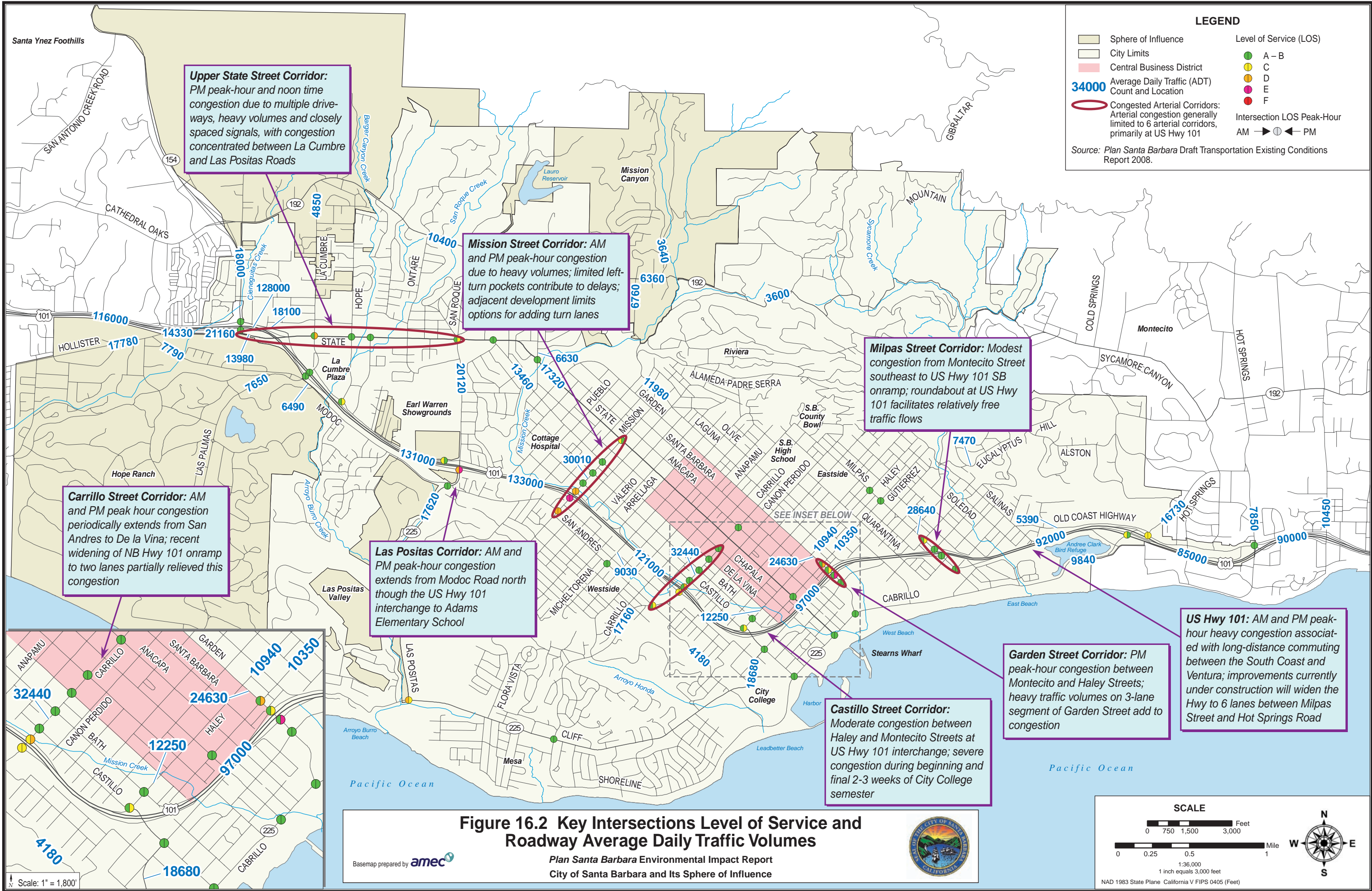
### 16.1.4 Parking

The public parking system (including on-street parking and off-street lots and garages downtown and in the Waterfront area) is designed so that short-term parking needs for shoppers, visitors, and business clients are prioritized, residential parking is protected, and long-term commuter parking is deemphasized.

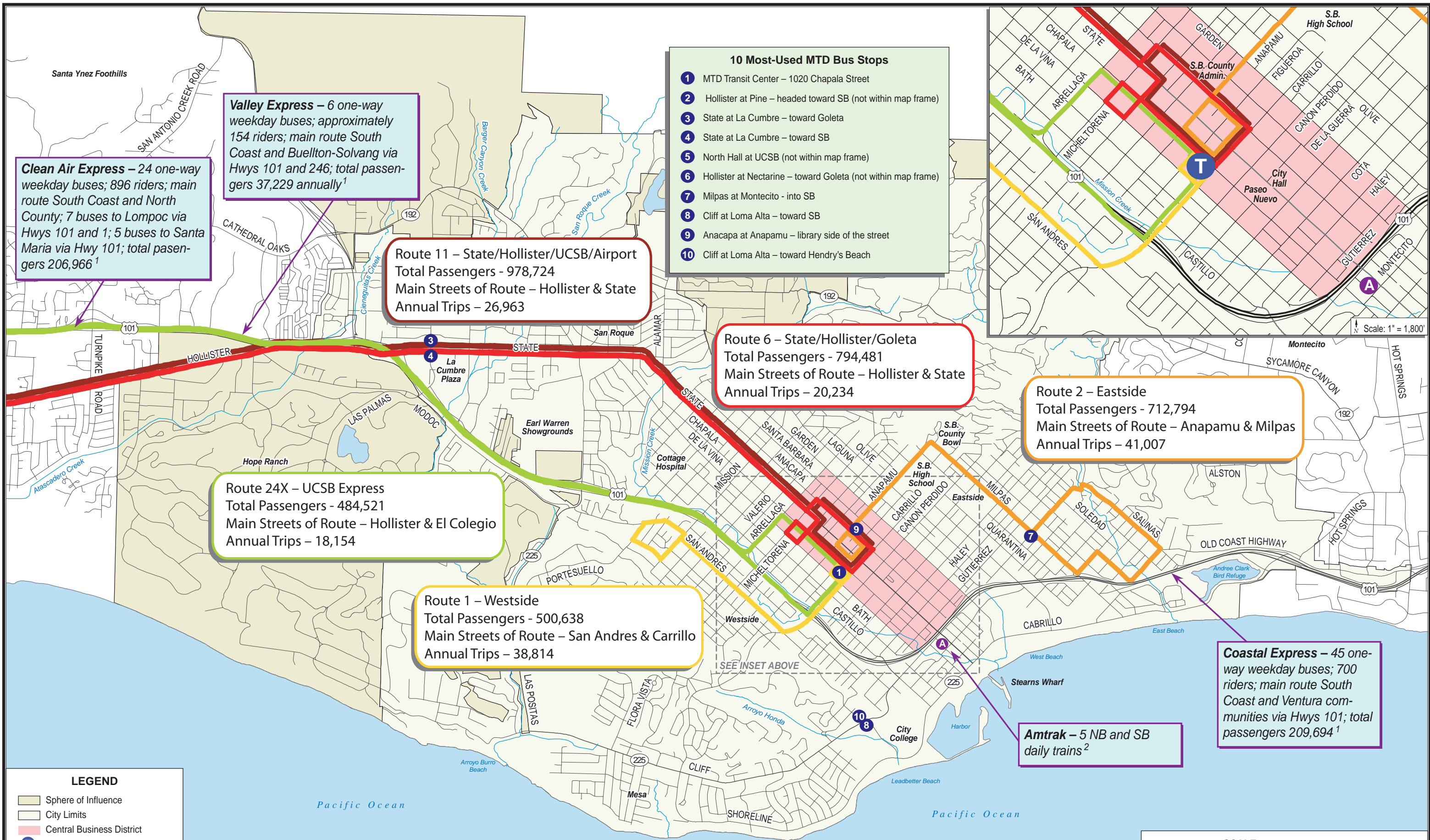
There are 14 off-street lots and garages in the downtown area (two of which are devoted solely to commuters) comprising over 3,300 off-street parking spaces. Parking in the non-commuter lots is free for the first 75 minutes (150 minutes for motorists displaying a disability placard) and \$1.50 per hour thereafter. There are no time limits on the length of stay. Parking facilities are open 24 hours a day, 7 days per week, but parking is free outside of the peak demand times of (Monday to Thursday 7:30 A.M. to 9:00 P.M., Friday to Saturday 7:30 A.M. to 1:15 A.M., and Sunday 11:00 A.M. to 6:00 P.M. The City sells commuter/monthly parking passes in 12 short-term lots and garages at prices ranging from \$100-150 monthly. Two downtown commuter lots are also dedicated exclusively to commuter parking, with monthly passes priced at \$30 (Carrillo Lot) or \$40 (Cota Lot). Purchase of a monthly pass at any of these lots also includes free travel on downtown and waterfront shuttles.



Residents in the vicinity of downtown often experience periods of impacted parking supply due to short-term parking by users of downtown businesses.



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- ### 10 Most-Used MTD Bus Stops
- 1 MTD Transit Center – 1020 Chapala Street
  - 2 Hollister at Pine – headed toward SB (not within map frame)
  - 3 State at La Cumbre – toward Goleta
  - 4 State at La Cumbre – toward SB
  - 5 North Hall at UCSB (not within map frame)
  - 6 Hollister at Nectarine – toward Goleta (not within map frame)
  - 7 Milpas at Montecito - into SB
  - 8 Cliff at Loma Alta – toward SB
  - 9 Anacapa at Anapamu – library side of the street
  - 10 Cliff at Loma Alta – toward Hendry's Beach

**Clean Air Express** – 24 one-way weekday buses; 896 riders; main route South Coast and North County; 7 buses to Lompoc via Hwys 101 and 1; 5 buses to Santa Maria via Hwy 101; total passengers 206,966<sup>1</sup>

**Valley Express** – 6 one-way weekday buses; approximately 154 riders; main route South Coast and Buellton-Solvang via Hwys 101 and 246; total passengers 37,229 annually<sup>1</sup>

**Route 11 – State/Hollister/UCSB/Airport**  
 Total Passengers - 978,724  
 Main Streets of Route – Hollister & State  
 Annual Trips – 26,963

**Route 6 – State/Hollister/Goleta**  
 Total Passengers - 794,481  
 Main Streets of Route – Hollister & State  
 Annual Trips – 20,234

**Route 2 – Eastside**  
 Total Passengers - 712,794  
 Main Streets of Route – Anapamu & Milpas  
 Annual Trips – 41,007

**Route 24X – UCSB Express**  
 Total Passengers - 484,521  
 Main Streets of Route – Hollister & El Colegio  
 Annual Trips – 18,154

**Route 1 – Westside**  
 Total Passengers - 500,638  
 Main Streets of Route – San Andres & Carrillo  
 Annual Trips – 38,814

**Coastal Express** – 45 one-way weekday buses; 700 riders; main route South Coast and Ventura communities via Hwys 101; total passengers 209,694<sup>1</sup>

**Amtrak** – 5 NB and SB daily trains<sup>2</sup>

**LEGEND**

- Sphere of Influence
- City Limits
- Central Business District
- Downtown Transit Center
- Amtrak Station

<sup>1</sup> Data for 2007-2008 fiscal year.  
<sup>2</sup> Ridership data unavailable at this time.  
 Sources: Santa Barbara MTD 2007; SBCAG Traffic Solutions 2007.

**Figure 16.3 Ridership on Key Local and Regional Transit Routes/Service**  
 Plan Santa Barbara Environmental Impact Report  
 City of Santa Barbara and Its Sphere of Influence

**SCALE**

0 750 1,500 3,000 Feet

0 0.25 0.5 1 Mile

1:36,000  
 1 inch equals 3,000 feet

NAD 1983 State Plane California V FIPS 0405 (Feet)

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During the peak demand hour for the downtown parking system, average occupancy for the 3,200 short-term parking spaces is 69 percent, with occupancy for individual facilities ranging from 36 percent to 93 percent. In other words, while individual parking facilities in high demand areas have high occupancy rates at during peak periods, over 1,000 off-street short-term parking spaces are available at the peak demand hour primarily in outlying or lower demand areas of the entire downtown.

On-street parking is free downtown for limited durations, ranging from 15 to 75 minutes depending on the street. Generally speaking, 75-minute time limits apply within two blocks of the State Street corridor and in close proximity to the off-street public lots and garages. Outside of downtown, parking is free up to 90 minutes or in many cases all day. In general, adequate onstreet parking is available in Downtown Santa Barbara overall, even during peak periods; however, such usage is not evenly distributed throughout the Downtown, with ample parking available within some areas while others experience higher demand (Downtown Santa Barbara Parking Survey, Nelson-Nygaard, 2009, available in Appendix I-7).

Anecdotal observations indicate that major downtown employers such as the County, City, and other public agencies and retail businesses along State Street with limited or no employee parking are major users of downtown and nearby residential neighborhood on-street parking.

The city of Santa Barbara also has a residential permit parking program to prevent non-resident parking spillover problems in residential areas. There are currently nine residential permit parking areas, and procedures are in place for neighborhoods to request the program. Residential parking permits are available for \$15/month for up to three resident permits and one guest permit per household.

### **16.1.5 Public Transit**

The City does not directly provide transit service; however, the City works closely with and provides substantial funding to transit providers such as MTD to promote and increase transit ridership. Key heavily used public transit routes include those within the City, those between the City and other South Coast destinations, and regional routes that link the South Coast to the North County and Ventura region (refer to Figure 16.3).

#### ***MTD***

Santa Barbara Metropolitan Transportation District (MTD) provides fixed route bus service in southern Santa Barbara County, including the city of Santa Barbara and the adjacent communities of Goleta, Carpinteria, Isla Vista, Montecito, and Summerland. MTD operates 76 vehicles at peak travel periods on 21 routes within a total service area of 52 square miles. As of FY 2007, MTD provided about 7.5 million rides annually. This level of ridership is very strong for a community of this size, which normally represents the ridership of a region with ten times the population of MTD's service area.

MTD's transit center at the intersection of Chapala and Carrillo Streets in downtown is a key hub in this transit system, and is the focus of transfers from regional to local service. MTD's busiest regional routes include Routes 6 and 11 which run along State Street and Hollister Avenue connecting downtown with Upper State Street and Goleta, and which carry over 1.7 million passengers annually. Peak-hour weekday headways (i.e., bus frequency) on these routes are between 10 and 15 minutes. Another key regional route is the downtown-UCSB express, which carries almost 500,000 passengers annually along U.S. Hwy 101 between the Transit Center and UCSB. Routes 1 and 2 are two key local lines that carry 1.2 million passengers annually and connect the east and west sides of the City with downtown. Headways on these routes are 15 minutes during the weekday peak-hour.

### ***Regional/Commuter Transit Service***

There are three regional express bus services that provide commuter-oriented service between the South Coast and surrounding communities in the North County and Ventura County. The most heavily utilized are the Clean Air Express and Coastal Express services, as described below<sup>2</sup>.

The Clean Air Express operates commuter bus service from Santa Maria to Goleta and Santa Barbara; and from Lompoc to Goleta and Santa Barbara, generally employing 40-passenger buses. Eleven total bus trips are made per day, with ridership estimated by Santa Barbara County Association of Governments (SBCAG) staff to be about 95 percent “choice” riders (versus transit-dependent riders) with about 97 percent or more of these choice riders using the service for commuter trips. Ridership in Fiscal Year (FY) 2006-07 was around 185,642 boardings (up 13 percent from the previous year) and is expected to continue increasing as a result of economic and traffic factors.

The Coastal Express operates between Ventura and the South Coast, with 19 daily roundtrips, including timed transfers at the Santa Barbara Transit Center to the MTD route 24X serving UCSB (express bus). Nine trips in each direction operate on Saturdays and Sundays. Ridership in Fiscal Year 2006-07 was 179,300 trips (up 13 percent from the previous year), and is expected to rise to almost 200,000 trips in FY 2007-08.

There are other regional transportation options in Santa Barbara as well, although many of these services are not feasible for most commuter trips due to infrequent schedules, relatively high fares, and/or limited destinations served. These are described below.

*Amtrak* serves Santa Barbara with passenger rail service along the Coast Starlight and Pacific Surfliner Routes. Amtrak provides 7 trains daily in each direction, along with connecting bus service. However, Amtrak’s trains are generally not scheduled to be attractive to commuters, and proposals are under discussion to adjust schedules to serve commuters as well as travelers in general.

*Greyhound* provides intercity bus transportation with destinations in Santa Barbara and Santa Maria.

*Santa Barbara Airport* provides domestic flights through six airlines, including non-stop services to twelve cities.

Other regional transit options include Santa Barbara Airbus, a paratransit service Easy Lift, the County of Santa Barbara Health Bus, Bill’s Bus, and five private taxi companies.

The City identifies commuter rail service as an important means of relieving regional traffic congestion and reducing energy consumption. Efforts are underway to consider proposed rescheduling of Amtrak trains to be more accessible and effective for commuters; however, regional cooperative efforts to date have not resulted in the full financial commitments necessary to implement this type of capital-intensive project.



*Santa Barbara train station provides Amtrak service with daily trains to and from Southern California, Oregon, and Washington.*

<sup>2</sup> The City of Lompoc also provides reservation-only bus service from Mission Plaza in Lompoc to the Santa Barbara Transit Center.

### 16.1.6 Bicycling

The city of Santa Barbara strongly promotes bicycling as a viable choice for commuting as well as recreation for residents and visitors. The region’s mild climate, beautiful natural scenery, and demographic profile also make bicycling a feasible and attractive transportation option.

The City’s comprehensive bicycle network connects nearly every part of the City, with approximately 28 miles of Class II bikeways (painted on-street bike lanes)<sup>3</sup> and 6 miles of Class I bikeways (separated off-street bike paths). Key City bikeways include the 4-mile-long Waterfront Class I system, the State Street corridor, and the one-way couplet system on Bath, Castillo, and De La Vina Streets. These bikeways also connect to regional routes along Modoc Road that lead west to Goleta, UCSB, and the Santa Barbara Municipal Airport, and along Via Real east to Montecito and Carpinteria. Some areas have gaps in the network such as the lack of on-street painted bike lanes or off-street separated bike paths (refer to Appendix I).

Bicycling is supported by MTD’s “Bike and Bus” program, and all of MTD’s local and regional buses (except electric shuttles) have bike racks on the front of the vehicle that can accommodate up to two bicycles. SBCAG and the Ventura County Transportation Commission (VCTC) regional commuter buses allow bicycle transport, as do most Amtrak trains.

Approximately 3.4 percent of city of Santa Barbara residents commute to work by bicycle compared with 2.7 percent of residents countywide (U.S. Census 2000; SBCAG 2007). The 1998 Bicycle Master Plan found that between 1973 and 1997, after adjusting for population growth:

- peak-hour bicycle travel increased by 19 percent;
- streets with bike lanes had 47 percent increase; and
- cycling on all other streets (those without bike lanes) declined overall by 1 percent.

In general, bicycle trip counts that were conducted in 1973, from 1996-97, and by the Santa Barbara Bicycle Coalition between 1997 and 2009 suggest that historically, bicycle volumes were highest Downtown (especially along the State Street corridor) and along the Waterfront. The Santa Barbara Bicycle Coalition’s most recent results indicate an overall 16 percent increase in bicyclists for the year 2009 versus the years 2005-2008.

The City’s 1998 Bike Master Plan identifies “trouble spots” for bicyclists based on reported collision and public accident records from the Santa Barbara Police Department. This data suggests that historically, bicycle collisions were highest Downtown (especially along the State Street corridor) and along the Waterfront, where bicycling volumes are also greatest. In addition to traffic collisions, one of the other safety hazards for bicyclists is poor pavement conditions such as degraded pavement conditions or debris.

The vast majority of on-street sidewalk bike parking in Santa Barbara, particularly downtown, is provided via the “Hitching Post Program”. Hitching posts are intended for “short-term” bicycle parking and are largely concentrated in Downtown and Waterfront areas. On-street bicycle parking in outlying areas is more informal, and is often provided by individual facilities or business owners. Lockers are provided for “long-



*Bicycle volumes are highest downtown along State Street and the Waterfront.*

<sup>3</sup> As recently as 15 years ago, the number of miles of Class II bikeways in Santa Barbara was just half the current lane-miles.



term” bicycle parking at six locations in Santa Barbara, particularly in public garages around downtown. The Granada parking garage Bikestation provides secure parking for 78 members’ bicycles, as well as shower facilities and repair equipment. Both the downtown transit center and the Santa Barbara Amtrak Station also provide secure bike lockers (refer also to Appendix I).

### 16.1.7 Pedestrian Conditions

Santa Barbara is a pedestrian-friendly city, with a fairly continuous pedestrian network, pedestrian connectivity in most areas of the City, high-quality pedestrian amenities in many areas, and low per-capita rates of pedestrian collisions with vehicles. The City’s many mixed-use areas, proximity of residential neighborhoods to the downtown, mild climate and demographic profile also make walking a feasible and attractive transportation option.

Santa Barbara’s pedestrian facilities are relatively well-developed. The Downtown and Waterfront areas in particular have a high quality pedestrian environment, with high pedestrian volumes. Other neighborhoods have varying levels of pedestrian service.

The city of Santa Barbara “Sidewalk Missing Links” program has identified missing sidewalks throughout the City and uses funds from Measure A (sales tax) as well as State and Federal grants to fund improvements to the pedestrian network. The Sidewalk Missing Links program undertakes about \$200,000 in sidewalk improvements annually. In addition, the Redevelopment Agency has a long history of investing in pedestrian facilities. Major projects funded in the past 15 years include:

- State Street Sidewalk Improvements
- State Street Pedestrian Crosswalks
- Downtown Pedestrian Street Lighting
- Lower State Street Revitalization
- Cabrillo Boulevard Pedestrian Lighting
- Improvements to the cul-de-sacs at 300 Block of Santa Barbara, Anacapa and Chapala streets
- Sidewalk along West Carrillo to link Alta Mesa to the Westside
- Access Ramp installation throughout the City

Santa Barbara has a relatively high rate of walking, with Census data showing that 6.2 percent of residents walk to work, compared to 2.7 percent nationwide. Downtown has the highest pedestrian volumes and the Eastside the next highest (Pedestrian Master Plan 2006).

Local residents have identified the following impediments to walking (Pedestrian Master Plan 2006):

- Destination too far
- High traffic volumes or speeds
- Inadequate separation from traffic
- Autos do not yield to pedestrians



*The highest pedestrian volumes in the City occur in the downtown area.*

- No sidewalk

Overall, Santa Barbara offers a safe environment for people to walk, with a per capita pedestrian collision rate nearly 50 percent lower than the average for other California cities. Nonetheless, a total of 428 pedestrian-involved collisions were reported to police between 1998 and 2002, with most collisions occurring in the P.M. vehicle peak-hour. Additionally, over a quarter (28 percent) of collisions involving pedestrians occurred at night. As an indicator of fault, 64 percent of post-collision citations were given to drivers, and 36 percent to pedestrians. The most common violation leading to a pedestrian-vehicle crash was “Vehicle failed to yield to pedestrian in crosswalk”.

### 16.1.8 Transportation Demand Management

“Transportation Demand Management” (TDM) involves programs that encourage more people to either:

- Shift more of their vehicle trips to times of day that have less congestion (or avoid the auto trip altogether through strategies such as telecommuting).
- Shift more of their individual vehicle travel to modes that create less congestion (carpool, transit, bicycle, or on foot).

The city of Santa Barbara, the County of Santa Barbara, and SBCAG all have active TDM programs, as do other public agencies and private companies. Existing TDM programs within the City include provision of free or substantially discounted employee bus passes, preferential car or van pool parking, flexible schedules such as 9-80 work weeks (9-hour days, alternate Fridays off), telecommuting (work from home), and provision of bathrooms with showers and lockers for bike commuters. Private businesses and government agencies often employ a mix of these types of benefits to help reduce traffic congestion (refer to Appendix I for more information).

### 16.1.9 Pending and Planned Improvements

Transportation improvements within the city of Santa Barbara are generally overseen by the City, with Caltrans having responsibility for improvements associated with U.S. Hwy 101 and the State Highway system (e.g., SR-192). Transit improvements are generally under the authority of the managing transit agency (e.g., MTD).

Funding for transportation improvements is provided by a mix of Federal, State, and local funds. Measure D, a primary source of local transportation funds, was passed by County voters (11/1989) to improve transportation infrastructure in the County and expires in 2010. Measure A, passed in 2008, renewed Measure D and continued the one-half cent dedicated sales tax to fund transportation projects and programs. Under Measure A, 50 percent of total funds will be spent on the South Coast, with 30 percent of available revenues allocated to State and regional highway projects, 70 percent to local street improvements (e.g., maintenance), and some of these funds set aside for transit. Measure A helps fund interregional transit service between Ventura and Santa Barbara counties and between Lompoc and Santa Maria to Goleta and Santa Barbara. Measure A is expected to raise \$1.05 billion through the year 2040. Measure D revenues for the city of Santa Barbara in FY 2008-2009 were projected to be \$5,144,000, with \$2,089,000 (40.6 percent) reserved for alternative transportation, \$1,075,000 (20.9 percent) for capital improvements, and \$1,980,000 (38.5 percent) for road maintenance (SBCAG 2008).

### ***Roadway Improvements***

The largest funded roadway improvement in the City consists of the widening of U.S. Hwy 101 to six lanes between Milpas Street and Hot Springs Road. This project will also include reconfiguration of certain free-way ramps and nearby intersections to improve traffic flow through the area. Construction began in June 2008 and will be completed in 2012.

Additional funded projects recently completed include the addition of a new lane to the northbound onramp onto U.S. Hwy 101 at Carrillo Street and safety improvements to the Mission Street/U.S. Hwy 101 underpass which include sidewalk and bike path improvements.

Frontage improvements to the entire length of Cliff Drive (State Route 225) have also recently been completed to bring this four-lane road up to current standards.

Although it is not yet funded or scheduled, the South Coast 101 High Occupancy Vehicle (HOV) project involves the addition of a new HOV lane in each direction of U.S. Hwy 101 north of Bailard Avenue in the city of Carpinteria and south of the Sycamore Creek Bridge. The additional lanes are expected to operate as HOV lanes during peak periods on weekdays and as general-purpose lanes during weekday off-peak periods and on weekends. The City's project jurisdiction extends from Sycamore Creek to Olive Mill Road. Caltrans expects to submit a Coastal Development Permit application between spring 2012 and spring 2013.

Ongoing roadway maintenance within the City includes pavement patching and pothole repairs; curb and gutter repairs; traffic and street sign installation and replacement; painting of pavement lane striping, curbs, crosswalks, arrows, and stop limit bars; sidewalk replacement and repair of uplifted sidewalk segments; removal of roadway debris; maintenance of center dividers, medians, and roundabouts; and cleanup of the railroad corridor (in conjunction with Union Pacific Railroad).

### ***Bicycle Facilities Improvements***

The City's Circulation Element requires development of the City's Bicycle Master Plan and bike facility projects are identified and implemented in compliance with the Plan. State law requires that the Circulation Element of the City's General Plan be updated every five years. It is the City's goal to comprehensively update the Circulation Element and Bicycle Master Plan by December 2013. Projects potentially identified in the Bicycle Master Plan Updated could include, but not limited to: on-street bicycle network enhancements such as, bicycle priority streets considered on Alisos, Olive, Chino and Upper State Street alternatives and other key bicycle network connections such as bikeways on Haley, Gutierrez and Santa Barbara Streets. Bikeway projects could be considered to be full time bike lanes or other dedicated bicycle facility.

Ongoing bicycle improvements include bicycle parking, signage, signal loop replacement, striping, stenciling, bike path repair, bike path design and construction throughout the City. Upcoming potential projects include bicycle lockers or other secure long term parking at multi-modal stations and stops within the City, waterfront bicycle parking, downtown bicycle parking corrals where demand regularly exceeds available parking, and supplemental signage to existing routes to provide destination information, distance and cycling time.



*Recent improvements to Carrillo Street/U.S. Hwy 101 northbound onramp reduced congestion on Carrillo Street.*

### ***Pedestrian Facilities Improvements***

A number of pedestrian improvement projects have been recently completed, are under construction, or are in the planning stages (refer to Appendix I). Some highlights include:

- *Citywide Corridor Improvement Plan:* A citywide inventory and review of corridors requiring improvements.
- *Mission Interchange Pedestrian Improvements:* Improve pedestrian conditions on Mission Street between Modoc Road and Castillo Street (recently completed).
- *Cabrillo Boulevard Sidewalk Improvements:* Repair sidewalks and make pedestrian improvements along Cabrillo Boulevard from State Street to Milpas Street and in front of the Cabrillo Arts Center.
- *Ortega Corridor Improvements:* Construct enhanced street crossings, landscape, street furniture and lighting between Chapala Street and the Ortega Pedestrian Overcrossing.
- *Anapamu Corridor Improvements:* Construct enhanced street crossings, landscape, street furniture and lighting between Chapala Street and the Anapamu Pedestrian Overcrossing.
- *Loma Alta Sidewalk Improvements:* Construct new sidewalk for 0.75 miles along Loma Alta from San Andres on the Westside to the Mesa (recently completed).

### ***Airport Facility Improvements***

Construction is underway for a new Airline Terminal which will also include a reconfigured short term parking lot; a new Terminal loop road that will have a dedicated lane for public transit, shuttles, and taxis; a longer front curb for private vehicle loading and unloading; and relocation and rehabilitation of the historic Terminal.

The new Terminal will be a two-story, 60,000 square-foot building plus the 7,000 square foot historic Terminal. The Airport's Aviation Facilities Plan evaluated the size needed for the Airline Terminal based on forecasted passenger use through 2015. The new Terminal is expected to be ready for use in 2011, with refurbishment of the existing historic Terminal completed soon thereafter..

## **16.2 Applicable Plans and Policies**

Transportation issues are addressed in adopted City, County, State and Federal plans, policies and regulations. Within the City, primary responsibility for these issues is addressed in the City's General Plan and Municipal Code as administered by the City's Public Works and Community Development Departments. These City agencies also coordinate with the Santa Barbara County Association of Governments (SBCAG).

The City's primary policy direction in the area of transportation planning and operation is found in the City's 1998 Circulation Element of the General Plan. The implementation of the Circulation Element over time has resulted in other, more specific transportation planning documents, such as the Pedestrian Master Plan (2006) and the Bicycle Master Plan (2008). These policy documents can be summarized as a purposeful effort to increase the use of alternative forms of transportation in order to preserve and enhance Santa Barbara's quality of life and economic vitality, as well as a way to prevent the increase of traffic congestion over time. *Plan Santa Barbara* would continue and strengthen this policy direction, mainly in the area of parking policy.

Santa Barbara currently employs a target LOS of C for intersection operations in order to maintain the quality of life of City residents. This threshold also ensures that projects in congested areas include measures to reduce the generation of new vehicle trips in order to be consistent with City goals and policies. *Plan Santa Barbara* was proposed in an attempt to retain this high level of travel quality for motorists by increasing the use of alternative modes of travel as incremental growth increases the use of the automobile.

**Transportation Plans and Regulations**

- **California Department of Transportation (Caltrans)** – regulates transportation in California.
- **City of Santa Barbara Municipal Code**
- **City of Santa Barbara General Plan Circulation Element (1998)** – comprehensive vision for the City’s transportation system, including goals and policies to support economic vitality, equality of choice among modes, use of transit, increased bicycling and walking, and reduced automobile trips.
- **City of Santa Barbara Bicycle Master Plan (1998)** – provides guidance for development of the physical bicycle system, as well as education, promotion, enforcement, public policy, and information distribution.
- **City of Santa Barbara Neighborhood Traffic Management Program (2001)** – includes development of Neighborhood Mobility Plans through community participation, education, enforcement, and design.
- **City of Santa Barbara Pedestrian Master Plan (2005)** – outlines priorities for capital projects, including City’s Safe Routes to School Program and Paseo Plan and a Design Guide.
- **City of Santa Barbara Airport Facilities Plan**
- **SBCAG Congestion Management Program (1990)** – addresses regional and multi-jurisdictional impacts to the State highway system related to congestion, land development, and air quality resulting from local land use.
- **SBCAG Regional Transportation Plan (2008)** – long-range transportation plan that establishes regional goals, policies, and priorities to maintain, operate, and improve an integrated intermodal transportation system.
- **MTD Short Range Transit Plan FY 2006-FY 2010 (2005)** – provides an in-depth look at current transit services and identifies where transit resources will be focused during the next five years to efficiently and effectively meet public needs.
- **Federal Aviation Administration (FAA), FAR Part 77, Objects Affecting Navigable Airspace, (14 C.F.R. §§77.1, et seq.)** – sets forth criteria for preservation of navigable airspace in the area of airport traffic patterns.

## 16.3 Transportation Impact Evaluation Methodology

### Overview of the Santa Barbara Transportation Model

As part of *Plan Santa Barbara*, the City developed the Santa Barbara Transportation Model to permit order of magnitude long-term forecasting of travel patterns and potential changes in road and intersection congestion. This model has been specifically tailored for the City and its surrounding sphere of influence areas. This model incorporates and accounts for the existing roadway and highway network and potential improvements, all existing residential, commercial, institutional, and other land uses in the City on a parcel by parcel basis and includes vehicle trip generation rates tailored specifically to Santa Barbara. The model and supporting analysis also account for density, design, diversity and destinations of the City's development pattern as well as the ability of various Travel Demand Management strategies (e.g., bus passes, parking pricing, telecommuting, etc.) to reduce creation of new vehicle trips and reduce the number of existing trips.

The model's analysis shows that trip generation rates are lower for land uses located in the Downtown core and surrounding neighborhoods and districts within the City's grid street system when compared to the outlying suburban parts of the City. This is because of the compact mix of a wide variety of land uses (e.g., retail, employment, residential, recreational), a grid system of closely spaced street designed to be attractive to all transportation users (i.e., drivers, transit riders, bicyclists, walkers), and the accessibility of the Downtown commercial district via transit. Because of these features, the Transportation Model shows that future development would generate the least amount of traffic if located within the Downtown core and along major transit corridors north of U.S. Hwy 101.

The Transportation Model and related analysis also demonstrate that the most effective measure to combat traffic congestion is to aggressively support Travel Demand Management strategies that include parking pricing management in the Downtown, as well as other strategies described. The primary reason why Travel Demand Management was found to be more effective than land use growth restrictions is because Travel Demand Strategies were shown to affect a percentage of all *existing* and future trips, rather than just eliminating the incremental amount of trips caused by future development projects. The results of the model and forecasted levels of future congestion in 2030 are described later in this section.

### 16.3.1 Project Components

The evaluation of impacts to transportation considers the amount of projected growth to the year 2030 and beyond, and the type and distribution of future growth. Under the *Plan Santa Barbara* General Plan policy update, development of up to approximately 2,795 new homes and 2 million square feet of commercial development through the year 2030. An additional 403 new homes and 178,202 square feet of non-residential growth are projected to occur within the City's sphere of influence either through annexation to the City or as unincorporated area growth under the County. The majority of projected growth is expected to occur as in-fill development within the MODA that would be characterized by relatively low trip generation rates (refer to Section 3.2, *Project Components* and Appendix D).

Policies and programs in the Land Use and Growth Management, Environmental Resources, Economy and Fiscal Health and Circulation Elements set forth programs to encourage use of multimodal transportation

and minimize congestion. The most significant policies include: LG2-Limit Non-Residential Growth, LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), EF4-Jobs/Housing Balance, LG15-Sustainable Neighborhood Plans, EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C2-Pedestrian Crossings, C3-Bike Lanes, C4-Personal Transportation, C5-Optimize Capacity, C6-Regional Commuter Transit, C7-Intermodal Connections, C8-Excess Motor Vehicle Capacity, and C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking, C16-Parking Maximums, C18-Residential Parking Requirements in the MODA, and C22-Trip Generation Rates (refer to Appendix A).

### 16.3.2 Impact Evaluation

The potential impacts of the implementation of *Plan Santa Barbara* upon transportation were examined for the City, sphere of influence, and surrounding area, including analysis of regional transportation impacts (e.g., commuting to and from Ventura). The impact analysis focuses on areas within the City, particularly within the proposed MODA and acknowledges existing and proposed transportation policies. Guiding documents pertaining to current City policies on transportation are the 1998 Circulation Element, 1998 Bicycle Master Plan, 2006 Pedestrian Master Plan, and the 2001 Neighborhood Traffic Management Plan.

### 16.3.3 Plan Santa Barbara Traffic Model

As part of the *Plan Santa Barbara* General Plan Update, the City decided to develop a Travel Demand Forecasting (TDF) model to support this and other long-range transportation planning efforts. The City had not previously developed a model.

The City model, developed in the TransCAD Transportation Geographic Information System (GIS) software, was first successfully calibrated and validated to ensure that it accurately reflects current conditions<sup>4</sup>. Although there are seasonal variations in traffic in Santa Barbara due to tourist visitation, resident vacations and school sessions, the model was calibrated and validated to average mid-week traffic. The land use data, roadway network, and traffic counts reflect March 2008 for existing or baseline conditions. Care was taken to avoid school spring breaks, inclement weather, and other major disruptions to traffic. The resulting model represents travel during a period when people in Santa Barbara are participating in their normal day-to-day activities.

The purpose of the model is to test proposed *Plan Santa Barbara* policy options to see which policies are successful in meeting community objectives, and to provide data to support the analysis of transportation impacts associated with future development. The circulation goals, objectives, and policies for *Plan Santa Barbara* focus on creating a multi-modal transportation system that provides choice and decreases vehicle traffic congestion. The plan includes objectives related to mode share and traffic congestion, featuring (1) a 50/50 mode share between the single-occupant vehicle and all other modes of travel by 2020; and (2) traffic congestion no worse than existing conditions. The traffic model provides metrics and indicators (traffic volumes, levels of service, vehicle miles traveled, etc.) that document the plan's ability to meet the motor vehicular-related goals, objectives, and policies.

As noted, forecasts were prepared using the *Plan Santa Barbara* Traffic Model developed by Fehr & Peers on the TransCAD platform. The traffic model is based around the following core components, including the highway network database, land use growth projections, a table of trip generation rates, and roadway network improvements:

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<sup>4</sup> For details regarding the model development, including calibration and validation statistics, please refer to *Plan Santa Barbara Travel Demand Model Overview* (Fehr & Peers, February 25, 2009).

- **Highway Network Database** –The model roadway network includes all State Routes, arterials, collectors, and key local roads in the study area. The roads are classified in four major categories and form the primary road network represented in the model structure. As is typical for urban-area models, the model network focuses on facilities in the higher functional classes, such as Carrillo, Mission or Milpas Streets or Foothill Road. The model does not attempt to replicate travel patterns on local residential streets, but does include some of them to distribute traffic. The traffic model includes eight external stations along major “gateway” arterials and highways to represent travel to and from areas outside the City. These stations includes points such as at U.S. Hwy 101 west of Turnpike Road and east of Sheffield Drive, Hollister Avenue and Cathedral Oaks Road west of Turnpike Road or Highway 154 north of State Route 192 (Foothill Road). This network is based on the SBCAG regional traffic model, with added detail using data provided by the City.
- **Land Use Growth** -The model includes comprehensive land use data including records or precise estimates of the amount of all residential commercial and institutional and other uses for each parcel within the City. The model was validated and calibrated to Caltrans, Federal Highway Administration (FHWA), and Fehr & Peers’ internal standards. Once the model met the required set of criteria to be deemed adequately validated and calibrated, the land use database was modified to reflect projected future development growth. The future growth projections accounted for development projects that are currently pending, approved or under construction as well as potential future growth. Forecasted amounts of growth were based on the extrapolation of historic trends for residential development, and existing and proposed policy caps for non-residential development. The type, location, and amount of growth permitted under *Plan Santa Barbara* were further modified to account for the policy framework of *Plan Santa Barbara*. These land use databases were compiled on a parcel-specific level for the entire City as well as the Sphere of Influence, and provide detailed information on the type and amount of development existing and projected for each parcel, broken down into multiple land use categories to reflect the diversity of existing and proposed land uses accurately.

In addition, forecasts have been provided for the No Project/Existing Policies Alternative, which includes development under the framework of the existing General Plan, as well as for the Lower Growth and Addition Housing Alternatives, both of which entail varying levels and distribution of growth and differing policy approaches (refer to Section, 16.6 below *Comparative Impacts of Project Alternatives*; Section 5 *Description of Alternatives* or Section 22 *Summary of Alternatives Analysis*).

- **Trip Generation Rates** – initial rates were researched from sources including SBCAG, the census National Household Travel Survey, the San Diego Association of Governments (SANDAG), and the Institute of Transportation Engineers (ITE). In a critical step, the trip generation rates were then calibrated to match the trip making characteristics of actual on the ground land uses that are unique to Santa Barbara. This permits the model to most accurately reflect actual trip making characteristics for the community, rather than applying data from studies of distant communities.
- **Roadway Network Improvements** - In addition to the projected land use database changes, currently fully funded roadway improvements were added to the highway network database and assumed to be completed for the purposes of this analysis. These improvements include the U.S. Hwy 101 in motion projects along the U.S. Hwy 101 corridor between Hot Springs Road and Milpas Street. Major funded projects include the Cacique Street freeway under-crossing, a new additional southbound hook off ramp at Milpas Street, the roundabout at Old Coast Highway and Hot Springs Road and Coast Village Road and the addition of a travel lane to both directions of U.S. Hwy 101 between Milpas Street and Hot Springs Road. U.S. Hwy 101 improvements are currently under construction from Milpas to Hot Springs Road and are anticipated to be complete by 2012. The addition of HOV lanes to U.S. Hwy 101 south of Hot Springs Road to Carpinteria were not included in the traffic modeling effort because these



improvements were not fully funded at the time of completion of this analysis, are highly complex, and the timing of their implementation was uncertain. Additional planned regional improvements such as enhanced transit service were also not included as their effects could not be quantified. However, it should be noted that when completed, these regional improvements could substantially reduce projected congestion along U.S. Hwy 101 and Coast Village Road.

The model area encompasses the city of Santa Barbara and the City's sphere of influence (refer to Figure 2.2). The study area includes all areas that may experience land use changes under *Plan Santa Barbara* and areas directly adjacent that interact frequently with the City and its sphere of influence. The Santa Barbara Airport does not fit these criteria, and is not within the modeling framework. Transportation issues around the City's Airport are addressed using the most recent fully completed and accepted analysis of this area prepared by the City of Goleta as part of its General Plan (2004).

### ***Development of the Forecast Volumes***

The development of the forecast volumes for this analysis followed the approach presented in the National Cooperative Highway Research Program (NCHRP) Report 255 (Transportation Research Board, 1982). This method is the accepted professional standard for preparing traffic forecasts for urbanized area planning applications.<sup>5</sup>

The NCHRP Report 255 approach involves post-processing model data and applying the growth to existing counts collected in the field. The first step in the process is to run the validated base year model (i.e. 2008) and collect data for identified roadway segments and key intersection turning movements. The model is then updated with future year land use changes and highway network improvements and run again. The data for the same study segments and turning movements is again collected from the future year model run.

The data from both model runs is then compared and applied to the existing counts using one of the following three methods. The method selected for a particular location or corridor is based depending upon the traffic modeler's professional judgment:

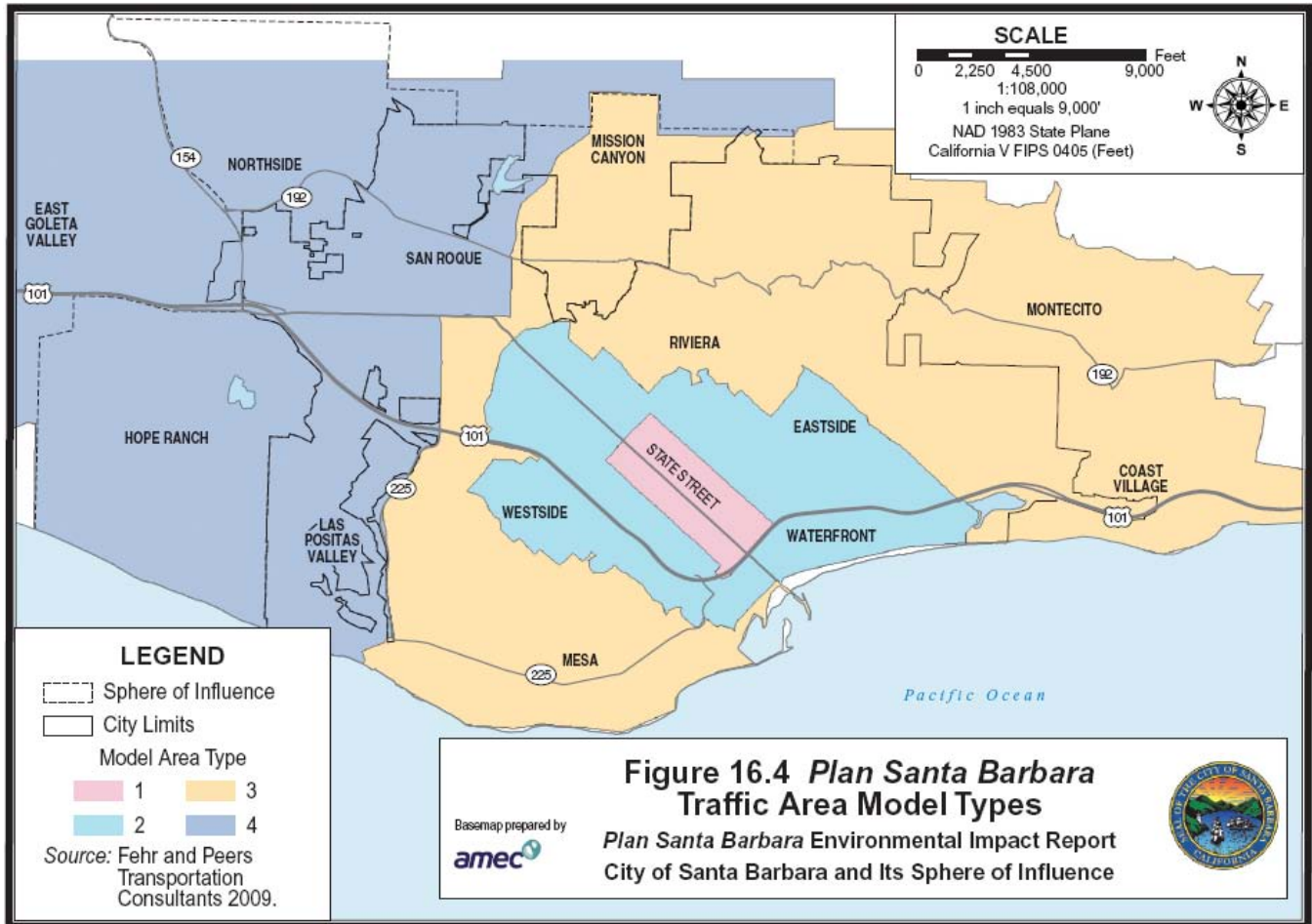
- The **difference method** – directly applies the difference between the future and base year model runs to the existing count.
- The **ratio method** – factors the existing counts by the ratio of the future year data to the base year data.
- The **combined method** – takes the average of the output from both the difference method and the ratio method.

The difference method was used in this analysis. In addition to the NCHRP process described above, more sophisticated trip adjustments were implemented within the modeling framework. These are described below. For background, however, it is helpful to understand the four Area Types developed for the Santa Barbara model as these areas have differing land use pattern and road networks and as a result can exhibit very different vehicle trip generation characteristics. Area types are discussed in more detail in previous reports<sup>6</sup>, shown on Figure 16.4 and are summarized below.

- **Area Types 1 and 2:** Area 1 represents the Central Business District. This Area contains the greatest concentration of commercial and retail land uses and is generally coterminous with the Parking Zone of Benefit. These land uses are grouped together because of their similar density and their shared parking

<sup>5</sup> While the NCHRP 255 method is the accepted professional standard, and post-processing model volumes is the typical approach to preparing traffic forecasts for sub-regional models, it is by no means required and in certain situations it may be appropriate to use raw model output as opposed to post-processed count volumes. SBCAG, in *The Travel Forecast for Santa Barbara County*, did not post-process counts and instead reported raw model volumes. The differences between freeway volumes reported here, and those reported by SBCAG, are generally attributable to this difference in methodologies. Differences between forecasts in this case are logical and both approaches are technically correct. The reasons for SBCAG's decision to report model volumes can be found on page 12 of *The Travel Forecast for Santa Barbara County* (SBCAG, 2004).

<sup>6</sup> *Santa Barbara Travel Demand Model Overview* (Fehr & Peers, February 25, 2009).



situation. Area Type 2 represents the remaining “grid” portion of the City, and includes most of the Mobility-Oriented Development Area (MODA). This Area has older development patterns of connecting streets, smaller lots, and a mixture of residential and non-residential land uses. Trip making characteristics of existing land uses in these Areas are generally substantially lower than in Area Types 3 and 4 and reflect the more urban character of this Area. The trip making characteristics of new development is a critical factor in how much new development will contribute to local and regional congestion.

- Area Types 3 and 4:** These Areas are similar in development patterns and land use characteristics. They are generally residential areas with limited non-residential land uses. The primary difference between the two is the internal/external and external/internal trip making, which is mostly a function of geography. More trips from Area Type 3 remain in the study area. This is largely because it is the eastern end of developed land and the study area provides the most destinations for travelers from this Area. Area Type 4, which borders urbanized areas of the unincorporated county and is close to Goleta, has greater interaction with areas outside the model. In addition, Area Type 4 contains a regional retail center that attracts trips from outside areas.

When incorporating the estimated effects of policy-based trip-reduction strategies, peak hour vehicle trips starting and ending within the model area were reduced by a greater percentage than peak-hour vehicle trips starting outside the model area and ending inside the model area. Trips starting inside the model area and ending outside the model area were not reduced because it was assumed that Santa Barbara policies and programs would not substantially affect trip making in other jurisdictions.

***Trip Adjustments for Land Use and Policy Strategies***

*Plan Santa Barbara* contains two key circulation goals; achieving a 50/50 mode share between the single occupant vehicle and all other modes of travel by 2020; and traffic congestion no worse than existing conditions. In an attempt to achieve these goals, *Plan Santa Barbara* policies set forth a comprehensive approach that integrates land use and transportation planning. This strategy relies on the unique aspects of Santa Barbara’s built environment, transportation-related policies, and the transportation network (refer to Appendix A).

To analyze *Plan Santa Barbara*’s effectiveness at accomplishing its circulation goals, the Santa Barbara Traffic Model features two key innovative components: 1) an analysis of the built environment’s influence on travel behavior (the 4D process), and 2) an analysis of Travel Demand Management strategies. Both are specifically designed to analyze the effects of land use growth and policy initiatives on transportation behavior and traffic congestion. Each is discussed in concept below, and their effects are described in the presentation of *Plan Santa Barbara* traffic model results as well as the alternatives analysis. A complete discussion and analysis of these issues is contained in Appendix I)

***1) Built Environment Analysis - 4D Factors: Density, Diversity, Design, Destination***

The potential to moderate travel demand through changes in the built environment is the subject of more than 150 empirical studies. It has become the most heavily researched subject in urban planning. In travel research, urban development patterns have come to be characterized as “D” variables which reflect some of the key trip making characteristics of the urban environment:

**Density** is measured in terms of activity level per unit area. Density is measured on a population and employment basis. Population and employment density per acre are summed to compute an overall “activity density.”

**Diversity** is related to the number of different land uses in an area, and the degree to which they are “balanced” when comparing (1) regional employment and regional population with (2) local employment and local population.

**Design** includes street network characteristics within a neighborhood. Street networks vary from dense urban grids of highly interconnected, straight streets to sparse suburban networks of curving streets forming “loops and lollipops.” Street accessibility is measured in terms of number of intersections per square mile.

**Destination** accessibility is synonymous with regional accessibility. It is represented by the number of jobs or other attractions (for example shopping opportunities) reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The gravity model of trip attraction measures regional accessibility.

The 4Ds compare the built environment characteristics of the future scenarios to the existing conditions on the ground as of March 2008. For each of the “D” variables, there is an associated elasticity, derived from numerous studies, which is used to adjust the vehicle trip generation of each traffic analysis zone (TAZ<sup>7</sup>). The elasticities employed in the Santa Barbara model are shown in Table 16.4.

<b>Variable</b>	<b>Vehicle Trip Elasticity</b>
Density	-0.04
Diversity	-0.06
Design	-0.02
Destination	-0.03

<sup>7</sup> Travel demand models use TAZs to subdivide the study area for the purpose of connecting land uses to the roadway network. For a detailed description of TAZs in the Santa Barbara Model refer to *Santa Barbara Travel Demand Model Overview* (Fehr & Peers, 2009).

In practice, elasticity is a measure of the percentage change that occurs in an independent variable (vehicle trips) as a result of a percentage change in an influential variable (density, diversity, design, or destinations). For example, if vehicle trips decrease by -0.04 percent for each 1 percent increase in density, then vehicle trips are said to have an elasticity of -0.04 with respect to density.

Because the 4Ds are based on physical characteristics of the built environment, the calculation of these variables is an exercise in spatial modeling and the process is performed outside of the traffic model using GIS software. GIS files with land use data and the location of intersections are used as inputs. A “D” variable value for each TAZ is the output.

The density and diversity “D” variables for each TAZ take into account not only the total land use within that zone, but also the land use that is within a 0.25 mile radius of that zone (0.25 mile is assumed to be a reasonably conservative distance that people can easily walk). Both variables use employment and population as inputs. This process is designed to account for land uses that are “right across the street” for a person on foot or a bicycle, but would require a trip of a much longer distance if the traveler follows the model network. Thus these variables are calculated to take into account the experience of a person on foot or bike. This analysis found that Santa Barbara’s Downtown and the adjacent neighborhoods and districts within the City’s grid system display a high density mix of diverse uses, with most residential uses within ¼ walk of commercial and centers and often other uses such as employment destinations, entertainment or recreation.

The design variable looks at street connectivity and sidewalk design. More connected streets (as opposed to cul-de-sacs for instance) generally allow for more direct walking and cycling, making these modes more attractive. The design variable uses the number of intersections within 0.25 mile. Santa Barbara is a built-out city and there is only one major planned connectivity change, the Cacique Street under-crossing to link lower Eastside neighborhoods to the Waterfront. Furthermore, with small block lengths, a dense grid network, and near complete sidewalk connectivity, Santa Barbara already reflects many of the ideal urban design characteristics that the design “D” looks for. This is why the analysis of trip generation rates in Area Types 1 and 2 were found to be notably lower than national averages. Furthermore, Santa Barbara’s design in Area Types 1 and 2 was found to be ideal for the reduction of vehicle trips and increase of alternative modes of travel, such as walking and bicycling.

The destinations “D” is calibrated in the model structure using Area Types. Areas further from major regional commercial centers have higher trip rates, while areas closer to major regional commercial centers have lower trip rates. Santa Barbara’s Waterfront and Downtown are already well established regional destinations. The geographic distribution of these regional commercial centers is not anticipated to change to any great extent, and so the future year scenarios carry forward the current rates for the destinations “D.”

In summary, the analysis found that the central core of the City, particularly neighborhoods within Areas 1 and 2 (refer to Figure 16.4) and extending out into the proposed MODA already mirror many of the factors recognized in the ideal built environment (4D evaluation process). That is, the existing built environment of these areas of the City largely reflect an idealized urban development pattern that minimizes traffic generation because they have relatively high density, mix of commercial, residential and employment uses, a closely spaced grid system of streets with a complete sidewalk system, attractive streetscape and frequent bike paths. Therefore, while there are not significant physical changes proposed to the built environment (e.g. new streets, more complete sidewalks, increased diversity of uses) that would further reduce trip generation within this area, new development cited within the MODA, and particularly Areas 1

New development within and adjacent to the City’s commercial core would inherently generate less new traffic than if located in outlying areas.

and 2, would have inherently lower trip generation characteristics when compared to more suburban outlying areas of the City.

**2) Travel Demand Management Strategies**

The second key innovative component of the traffic model is its ability to assess the effectiveness of Travel Demand Management (TDM) strategies. The alternatives in this EIR include three different scenarios to assess the effectiveness of TDM strategies on traffic congestion (refer to Table 16.5). The No Project and Lower Growth alternative generally assume a continuation of existing TDM programs and ongoing improvements to transit service and pedestrian and bike systems. *Plan Santa Barbara* assume a modest expansion of existing TDM programs as additional effort to promote and expand transit service and pedestrian and bike systems. The Additional Housing Alternative contains vigorous policy initiatives to reduce trip generation through implementation of TDM and parking strategies, and improvements to the City’s alternative transportation network. The potential effect of these policies on travel behavior and trip generation was subject to detailed analysis in: *Plan Santa Barbara* Trip Reduction Impacts Analysis prepared by Nelson/Nygaard in 2009 (refer to Appendix I-6).

**Table 16.5: Key Travel Demand Management Scenarios; *Plan Santa Barbara* and Alternatives**

Key Policy	<i>Plan Santa Barbara</i>	Additional Housing	No Project/Lower Growth
<b>Public Parking Management Downtown</b>	More effectively manage on-street parking supply; Apply tiered rates for off-street public parking eventually eliminating discounts; strengthen residential parking permit program	Price parking and relax limits on- and off-street. Vary pricing by location to achieve 5% to 15% availability for customers.	Existing policies
<b>Parking Cash Out</b>	Modest expansion of implementation of existing state law	Expand program to employers with less than 50 employees with local ordinance	Existing state law and implementation
<b>Subsidized Transit Passes</b>	Expand user groups and participation by existing employers through promotion, incentives and increased subsidies	Same as Plan SB + require participation as part of all new development in MO-DA and larger developments citywide	Existing program
<b>Safe Routes to Schools</b>	Modest expansion of existing program	Robust expansion of program through physical improvements and promotion	Existing program
<b>Car and van pooling incentives</b>	Modest expansion of existing program	Robust expansion of program through physical improvements and promotion	Existing program
<b>Telecommuting and alternative work schedules</b>	Modest increase in employer participation in program	Robust increase in employer participation in program	Existing program

*1. This table describes programs where empirical data was available to quantify associated reductions in commute and non-commute traffic. Each alternative also includes a variety of different policies or programs which would also affect traffic, including transit service, bike paths, sidewalks and changes in parking requirements. Changes in these programs would contribute to the reductions in traffic under Plan Santa Barbara and the very substantial reductions under the Additional Housing Alternative (Alternative 2).*

*Analytical Methodology Employed*

*Plan Santa Barbara* transportation policies, programs and initiatives were design in an attempt reduce per capita vehicle trips and related traffic congestion by encouraging people to shift to alternative travel modes.

The analytical methodology employed to estimate the effects of these peak-hour vehicle trip reduction strategies was as follows:

- The potential range of transportation policies and programs was outlined by City staff based on City Council direction on the overall *Plan Santa Barbara* policy approach. The City and consultant team refined these policy alternatives and their potential effects on transportation operations based on past and current experience in Santa Barbara. For *Plan Santa Barbara*, based on the intent of the policy framework and City Council direction, it was presumed that existing transportation management programs would be moderately expanded and proposed new trip reduction and alternative transportation policies and programs would be implemented. Some policies and programs evaluated would primarily affect vehicle trips associated with new development (such as TDM requirements for new development projects), while others could also reduce existing traffic congestion (such as an expanded subsidized transit pass program and more comprehensive parking pricing/cash-out program).
- Based on the best available research tailored to local conditions in Santa Barbara, planning-level order of magnitude estimates of the reductions in peak-hour vehicle trips were derived that could be anticipated with the a) continuation of existing policies and programs and b) implementation of new policies and programs that research has shown have a proven effect on mode choice and travel behavior.
- The reductions were quantified based on whether a trip was a commuter trip purpose or a non-commuter trip purpose. In addition, trips ending in different Traffic Model areas were reduced by different levels based on an analysis of the likely effectiveness of different strategies in different geographic areas. For many policy strategies, trips ending in Area Types 1 and 2 (i.e., Downtown and within City's grid system) were reduced by a greater percentage than trips ending in Area Types 3 and 4 (outlying more suburban areas) based on the assessment that certain strategies would have a greater effect on reducing peak hour vehicle trips in some areas and a lesser effect in others (refer to discussion above and Figure 16.4).

Estimates of the likely peak-hour vehicle trip reduction effects of *Plan Santa Barbara's* proposed policies and programs were drawn from a library of best practice case studies as well as a literature review. Wherever possible, estimates were based on quantitative data (empirically derived or modeled). When appropriate, professional judgment was used to refine the estimates as appropriate for the *Plan Santa Barbara* context, based on the recognized technical expertise of Nelson/Nygaard and Fehr and Peers as transportation planning professionals with decades of collective experience in developing and analyzing vehicle trip reduction strategies. At every step of the analysis, assumptions and analysis were conservative to avoid overstating potential benefits. At the same time, the analysis avoided the inverse error of being overly conservative and thereby understating potential benefits. As a result of this rigorous analysis, reductions in vehicle trip generation from programs such as more frequent transit service (either buses or trains) or improvements to bike and pedestrian systems were not quantified as part of the modeling effort. This lack of quantified reductions in peak vehicle trips is not due to these programs lack of success in reducing congestion, but is related to either a lack of applicable data on program success and/ or the need to perform far more detailed analysis than current levels of funding permit (Please refer to Appendix I for more detailed discussion).

The analysis meets the most stringent professional standards of the transportation planning industry. The team is confident in the validity and accuracy of the conclusions for purposes of deriving planning-level, order-of-magnitude estimates of the likely peak hour vehicle trip reduction benefits of transportation policies and programs under consideration in *Plan Santa Barbara*.

Outputs of the analysis include a summary of the trip reduction strategies by Traffic Model Area (e.g. Downtown vs. outlying areas) for each scenario, their effectiveness in daily versus peak hour contexts, and examples of these strategies. Highlights are provided below.

### ***Summary of Outputs***

Findings suggest that Santa Barbara can certainly reduce per capita vehicle trips with the implementation of trip reduction strategies. While the precise effects of specific trip reduction policies can vary depending on a number of factors, peer-reviewed empirical evidence, real-world experience of Santa Barbara<sup>8</sup> and other peer communities, basic economic theory,<sup>9</sup> and simple common sense provide overwhelming support for the findings in this report that a concerted and comprehensive effort to promote mode shift and reduce vehicle trips and traffic congestion can be effective. The order-of-magnitude estimates of likely trip reduction effects for the four different policy scenarios and each potential policy are summarized below.<sup>10</sup>

### ***Stand-Alone Effects: Individual Strategies for Influence on Peak-Hour Trips<sup>11</sup>***

The estimates of the order-of-magnitude trip reduction effects are based on the empirical research of each strategy's influence on peak-hour vehicle trips and tailored to the unique conditions in Santa Barbara to influence peak-hour vehicle trips, travel behavior and mode choice.<sup>12</sup> Based on these considerations, the most effective individual trip reduction strategies in Santa Barbara will likely be a continuation and/or enhancement of the following policies and programs:

- Public parking management/pricing to discourage commuter parking.
- Parking cash-out programs, including a local ordinance and/or local enforcement of existing State parking cash-out law.<sup>13</sup>
- Subsidized transit pass program.
- Safe Routes to School, with an emphasis on education and capacity building, as well as physical improvements.
- Car and van pooling incentives.
- Telecommuting and alternative work schedules.

Of these strategies, public parking management is the single most effective trip reduction program and peak hour congestion relief measure available for Areas 1 and 2. Telecommuting, subsidized transit passes and safe routes to schools are also highly effective in reducing peak hour commute trips. As discussed below, other strategies will certainly have a substantial effect on reducing peak hour vehicle trips (e.g., enhance-

<sup>8</sup> The trip reduction and mode shift effects of the City of Santa Barbara's, Metropolitan Transit District, and SBCAG's programs are documented in this report and in *Plan Santa Barbara: Transportation Existing Conditions Report* (AMEC Earth & Environmental, Inc., August 2008).

<sup>9</sup> An oft-repeated adage of economists to guide policymakers is to "Subsidize those behaviors you want to see more of and tax those behaviors you want to see less of."

<sup>10</sup> The full analysis and findings, including definitions of area types and trip types, are presented in the Revised Final Technical Memorandum.

<sup>11</sup> The full analysis and findings are presented in the Appendix I, Revised Final Technical Memoranda.

<sup>12</sup> Existing conditions are discussed in Appendix I; *Plan Santa Barbara: Transportation Existing Conditions Report* (City of Santa Barbara, August 2008). As noted in Appendix I, Revised Final Technical Memorandum, there are other strategies that can affect peak-hour vehicle trips (such as enhanced transit service, expanded bicycle networks, and sidewalk and pedestrian realm improvements). Some of these strategies have been excluded from the stand-alone analysis either because there was not enough data available to reliably analyze their effects at this time (e.g., transit enhancements), their effects were accounted for in another step in the analysis (e.g., bicycle network improvements), or their impacts on *commuter* peak-hour vehicle trips was estimated to be negligible and/or within the margin of error for the purposes of this analysis (e.g., pedestrian improvements, which are important to accommodate non-commuter/non-peak trips and support peak-hour transit commuters walking to transit, but do not have a substantial impact on commuter, peak-hour vehicle trips as the vast majority of Santa Barbara residents' and employees' homes and workplaces are not located close enough to allow them to walk to work).

<sup>13</sup> As discussed in *Plan Santa Barbara: Transportation Existing Conditions Report* (City of Santa Barbara, August 2008), the State of California has adopted an existing "Parking Cashout" law that requires certain employers who offer free parking to *any* employee to offer the cash value equivalent of the free parking space to *all* employees who choose not to use the employee-provided free parking space (i.e., to "cash out" their parking space). The California Air Resource Board (CARB) is nominally responsible for enforcement of these regulations, but does not have the resources necessary to do so effectively. For this reason, many local jurisdictions (such as Santa Monica, Los Angeles, and several jurisdictions in the San Francisco Bay Area) have already adopted or are currently exploring locally- or regionally-based mechanisms to monitor compliance of employers located in their jurisdictions. For new development/employers, the City can require as a condition of approval for entitlements that any employers located in the project annually submit proof of compliance. For existing development/employers, the City can require that proof of compliance be submitted at the same time employers apply for business license renewal or pay any local business taxes.

ments to transit service), but those effects could not be quantified at this time. For more information see “Effects of Some Strategies not Quantifiable with Available Information.”

#### Reductions in Vehicle Trip Generation Rates versus Vehicle Ownership Rates

Household vehicle ownership is called out separately from vehicle trip reductions in the analysis because different policies affect each metric differently. While there is undoubtedly a correlation between vehicle ownership and peak hour vehicle trips (e.g., lower auto ownership rates certainly correlate with lower trip generation rates), there is currently insufficient research available to offer an estimate of the exact nature of that relationship. For this reason the analysis employs a conservative approach and assumes that each proposed policy either affects vehicle trip generation rates or vehicle ownership rates, but not both. In addition, for those strategies where the analysis was only able to quantify vehicle ownership reductions, a conservative is used and assumes only those effects that are already accounted for by trip reduction strategies that were subject to quantification.

#### Effects of Some Strategies not Quantifiable with Available Information

It should be noted that the estimated reduction in peak-hour vehicle trips that will likely be achieved can be quantified with greater certainty for some policies and programs due to available data while others do not lend themselves to easy quantification due to lack of data or other unknown variables. Where there was not enough available data to quantify the likely effect, the analysis indicates that the effect was “not known” or “not applicable.” It must be stated emphatically that such a designation doesn’t necessarily mean that a strategy has no effect on reducing vehicle trips in reality. Instead, these designations mean that a) the effect on peak hour trips is not significant enough to model (e.g., the effect could fall within the margin of error); or b) in the report preparer’s professional opinion there is not a solid enough basis (e.g., empirical research or published case studies) to allow documentation of the precise trip reduction effects for the purposes of the Traffic Model; or c) the analysis indicates that the 4D built environment model adjustments (density, design, diversity, destinations) conducted by Fehr & Peers will adequately account for the effects of this strategy. The analysis therefore excludes the effects of certain strategies in order to avoid the risk of misstating highly localized, context-dependent benefits (e.g., enhanced transit service) or to avoid “double counting” the benefits (e.g., pedestrian improvements adequately accounted for under “street connectivity” factor of the 4D model adjustments).<sup>14</sup>

<sup>14</sup> The trip-reduction effects of bicycle network improvements and bike share programs is a good example that can be elaborated on. Naturally there will be observable before-and-after effects (e.g., mode split, percent of bicycle commuters, etc.) with the implementation of discrete bike facilities (e.g., new on-street bike lanes filling in a network gap, a new bike/ped multi-use trail, retrofitting a bridge or other “missing link” with bike/ped infrastructure). We’re aware of several before-and-after studies of discrete facilities (including studies from the City of Portland and San Francisco, as well as bicycle counts included in Santa Barbara’s current *Bicycle Master Plan*). One problem with some of these studies is that it is often not clear how much of the observed increase in bicycle trips is a result of mode shift (e.g., *new* bike trips coming from other modes) and how much of the observed increase is actually due to bicyclists shifting routes (e.g., choosing to travel on the enhanced route rather than their former, perhaps suboptimal, route). Another problem is that we are not aware of any studies that disaggregate the increase in bicycle trips into commuter/peak trips and non-commuter/non-peak trips (which is the purpose of this study). For example: the available research only comments on general increases in bike commuting that result from the addition of bike facilities (0.0075% increase for each additional mile per 100,000 residents) and has basically nothing to say on the effect of bike facilities on peak-hour vehicle trips. None of these potential issues means that bicycle facility improvements shouldn’t be implemented, it simply means that the current state of the research doesn’t allow us to disaggregate the estimated reduction in peak-hour vehicle trips because we can’t reliably derive an estimate of how many of the new bicycle trips are former auto commuters. So while bike facilities and bike share programs are recommended and certainly do have impacts (especially on non-peak, non-commuter trips) and should be continued to leverage network effects and build on the success of previous investments, we don’t think the research currently exists to allow us to make a reliable estimate of peak-hour vehicle trips, which is the metric deployed in the traffic model. Finally, we believe that the net effect on peak-hour commuter vehicle trips in Santa Barbara would still be relatively small (perhaps a 2-3% reduction in peak-hour vehicle trips at the most) because a) many of the gains have already been realized from previous investment in bicycle facilities, b) Santa Barbara’s unique geography (e.g., hills) limits the feasible catchment area for bicycle commuting and c) Santa Barbara’s jobs/housing imbalance results in long commute distances for the low-income households that are pre-disposed to commute to work by bicycle. The same is true for research on bike sharing: the current research focuses on the increase in bicycling trips rather than the decrease in peak-hour commuter vehicle trips. Even if we could reliably derive an estimate of the vehicle trip reduction effects of bikeshare programs, we believe that – even if a very robust program were to be implemented in Santa Barbara – very few existing auto commuters would be able to commute daily via a bike share program (which requires a “bikeshare pod” within walking distance of both trip ends to avoid accruing usage fees for all day). However, bike share programs can support auto commuters switching to other modes (transit, carshare, etc.) by providing them with more mobility choices at the work destination should the need arise for an unscheduled trip that is too far to walk. Since bike share programs don’t have a substantial *direct* effect on peak-hour commuter trips (but instead *indirectly* leverage the effectiveness of other programs), we have excluded them from our analysis.



Non-Additive Effects for each Policy Alternative

Evaluative research of vehicle trip reduction strategies often attempts to isolate the stand-alone effects of implementation of such policies and programs in order to understand the actual relationship of the independent and dependent variables. Oftentimes it is difficult to isolate these effects because in reality, implementation of several changes to the transportation system occurs concurrently. For example, a city may implement a subsidized transit pass program at the same time that it implements enhanced transit service, and it is difficult to say with absolute certainty which of the two changes caused the resulting increase in transit ridership. Because trip reduction strategies often support one another in creating high-quality alternatives to auto commuting, multiple strategies implemented jointly can leverage greater effects when compared to stand-alone implementation. Even so, traffic demand reduction strategies realistically have a maximum limit on total effects that can be achieved. For these reasons, it is not prudent to expect that the stand-alone effects of trip reductions observed in the literature and case studies can simply be “added up” to estimate the total effects of various strategies together. Because the transportation policies and programs under consideration in the various *Plan Santa Barbara* alternatives would be implemented concurrently as a package (in fact some trip reduction strategies are already in effect), the analysis estimates the total effect for each alternative using a non-additive methodology. For example, when summing the effects of multiple strategies for each policy alternative, the analysis considers telecommuting to be a mutually-exclusive strategy (since telecommuters cannot by definition commute by transit, carpooling, bicycling, etc.) and therefore “netted out” the estimated effects of other trip reduction strategies when developing our estimate of the total estimated effects for certain policy alternatives.

Aggregate Effects: Peak-Hour Trip Generation Reductions for Each Scenario<sup>15</sup>

The aggregate order of magnitude reductions in peak-hour vehicle trips that result from implementation of a comprehensive package of strategies discussed are summarized below [refer also to Appendix I]). These measures are particularly effective in reducing congestion as they affect both existing trips and those associated with future development. As discussed later, because they can reduce both existing and new traffic, these programs can dramatically reduce future congestion as illustrated by the relatively limited congestion forecast with even the growth projected under Alternative 2. Reductions in trip generation assigned to these programs range from zero under the No Project and Lower Growth Alternatives, moderate declines under *Plan Santa Barbara*, and steep declines under the Additional Housing Alternative (refer to Section 16.6 below).

*No Project and Lower Growth Alternatives* - Because these alternatives assume a continuation of the City’s existing TDM strategies and current level of improvements to alternative transportation systems, no vehicle trip reductions were accounted for in the Traffic Model runs for these alternatives.

*Plan Santa Barbara* - In the *Plan Santa Barbara* scenario, due to an incremental expansion of trip reduction programs there will likely be moderate reductions in peak hour vehicle trips relative to existing as outlined below.

- Areas 1 & 2 Commuter Trip Reduction Effects: 25 percent
- Areas 3 & 4 Commuter Trip Reduction Effects: 5 percent
- Areas 1 & 2 Non-Commuter Trip Reduction Effects: 5 percent
- Areas 3 & 4 Non-Commuter Trip Reduction Effects: 2 percent

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<sup>15</sup> The full analysis and findings are presented in (Appendix I; Revised Final Technical Memoranda).

*Additional Housing Alternative*- In the Additional Housing Alternative scenario, due to a vigorous expansion of trip reduction programs there will likely be substantial reductions in peak hour vehicle trips relative to existing as outlined below.

- Areas 1 & 2 Commuter Trip Reduction Effects: 45 percent
- Areas 3 & 4 Commuter Trip Reduction Effects: 15 percent
- Areas 1 & 2 Non-Commuter Trip Reduction Effects: 6 percent
- Areas 3 & 4 Non-Commuter Trip Reduction Effects: 3 percent

A critical finding of the analysis is that under *Plan Santa Barbara* a relatively modest effort with such programs has a strong effect on commuter trips in Areas 1 and 2 within Downtown and City's grid system in the heart of the proposed MODA. These modest programs would also have a noticeable, but lower effect on commuter trips in more outlying Areas 3 and 4, as well as a modest affect on non-commuter trips. The effects of these measures in the Additional Housing Alternative are even more pronounced, with very significant reductions in commuter traffic with corresponding effects on reduced congestion (refer to Section 16.6.3). The single most effect TDM strategy under either of these alternatives is a change in the management and pricing of on and off-street public parking. Modest to vigorous changes in the management and pricing of public on and off-street parking was found to reduce commuter traffic by 25 percent under *Plan Santa Barbara* and 44 percent under the stronger policies of the Additional Housing Alternative.

The single most effective measure available to reduce peak hour traffic congestion is changes to the management and pricing of on- and off-street public parking.

This finding on the effectiveness of TDM strategies in general, and public parking management and pricing in particular, is a key component in addressing traffic congestion as the vast majority of such congestion is confined to the peak hour and is strongly linked to commuter trips. In addition, these effects are magnified as they apply to all traffic (including existing trips), not just the relatively small increment of increased traffic associated with future development. While these strategies could potentially be at least partially applied to the Lower Growth or Additional Housing Alternatives, they are most effective when combined with the increased infill housing higher densities found in *Plan Santa Barbara* and particularly the Additional Housing Alternative.

### ***Parking***

Recent State CEQA Guidelines amendments deleted adequacy of parking as a CEQA impact topic. Parking is an important land use and policy matter, but parking effects are considered an issue of convenience rather than a significant physical impact on the environment. A discussion of parking issues is included as information in this EIR (section 16.9), and may be considered by the community and decision-makers as part of their policy discussions.

### **16.3.4 Mitigation Measures**

As described in Section 16.4 below, traffic growth under *Plan Santa Barbara* would have significant unavoidable impacts on traffic congestion and does not satisfy its own objective to maintain or reduce existing traffic congestion levels. When proposed projects, policies and regulatory processes generate potentially significant impacts, mitigation measures are identified that could feasibly avoid such significant impacts. Mitigation measures, therefore, are recommended amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards. In the area of transportation, mitigation measures are specifically designed to reduce *Plan Santa Barbara's* impact on traffic congestion and other forms of transportation through suggested capital improvement projects or by means of programs and policy implementation strategies.

With the proposal of mitigation measures in the context of a long range General Plan, an assessment of the feasibility of mitigation measures is also performed. A feasibility assessment accounts for the City's history or track record of implementing available improvements, the City's general financial resources and the costs, difficulty and secondary impacts of implementing a proposed mitigation measure. The greater the costs, difficulties and potential secondary environmental consequences of implementing a mitigation measure, the less feasible the measure would be considered. Mitigation measures to address potentially significant impacts of *Plan Santa Barbara* transportation are discussed in section 16.8 Mitigation Measures.

### 16.3.5 City Impact Significance Guidelines

City impact significance guidelines for traffic and circulation are listed below and are based on City policy (Charter, Circulation Element, Master Environmental Assessment) and the State CEQA Guidelines. Although CEQA itself has no specific standards for significant impacts, it does encourage the adoption of standards of significance to be used in determining significant impacts. It is the responsibility of the Lead Agency to determine the definition of "significant." Typically, standards of significance for transportation impacts in California (and around the nation) are based on automobile Level of Service (LOS). Please see Table 16.2 on page 16-7 for a description of various LOS. This is partly due to the fact that current CEQA Guidelines state significance thresholds need to be:

“... an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.” (CEQA, Section 15064.7)

Standardized LOS policies tend to fit the above description well as there are few nationally recognized metrics of other modes of travel. However, recent amendments to the State CEQA guidelines have eliminated parking from the Appendix G sample checklist. Therefore, for the purposes of this analysis the adequacy of parking supply is considered a planning rather than a CEQA issue. In addition, these new amendments require that analysis consider if a project would:

“Exceed the capacity of the existing circulation system, based on applicable measures of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit” (CEQA Checklist – Appendix G)

This language in the CEQA Checklist was added in 2010 to enable and encourage a more balanced assessment of the overall circulation system and broaden assessment of impacts beyond a simple analysis of LOS.

Santa Barbara has a long history of associating traffic congestion as an inhibitor to the quality of life. The 1964 General Plan comments that “All we need is a few more cars to attain the unhappy distinction of becoming more like Los Angeles.” Accordingly, the City has developed high standards for streets to remain free of congestion. The City Charter (Section 1508c) stipulates that “a new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated adverse impact on...traffic within the City...A finding shall be made that...traffic improvements will be in place at the time the project is ready for occupancy.” Setting this level of a significance requirement has amounted to a “zero tolerance” policy of traffic congestion for new non-residential growth.

Although the City employs an automobile-based standard of significance, the traffic model revealed a direct correlation between increases in alternative mode use and reductions in vehicle levels of service. This rela-

relationship exists because the peak hour congestion in Santa Barbara is primarily isolated to Highway 101 interchanges that are overwhelmed with commuter traffic. When commuters shift to use alternative modes of transportation, congestion at freeway interchanges is directly reduced. Therefore, although the City of Santa Barbara does not have specific measures of effectiveness for alternative modes of transportation, reductions in congestion demonstrated by better automobile levels of service in fact serves as an effective measure of alternative mode use increases. This relationship was clearly demonstrated in the various traffic model alternatives where Travel Demand Management strategies that increase the use of alternative modes of transportation were the most effective means by which to reduce congestion.

The following outlines the City's criteria for implementing this policy.

***Citywide or Area-Specific Transportation Impacts:*** A significant impact associated with vehicle traffic or roadway circulation and access may occur where a project results in any of the following, unless measures are implemented to avoid or lessen the significant effect:

- **Vehicle Traffic – City Intersections:** Project peak-hour trip generation would cause an increase in traffic level at a City intersection that is substantial in relation to the existing traffic load and street system capacity, identified by City policy as:
  - Peak-hour volume-to-capacity (V/C) ratio at a signalized intersection increases to 0.77 (77 percent) or more [ICU methodology]; or
  - Peak-hour V/C ratio increases by 0.01 (1 percent) or more at a signalized intersection with a V/C ratio already exceeding 0.77 [ICU methodology]; or
  - Peak-hour delay time at a non-signalized intersection increases to an average delay of 22 seconds or more per vehicle [HCM methodology].
  -
- **Circulation and Traffic Safety:** The project would result in any of the following:
  - Potential hazards due to addition of traffic to a roadway with design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
  - Inadequate pedestrian and/or bicycle circulation per City policies.
  - Inadequate safe access under American Disability Act provisions.
  - Inadequate emergency access/egress on-site or to nearby uses per City ordinance provisions.
- **Policy Consistency:** The project would conflict with the Circulation Element, or other adopted plan or policy pertaining to transportation systems.

***Regional Transportation Impacts (Cumulative Impacts):*** A considerable contribution to regional traffic is identified if City traffic would exceed that identified in the Regional Congestion Management Plan (CMP) or otherwise conflict with CMP policies<sup>16</sup>.

<sup>16</sup> The CMP identifies thresholds as follows: The peak-hour operation of a regional roadway or intersection currently at level of service (LOS) A or B degrades by two or more levels of service; the peak-hour operation of a roadway or intersection currently at LOS C degrades to LOS D or worse; or the project would add the following peak-hour trips to a roadway or intersection with peak-hour operation at LOS D, E or F: 20 or more peak-hour trips at LOS D; 10 or more peak-hour trips at LOS E or F. For CMP roadways or freeways at degraded peak-hour service levels, the project would add the following peak-hour trips: 100 or more peak-hour trips at LOS D; 75 or more peak-hour trips at LOS E; 50 peak-hour trips at LOS F.

## 16.4 Citywide Transportation Impacts

### Overview of Transportation Impacts

The Santa Barbara Transportation Model forecasts that projected regional and City growth to 2030 could increase traffic volumes on the area road network by an average of 16%, with traffic on local City streets projected to increase by 20%. Traffic growth is projected to be focused on the City's arterial system, especially at approaches to interchanges with U.S. Hwy 101, and key local streets such as Upper State Street. Traffic is expected to increase gradually over the next 20 years to 2030. The model forecasts that increases in traffic volumes could affect the operation of the City's streets and intersections as follows:

- Congestion could incrementally increase at 52 key intersections citywide, generally along major arterials, and particularly at the approaches to U.S. Hwy 101 and at freeway interchanges. While 34 of these intersections could remain relatively uncongested, 17 may experience some level of congestion and decline below the City's standard of Level of Service C (volume-to-capacity (V/C) ratio of 0.77). Improvements could eliminate impacts at two of these 18 impacted intersections. Of the remaining 15 intersections, 11 could continue to operate at relatively free flowing LOS C conditions or become moderately to increasingly congested and operate at LOS D. However, 6 intersections could become severely congested and operate at LOS E or F. Impacts of increased congestion could be substantially reduced through implementation of Transportation Demand and Parking Management mitigation measures (refer to Section 16.8). Intersection improvements could reduce congestion at several locations; but at most locations, high costs, existing buildings, or right-of-way constraints would make physical improvements challenging. Impacts to 15 intersections would remain significant. Upper State Street between La Cumbre Road and De La Vina Street and Carrillo Street between San Andres and Chapala Streets could experience increased traffic volumes and roadway friction caused by frequent driveways, heavy bus traffic and pedestrian volumes and could experience mid-block congestion between intersections. Impacts of roadway friction would be considered potentially significant, but subject to feasible mitigation.
- Growth projected to occur under *Plan Santa Barbara* would incrementally contribute to increased congestion on U.S. Hwy 101 associated with regional growth over the next 20 years. Regional growth is anticipated to increase average daily traffic on U.S. Hwy 101 south of Garden Street by 19.6% (20,400 trips) and north of Garden Street by 21.6% (21,000 trips). Northbound AM peak hour traffic volumes would increase by 11% (730 trips) south of Garden Street while southbound PM peak hour volumes would increase by 16% (885 trips). Peak hour operations along existing and new six-lane segments of U.S. Hwy 101 are projected to be highly congested (LOS E or F) within and north and south of the City. The City's contribution to increased freeway congestion could be potentially considerable, but model results show that it would be less than that projected in the adopted regional Congestion Management Plan. *Plan Santa Barbara* policies would also be consistent with the land use and transportation policy direction of the CMP. The CMP Deficiency Plan is the adopted mitigation program for CMP facilities. Mitigation Measures identified for *Plan Santa Barbara* would further reduce the City traffic contribution to Highway 101.
- Most local streets and intersections are unlikely to be substantially impacted by projected growth in traffic.

Projected future growth under *Plan Santa Barbara* has the potential to create both short- and long-term significant adverse impacts to transportation. While less than the No Project alternative, these impacts would primarily be related to increased traffic congestion as a result of increases to residential, commercial and institutional land development. The analysis shows that these impacts could be partially mitigated as a result of the project's policies intended to reduce commuter travel through the use of various TDM strategies. The analysis further shows that increased housing within the Downtown has the lowest potential contribution to increasing congestion and, when combined with TDM strategies, provides the most effective approach to minimize increases in congestion. These issues are further discussed below.

### ***Trip Generation under Plan Santa Barbara***

As discussed in Section 16.3 above, trip generation estimates associated with new development projected to occur under *Plan Santa Barbara* are based on background research from industry accepted sources (e.g., San Diego Traffic Generators Manual) and refined to reflect actual local trip generation rates based on data in the *Plan Santa Barbara* Traffic Model. These trip generation estimates account for factors such as car ownership rates in various sub-areas of the City and the different trip making characteristics within Areas 1 and 2 when compared to Areas 3 and 4. These estimates also account for the trip reduction measures which are assumed to be part of *Plan Santa Barbara* and the variable effectiveness of these measures in different sub-areas of the City, including effects on both commute and non-commute trips (refer to discussion in Section 16.3 above).

It must also be reiterated that the traffic model used for *Plan Santa Barbara* is forecasting future traffic volumes that account for regional and statewide growth as well as projected development under *Plan Santa Barbara*. Accordingly, a substantial portion of the traffic on regional roadways such as U.S. Hwy 101 and SR-154 is not likely to be influenced by *Plan Santa Barbara* policies, but must be considered in the analysis.

## **IMPACT TRANS-1: INCREASED CONGESTION- CITY STREETS AND INTERSECTIONS**

### ***More vehicle trips would increase the number of intersections exceeding the City's LOS standard from 13 to 20<sup>7</sup>.***

Traffic volumes within the model area are estimated to grow by an overall average of approximately 16 percent by the year 2030 due to increases in vehicle trips associated with new development projected to occur under *Plan Santa Barbara*. Volumes on surface streets within the City (arterials, collectors, and local streets) are projected to grow by 20 percent (refer to Appendix I). This increase in traffic would be gradual, occurring incrementally over the 20-year planning horizon of *Plan Santa Barbara*, and these projections represent the “end state” of potential growth in the year 2030. As discussed later in this section, over this time frame, the City would concurrently be implementing road and intersection improvement projects as well as improvements to transit, bike and transportation demand management, and trip reduction programs that would help address these projected increases in congestion. However, in order to provide a reasonable worst case assessment, the Traffic Model only assumes a limited set of improvements, primarily those associated with completion of the currently funded improvements to U.S. Hwy 101 described under Roadway Network Improvements above (Section 16.3.3).

While intersection operation is a dominant factor in traffic operations, projected increases in traffic volumes could also impact a limited set of City surface streets that currently experience congestion due to “friction”, caused by close driveway spacing, pedestrian activity, buses blocking traffic lanes, and other impediments.

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<sup>7</sup>LOS at these 21 locations would fail to meet City standards in either the AM or PM peak hour or in some cases both.

This issue has been previously reviewed by the City as part of the Upper State Street Study. As discussed below, friction may also have limited effects on the operation of certain other roads, such as Carrillo Street between State Street and San Andres.

Although projected increases in traffic and the affected congested intersections are relatively substantial, it would not necessarily carry over to all road segments and intersections in the City. For example, the 52 studied intersections were specifically selected for this analysis in areas with higher levels of activity and in places that were likely to receive traffic from new development and become congested. It is likely that many intersections in areas removed from the City's major activity centers would not be affected to the same extent. Similarly, streets in many residential neighborhoods removed from areas of primary development activity would likely experience limited traffic growth. Traffic growth is projected to be focused on the City's arterial system, especially at approaches to interchanges with U.S. Hwy 101, and key local streets (refer to Figure 16.5)

Increased traffic generated by development projected to occur under *Plan Santa Barbara* would cause the number of intersections that meet the City's target of LOS C standard (V/C 0.77; delay 22 seconds) to fall from 39 out of 52 studied intersection to 22 (Figure 16.5). Further, 17 intersections which currently operate at acceptable LOS would decline below the City's adopted Threshold of Significance of LOS C (0.77) either during the A.M. and/or P.M. peak hour, with 9 of these intersections projected to experience moderate to severe congestion characterized by LOS D, E and F (refer to Table 16.6; Figure 16.5). While the increase in the number of poorly operating intersection in 2030 is substantial, impacts are less severe than those forecast for the No Project Alternative and comparable to those for the Lower Growth Alternative (refer to Figure 16.7 in Section 16. 6 below).

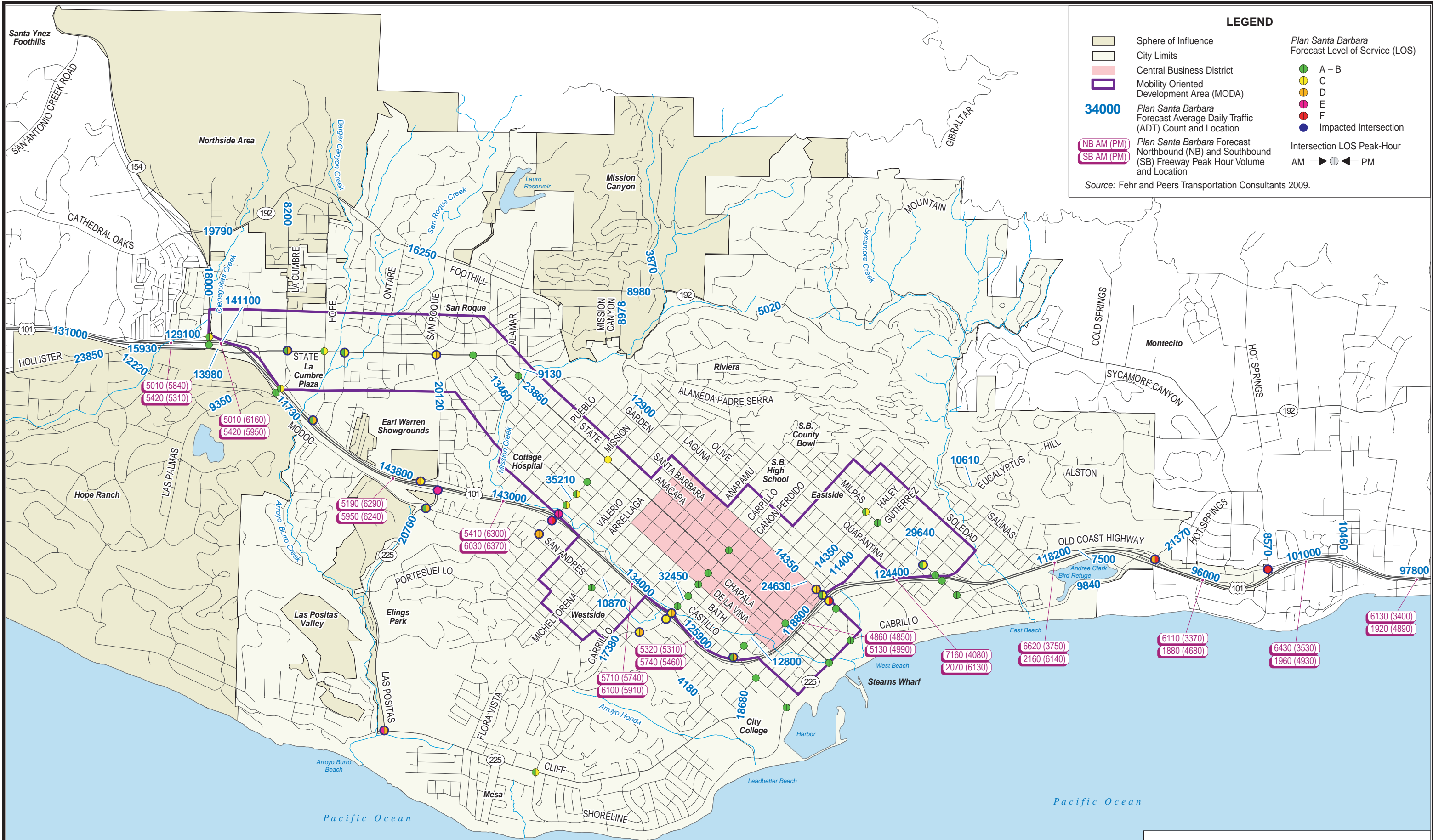
Transportation System Management (TSM) strategies, including Intelligent Transportation Systems (ITS) technologies such as remote access to parking availability information, real-time locations of public transit vehicles, and monitoring of arterial road speed, as well as more conventional methods such as signal synchronization, can provide means for reducing congestion.

Depending on the availability of feasible mitigation measures, the impacted 20 locations are categorized into three groups based on the availability of known intersection improvements; those for which full mitigation is available, those where partial mitigation is available and those where no intersection improvements are currently known or planned:

*Impact TRANS-1.1. Impacted Intersections with Potential for Full Mitigation (2 Intersections)*

Future increases in traffic would create potentially significant impacts at two intersections where increased congestion would cause levels of service to decline below City standards; however, these impacts could be fully mitigated to level of insignificance through implementation of feasible roadway improvements that would be consistent with other City goals such as improving pedestrian conditions.

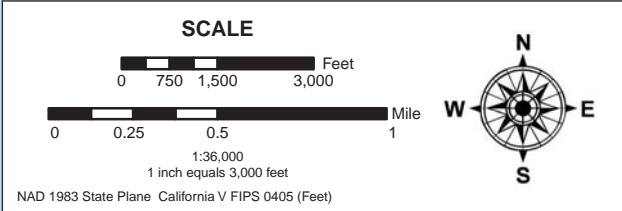
- *Intersection #30. Mission Street & Modoc Road-* This intersection is currently controlled by stop signs and operates at LOS D in both the AM and PM peak hours with average vehicle delay exceeding the City's target of 22 seconds. By 2030, future anticipated traffic increases would result in additional traffic demand to and from the U.S. Hwy 101 freeway ramps on Mission Street, adding an estimated seven and five seconds of delay in the A.M. and P.M. Peak hours, respectively, for vehicles passing through this location. Acceptable LOS could be restored at this intersection by installation of a traffic signal.
- *Intersection #38. Las Positas Road & Cliff Drive-* This intersection is currently controlled by stop signs and operates at LOS D in the A.M. peak hour and LOS C in the P.M. peak hour, with average vehicle delay exceeding the City's target of 22 seconds in both peak hours. By 2030, future anticipated traffic increases



**Figure 16.5 Future Study Intersections Level of Service and Average Daily Traffic Volumes**

Basemap prepared by **amec**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence





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on Las Positas Road as well as Cliff Road primarily for vehicles access U.S. Hwy 101, adding an estimated ten and nine seconds of delay in the A.M. and P.M. Peak hours respectively for vehicles passing through this location. Acceptable LOS could be restored at this intersection by installation of a roundabout; the City is currently preparing a Project Study Report for Caltrans for this improvement.

*Existing Policies:* Existing City policies and programs would help reduce but not eliminate impacts to these intersections, as reflected in model assumptions. Trip reduction strategies set forth in the Circulation element would help minimize but not avoid potential impacts. Ongoing City Capital Improvement Plans could program funds to complete these improvements: for example, the installation of a roundabout at Las Positas and Cliff Drive has been programmed, but is not yet fully funded or scheduled.

*Proposed Policies:* Plan Santa Barbara Policies EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C3-Bike Lanes, C5-Optimize Capacity, C7-Intermodal Connections, C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking and C16-Parking Maximums, would help reduce potential impacts by minimizing new vehicle trip generation and directing implementation of improvements to road and alternative transportation systems, as reflected in the model assumptions. However, these policies would not fully mitigate the gradual incremental increase in congestion at these intersections.

*Impact Significance:* Existing policies and those proposed in Plan Santa Barbara would help reduce but not avoid this impact. However, when combined with implementation of MM TRANS-1a listed in Section 16.8, installation of a traffic signal or roundabout at these intersections, impacts would be ***less than significant with mitigation (Class 2)***.

*Impact TRANS-1.2. Impacted Intersections with Potential for Partial Mitigation. (1 Intersection)*

Future increases in traffic would create potentially significant impacts at one intersection where increased congestion would cause levels of service to decline below City standards; however, these impacts could be partially mitigated through implementation of a traffic signal.

- *Intersection #1. Olive Mill Road & Coast Village Road-* This intersection is currently controlled by stop signs and operates at LOS B during both peak hours. Future anticipated traffic increases would result from spillover traffic from the U.S. Hwy 101 mainline that may be diverted to avoid future congestion and traffic to and from the U.S. Hwy 101 freeway ramps accessing the Coast Village area. This increase in traffic would lead to severe congestion, adding an estimated 217 seconds of delay in the A.M. Peak hour and 68 seconds of delay in the P.M. Peak hour for vehicles passing through this location by 2030. A preliminary Project Study Report prepared by the City for Caltrans for a roundabout at this intersection suggests that such a configuration may be feasible, which would substantially reduce impacts.

*Existing Policies:* Existing City policies and programs would help reduce but not eliminate impacts to these intersections. Trip reduction strategies set forth in the Circulation element would help minimize but not avoid potential impacts. Ongoing City Capital Improvement Plans could program funds to complete these improvements; however, such improvements are not yet fully funded or scheduled.

*Proposed Policies:* Plan Santa Barbara Policies EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C3-Bike Lanes, C5-Optimize Capacity, C7-Intermodal Connections, C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking and C16-Parking Maximums, would help reduce potential impacts by minimizing new vehicle trip generation and directing implementation of improvements to road and alternative transportation systems. However, these policies would not fully mitigate the gradual incremental increase in congestion at these intersections. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

**Table 16.6: Plan Santa Barbara Impacts on Weekday Intersection Level-of-Service  
(Impacts to intersections in bold type are subject to feasible mitigation)**

Intersection	Peak Hour	Existing Conditions (2008)		Plan Santa Barbara 2030 Conditions		Impact?
		Delay or V/C	LOS	Delay or V/C	LOS	
1. Olive Mill Rd. & Coast Village Rd. <sup>c,f</sup>	A.M.	13	B	230	F	<b>Yes</b>
	P.M.	13	B	81	F	<b>Yes</b>
2. Hot Springs Rd. & Coast Village Rd. <sup>d</sup>	A.M.	20	C	20	C	No
	P.M.	25	C	23	C	No
3. Cabrillo Blvd. and U.S. 101 Southbound Ramp <sup>b</sup> (CMP)	A.M.	20	C	-	-	N/A
	P.M.	15	B	-	-	N/A
4. Milpas St. & U.S. 101 Southbound On-Ramp <sup>a</sup> (CMP)	A.M.	0.37	A	0.47	A	No
	P.M.	0.53	A	0.60	B	No
5. Milpas St. & U.S. 101 Southbound Off-Ramp <sup>a</sup> (CMP)	A.M.	0.59	A	0.45	A	No
	P.M.	0.62	B	0.59	A	No
6. Milpas St. Roundabout <sup>c</sup> (CMP)	A.M.	15	B	16	B	No
	P.M.	14	B	10	A	No
7. Milpas St. & Quinientos St. <sup>a</sup> (CMP)	A.M.	0.59	A	0.68	B	No
	P.M.	0.72	C	0.77	C	<b>Yes</b>
8. Milpas St. & Gutierrez St. <sup>a</sup> (CMP)	A.M.	0.52	A	0.57	A	No
	P.M.	0.58	A	0.67	B	No
9. Milpas St. & Haley St. <sup>a</sup> (CMP)	A.M.	0.48	A	0.55	A	No
	P.M.	0.64	B	0.76	C	No
10. Cabrillo Blvd. & Garden St. <sup>a</sup> (CMP)	A.M.	0.30	A	0.34	A	No
	P.M.	0.37	A	0.42	A	No
11. Yanonali St. & Garden St. <sup>a</sup> (CMP)	A.M.	0.43	A	0.53	A	No
	P.M.	0.49	A	0.66	B	No
12. U.S. 101 Southbound Ramps & Garden St. <sup>a</sup> (CMP)	A.M.	0.64	B	0.75	C	No
	P.M.	0.93	E	1.15	F	<b>Yes</b>
13. U.S. 101 Northbound Ramps & Garden St. <sup>a</sup> (CMP)	A.M.	0.58	A	0.66	B	No
	P.M.	0.75	C	0.78	C	<b>Yes</b>
14. Gutierrez St. & Garden St. <sup>a</sup> (CMP)	A.M.	0.68	B	0.73	C	No
	P.M.	0.81	D	0.89	D	<b>Yes</b>
15. Cabrillo Blvd. & State St. <sup>a</sup> (CMP)	A.M.	0.30	A	0.34	A	No
	P.M.	0.42	A	0.45	A	No
16. Gutierrez St. & State St. <sup>a</sup> (CMP)	A.M.	0.29	A	0.31	A	No
	P.M.	0.38	A	0.45	A	No
17. Cabrillo Blvd. & Castillo St. <sup>a</sup> (CMP)	A.M.	0.36	A	0.37	A	No
	P.M.	0.60	A	0.61	B	No
18. Montecito St. & Castillo St. <sup>a</sup>	A.M.	0.64	B	0.65	B	No
	P.M.	0.67	B	0.69	B	No
19. Haley St. & Castillo St. <sup>a</sup>	A.M.	0.55	A	0.56	A	No
	P.M.	0.78	C	0.83	D	<b>Yes</b>
20. Haley St. & Bath St. <sup>a</sup>	A.M.	0.54	A	0.60	A	No
	P.M.	0.70	B	0.65	B	No

Table 16.6: *Plan Santa Barbara* Impacts on Weekday Intersection Level-of-Service (Continued)

Intersection	Peak Hour	Existing Conditions (2008)		<i>Plan Santa Barbara</i> 2030 Conditions		Impact?
		Delay or V/C	LOS	Delay or V/C	LOS	
21. Carrillo St. & Anacapa St. <sup>a</sup> (CMP)	A.M.	0.47	A	0.50	A	No
	P.M.	0.62	B	0.65	B	No
22. Carrillo St. & Chapala St. <sup>a</sup> (CMP)	A.M.	0.45	A	0.46	A	No
	P.M.	0.64	B	0.70	B	No
23. Carrillo St. & De la Vina St. <sup>a</sup> (CMP)	A.M.	0.55	A	0.57	A	No
	P.M.	0.64	B	0.65	B	No
24. Carrillo St. & Bath St. <sup>a</sup> (CMP)	A.M.	0.55	A	0.56	A	No
	P.M.	0.54	A	0.55	A	No
25. Carrillo St. & Castillo St. <sup>a</sup> (CMP)	A.M.	0.66	B	0.67	B	No
	P.M.	0.67	B	0.68	B	No
26. Carrillo St. & U.S. 101 Northbound Ramps <sup>a</sup> (CMP)	A.M.	0.70	B	0.79	C	Yes
	P.M.	0.81	D	0.83	D	Yes
27. Carrillo St. & U.S. 101 Southbound Ramps <sup>a</sup> (CMP)	A.M.	0.78	C	0.78	C	No
	P.M.	0.74	C	0.78	C	Yes
28. Carrillo St. & San Andres St. <sup>a</sup> (CMP)	A.M.	0.68	B	0.72	C	No
	P.M.	0.76	C	0.82	D	Yes
29. Micheltorena St. & San Andres St. <sup>a</sup>	A.M.	0.61	B	0.70	B	No
	P.M.	0.61	B	0.69	B	No
<b>30. Mission St. &amp; Modoc Rd. <sup>e</sup></b>	A.M.	27	D	34	D	Yes
	P.M.	29	D	34	D	Yes
31. Mission St. & U.S. 101 Southbound Ramps <sup>a</sup> (CMP)	A.M.	0.94	E	0.98	E	Yes
	P.M.	0.97	E	1.09	F	Yes
32. Mission St. & U.S. 101 Northbound Ramps <sup>a</sup> (CMP)	A.M.	0.86	D	0.91	E	Yes
	P.M.	0.81	D	0.96	E	Yes
33. Mission St. & Castillo St. <sup>a</sup> (CMP)	A.M.	0.51	A	0.55	A	No
	P.M.	0.55	A	0.73	C	No
34. Mission St. & Bath St. <sup>a</sup> (CMP)	A.M.	0.56	A	0.57	A	No
	P.M.	0.61	B	0.70	C	No
35. Mission St. & De la Vina St. <sup>a</sup> (CMP)	A.M.	0.52	A	0.54	A	No
	P.M.	0.56	A	0.61	B	No
36. Mission St. & State St. <sup>a</sup> (CMP)	A.M.	0.72	C	0.76	C	No
	P.M.	0.70	B	0.74	C	No
37. Meigs Rd. & Cliff Dr. <sup>a</sup> (CMP)	A.M.	0.62	B	0.64	B	No
	P.M.	0.69	B	0.73	C	No
<b>38. Las Positas Rd. &amp; Cliff Dr. <sup>e</sup> (CMP)</b>	A.M.	30	D	40	E	Yes
	P.M.	23	C	32	D	Yes
39. Las Positas Rd. & Modoc Rd. <sup>a</sup> (CMP)	A.M.	0.61	B	0.68	C	No
	P.M.	0.67	B	0.82	D	Yes
40. Las Positas Rd. & U.S. 101 Southbound Ramps <sup>a</sup> (CMP)	A.M.	0.81	D	0.90	E	Yes
	P.M.	0.95	E	0.98	E	Yes
41. U.S. 101 Northbound Ramp & Calle Real <sup>a</sup> (CMP)	A.M.	0.80	C	0.87	D	Yes
	P.M.	0.68	B	0.71	C	No
42. Alamar Ave. & State St. <sup>a</sup> (CMP)	A.M.	0.50	A	0.57	A	No
	P.M.	0.56	A	0.68	B	No

**Table 16.6: Plan Santa Barbara Impacts on Weekday Intersection Level-of-Service (Continued)**

Intersection	Peak Hour	Existing Conditions (2008)		Plan Santa Barbara 2030 Conditions		Impact?
		Delay or V/C	LOS	Delay or V/C	LOS	
43. De la Vina St. & State St. <sup>a</sup> (CMP)	A.M.	0.47	A	0.59	A	No
	P.M.	0.54	A	0.63	B	No
44. Las Positas Rd. & State St. <sup>a</sup> (CMP)	A.M.	0.64	B	0.76	C	No
	P.M.	0.77	C	0.87	D	Yes
45. Hitchcock Way & State St. <sup>a</sup> (CMP)	A.M.	0.48	A	0.58	A	No
	P.M.	0.67	B	0.77	C	Yes
46. Hope Ave. & State St. <sup>a</sup> (CMP)	A.M.	0.51	A	0.66	B	No
	P.M.	0.66	B	0.75	C	No
47. La Cumbre Rd. & State St. <sup>a</sup> (CMP)	A.M.	0.61	B	0.68	B	No
	P.M.	0.70	C	0.81	D	Yes
48. Hope Ave. & U.S. 101 Northbound Ramp/Calle Real <sup>a</sup> (CMP)	A.M.	0.59	A	0.68	B	No
	P.M.	0.77	C	0.87	D	Yes
49. La Cumbre Rd. & U.S. 101 Southbound Ramps <sup>a</sup> (CMP)	A.M.	0.61	B	0.64	B	No
	P.M.	0.67	B	0.70	B	No
50. La Cumbre Rd. & Calle Real <sup>a</sup>	A.M.	0.54	A	0.59	A	No
	P.M.	0.66	B	0.70	C	No
51. SR-154 & Calle Real <sup>a</sup> (CMP)	A.M.	0.52	A	0.68	B	No
	P.M.	0.55	A	0.73	C	No
52. SR-154 & U.S. 101 Southbound On-ramp <sup>a</sup> (CMP)	A.M.	0.42	A	0.49	A	No
	P.M.	0.40	A	0.48	A	No

*Notes:*

*For signalized intersections, target LOS is C, with a V/C ≤ 0.77. For unsignalized intersections, target LOS is C or better.*

<sup>a</sup> *Intersection is controlled by signal and uses ICU methodology.*

<sup>b</sup> *Existing intersection was controlled by stop signs and uses HCM unsignalized methodology; however, this facility has been closed as part of the U.S. Hwy 101 improvement project and will not be reopened.*

<sup>c</sup> *Intersection is controlled by roundabout and uses HCM roundabout methodology.*

<sup>d</sup> *For existing conditions, intersection is controlled by stop signs and uses HCM unsignalized methodology. For future conditions, intersection is controlled by roundabout and uses HCM roundabout methodology.*

<sup>e</sup> *Intersection is controlled by stop signs and uses HCM unsignalized methodology.*

<sup>f</sup> *A lower existing LOS for this intersection during morning and mid-afternoon periods was found during County preparation of an SEIR for the Montecito Growth Management Ordinance. However, it should be noted that traffic counts can vary by season and that these counts may also have been affected by construction activities along U.S. Highway 101.*

*Impact Significance:* Existing policies and those proposed in *Plan Santa Barbara* would reduce but not avoid this impact. However, when combined with implementation of MM TRANS-1a listed in Section 16.8, signalization and associated improvements could be installed at this intersection that would substantially reduce, but not eliminate increased congestion. The residual impact would be ***significant (Class 1)***.

***Impact TRANS-1.3. Impacted Intersections without Feasible Intersection Improvement Mitigation. (17 intersections)***

Projected future increases in traffic would create potentially significant impacts at 17 intersections where increased congestion would cause levels of service to decline below City standards. However, it remains unclear if feasible roadway or operational improvements are available for these locations due to existing adjacent development, which limits the potential of major intersection capacity enhancements, or due to the constrained right-of-way confined by adjacent bridge or freeway structures. While it may be possible to wi-

den or improve such intersections, the costs and secondary consequences of acquiring neighboring homes or businesses or of major street realignments may be substantial and determining feasibility without further more detailed study is difficult. Therefore, although potential improvements are described for a number of these facilities (refer to Section 16.8 below), a definitive conclusion of feasibility cannot be reached at this time and therefore such improvements are considered potentially infeasible under CEQA.

Of these 17 locations, seven are anticipated to operate at below LOS D, while the remainder would continue to operate at LOS C or D, below the City's adopted threshold (Table 16.6). The majority of the impacted locations currently carry significant amounts of regional and local traffic and currently operate at conditions that exceed the City's target LOS and V/C ratio. The anticipated traffic demand increase associated with projected future growth under the *Plan Santa Barbara* scenario and the pass-through traffic generated by the cumulative developments from the adjacent jurisdictions may significantly deteriorate the intersection LOS and V/C ratio at these intersections. Of the 20 total impacted intersections, 17 intersections would fall into this group, including:

- *Intersection #7. Milpas Street & Quinientos Street-* This intersection is currently controlled by a traffic signal and operates at LOS A in the A.M. LOS C (V/C 0.72) in the P.M. peak hours. Future anticipated traffic increases accessing the Milpas Street roundabout and U.S. Hwy 101 would result in this intersection continuing to operate at an acceptable LOS B in the A.M. peak hour, but declining slightly to LOS C (0.77 V/C), just at the City's adopted threshold.
- *Intersection #12. U.S. Hwy 101 Southbound Ramps & Garden Street-* This intersection is currently controlled by a traffic signal, including onramp metering, and operates at LOS B (0.64 V/C) in the A.M. and LOS E (V/C 0.93) in the P.M. peak hours. The City and Caltrans completed substantial improvements to this intersection in the 1990s, including installation of a new overpass and reconstruction/ widening and extension of on and off ramps. However, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to an acceptable LOS C (0.75) in the A.M. peak hour and a severely congested LOS F (1.15) in the P.M. peak hour by 2030.
- *Intersection #13. U.S. Hwy 101 Northbound Ramps & Garden Street-* This intersection is currently controlled by a traffic signal, and operates at LOS A (0.58 V/C) in the A.M. and LOS C (V/C 0.75) in the P.M. peak hours. The City and Caltrans completed substantial improvements to this intersection in the 1990s, including installation of a new overpass and reconstruction/ widening and extension of on and off ramps. However, increases of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to an acceptable LOS B (0.66) in the A.M. peak hour and LOS C (0.78) in the P.M. peak hour, barely exceeding the City's adopted threshold.
- *Intersection #14. Gutierrez Street & Garden Street-* This intersection is currently controlled by a traffic signal, and operates at LOS B (0.68 V/C) in the A.M. and LOS D (V/C 0.81) in the P.M. peak hours. Heavy westbound left turn volumes off of Gutierrez Street onto Garden Street are a major contributor to substantial back up and congestion at this intersection. Further, the shared westbound through and left turn lane off of Gutierrez must accommodate heavy demand to access the northbound U.S. Hwy 101 ramps as access is difficult from the exclusive center turn lane. Heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to an acceptable LOS C (0.73) in the A.M. peak hour and a congested LOS D (0.89) in the P.M. peak hour by 2030.
- *Intersection #19. Haley Street & Castillo Street-* This intersection is currently controlled by a traffic signal, and operates at LOS A (0.55 V/C) in the A.M. and LOS C (V/C 0.78) in the P.M. peak hours. Traffic accessing Santa Barbara City College as well as the Downtown contributes to heavy traffic volumes at this intersection. Heavy northbound left turn volumes off of Castillo Street onto the U.S. Hwy 101 northbound onramp and westbound left turns off of Haley Street onto Castillo Street are major contri-

butor to congestion at his intersection. Heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to and acceptable LOS A (0.56) in the A.M. peak hour and an unacceptable LOS D (0.83) in the P.M. peak hour by 2030.

- *Intersection #26. Carrillo Street & U.S. Hwy 101 Northbound Ramps-* This intersection is currently controlled by a traffic signal, and operates at LOS C (0.70 V/C) in the A.M. and LOS D (V/C 0.81) in the P.M. peak hours. Congestion at this intersection and adjacent facilities can sometimes cause corridor backups east to De la Vina. The City and Caltrans completed substantial improvements to this intersection in the late 1980s, including installation of a new overpass and reconstruction/ widening and extension of on and off ramps. Caltrans has recently completed additional widening to the northbound on-ramp, including on-ramp metering. Traffic accessing the City's downtown contributes to heavy traffic volumes at this intersection. Heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to experience increase congestion and decline to LOS C (0.79) in the A.M. peak hour and LOS D (0.83) in the P.M. peak hour by 2030.
- *Intersection #27. Carrillo Street & U.S. Hwy 101 Southbound Ramps-* This intersection is currently controlled by a traffic signal, and operates at LOS C (0.78 V/C) in the A.M. and LOS D (V/C 0.81) in the P.M. peak hours. Congestion at this intersection and adjacent facilities can sometimes cause corridor backups west to San Andres. The City and Caltrans completed substantial improvements to this intersection in the late 1980s including installation of a new overpass and reconstruction/ widening and extension of on and off ramps, although the short length of the northbound off-ramp right turn lane limits this facility's capacity. Traffic accessing the City's downtown contributes to heavy traffic volumes at this intersection. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to LOS C (0.78) in the A.M. peak hour and LOS C (0.78) in the P.M. peak hour, which while just exceeding the City's threshold, may incrementally contribute to congestion and delays along this corridor.
- *Intersection #28. Carrillo Street & San Andres Street-* This intersection is currently controlled by a traffic signal, and operates at LOS B (0.68 V/C) in the A.M. and LOS C (V/C 0.76) in the P.M. peak hours. Heavy traffic volumes from the Mesa and Westside accessing U.S. Hwy 101 and the Downtown sometimes cause congestion at this intersection that extends east through the U.S. Hwy 101/ Carrillo Street interchange to Castillo or Bath streets. Modest increases in future traffic are projected to cause this intersection to decline to an acceptable LOS C (0.72) in the A.M. peak hour and a congested LOS D (0.82) in the P.M. peak hour by 2030.
- *Intersection #31. Mission Street & U.S. Hwy 101 Southbound Ramps-* This intersection is currently controlled by a traffic signal, and operates at LOS E (0.94 V/C) in the A.M. and LOS E (V/C 0.97) in the P.M. peak hours. Congestion at this intersection can intermittently cause traffic to back up along this corridor to the east and interfere with the operation of adjacent intersections. The City and Caltrans completed pedestrian and bicycle safety and landscape improvements to Mission Street under U.S. Hwy 101. Traffic accessing the City's mid-town, Downtown and Cottage Hospital area contributes to heavy traffic volumes at this intersection. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to experience severe congestion and decline to LOS E (0.98) in the A.M. peak hour and LOS F (1.09) in the P.M. peak hour.
- *Intersection #32. Mission Street & U.S. Hwy 101 Northbound Ramps-* This intersection is currently controlled by a traffic signal, and operates at LOS D (0.86 V/C) in the A.M. and LOS D (V/C 0.81) in the P.M. peak hours. Congestion at this intersection can intermittently cause traffic to back up along this corridor to the east and interfere with the operation of adjacent intersections, particularly at Castillo Street. The City and Caltrans completed pedestrian and bicycle safety and landscape improvements to Mission Street under U.S. Hwy 101. Traffic accessing the City's mid-town, Downtown and Cottage Hospital and

adjacent facilities contributes to heavy traffic volumes at this intersection. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection experience severe congestion and decline to LOS E (0.91) in the A.M. peak hour and LOS E (0.96) in the P.M. peak hour.

- *Intersection #39. Las Positas Road & Modoc Road-* This intersection is currently controlled by a traffic signal, and operates at LOS B (0.61 V/C) in the A.M. and LOS B (V/C 0.67) in the P.M. peak hours. Operations at this intersection can be intermittently affected by traffic back ups from the U.S. Hwy 101 interchange to the north, although this interchange was widened and improved in the 1990s. Traffic accessing U.S. Hwy 101 from the Westside, Las Positas Valley and the Mesa contribute to congestion at this intersection. Increases in traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to an acceptable LOS B (0.68) in the A.M. peak hour and a congested LOS D (0.82) in the P.M. peak hour by 2030.
- *Intersection #40. Las Positas Road & U.S. Hwy 101 Southbound Ramps-* This intersection is currently controlled by a traffic signal, and operates at LOS D (0.81 V/C) in the A.M. and LOS E (V/C 0.95) in the P.M. peak hours. The City and Caltrans completed substantial improvements to this intersection in the 1980s, including installation of a new wider overpass and reconstruction/ widening and extension of on and off ramps. Traffic accessing U.S. Hwy 101 from the Westside, Las Positas Valley and the Mesa contribute to increasingly congested conditions at this intersection. Further, backup from the adjacent northbound ramp intersection can occasionally interfere with operation of at this intersection, with traffic intermittently backing up south toward the Las Positas/ Modoc intersection. The lack of a separate southbound right turn lane onto the freeway and vehicles maneuvering to access the turn lanes to northbound on ramp can inhibit operations at this location. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to experience severe congestion and decline to LOS D (0.90) in the A.M. peak hour and LOS E (0.98) in the P.M. peak hour.
- *Intersection #41. U.S. Hwy 101 Northbound Ramps & Calle Real-* This intersection is currently controlled by a traffic signal, and operates at LOS C (0.80 V/C) in the A.M. and LOS B (V/C 0.68) in the P.M. peak hours. The City and Caltrans completed substantial improvements to this intersection in the 1980s, including installation of a new wider overpass and reconstruction/ widening and extension of on and off ramps. Traffic accessing U.S. Hwy 101 from the Westside, Las Positas Valley, the Mesa, Samrkand and San Roque contribute to moderate congestion at this intersection and traffic can back up northward along Las Positas Road. Vehicles maneuvering to access the turn lanes for both the northbound on ramp are problems at this location. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to experience increased congestion and decline to a congested LOS D (0.87) in the A.M. peak hour and an acceptable LOS C (0.71) in the P.M. peak hour.
- *Intersection #44. Las Positas Road & State Street-* This intersection is currently controlled by a traffic signal, and operates at LOS B (0.64 V/C) in the A.M. and LOS C (V/C 0.77) in the P.M. peak hours. Heavy eastbound and particularly westbound volumes along the Upper State Street commercial corridor affects this intersection's operations as do limited storage capacity of the eastbound left turn lanes and the westbound right turn lane. Operation along Upper State Street, particularly west of this intersection, can be affected by the friction caused by multiple driveways, heavy bus traffic, pedestrians, etc. These factors can slow traffic along this corridor and contribute to overall congestion. Increased volumes of traffic moving along and to Upper State Street are projected to cause this intersection to decline to an acceptable LOS C (0.76) in the A.M. peak hour and an increasingly congested LOS D (0.87) in the P.M. peak hour by 2030.
- *Intersection #45. Hitchcock Way & State Street-* This intersection is currently controlled by a traffic signal, and operates at LOS A (0.48 V/C) in the A.M. and LOS C (V/C 0.67) in the P.M. peak hours. Heavy eastbound and westbound volumes along the Upper State Street commercial corridor affect this intersection's operations as do limited storage capacity of the westbound left turn lanes and the eastbound



right turn lane. Operation along Upper State Street can be affected by the friction caused by multiple driveways, heavy bus traffic, pedestrians, etc. Heavy bus traffic at turn outs, such as the one west of this intersection can intermittent back up into and disrupt through traffic in the right lane. These factors can slow traffic along this corridor and contribute to overall congestion. By 2030, increased volumes of traffic moving along and to Upper State Street are projected to cause this intersection to decline to an acceptable LOS A (0.58) in the A.M. peak hour and LOS C (0.77) in the P.M. peak hour just at the City threshold.

- *Intersection #47. La Cumbre Road & State Street-* This intersection is currently controlled by a traffic signal, and operates at LOS B (0.61 V/C) in the A.M. and LOS C (V/C 0.70) in the P.M. peak hours. Heavy eastbound and westbound volumes along the Upper State Street commercial corridor, northbound La Cumbre Road and traffic moving to and from the U.S. Hwy 101 on and off ramps to the west affect this intersection's operations. Operation along Upper State Street can be affected by the friction caused by multiple driveways, heavy bus traffic, pedestrians, etc. These factors can slow traffic along this corridor and contribute to overall congestion. Increased volumes of traffic moving along and to Upper State Street are projected to cause this intersection to decline to an acceptable LOS B (0.68) in the A.M. peak hour and a moderately congested LOS D (0.81) in the P.M. peak hour by 2030.
- *Intersection #48. Hope Avenue & U.S. Hwy 101 Northbound Ramp/Calle Real-* This intersection is currently controlled by a traffic signal, and operates at LOS A (0.59 V/C) in the A.M. and LOS C (V/C 0.77) in the P.M. peak hours. As part of the overall improvements to the La Cumbre interchange, The City and Caltrans completed substantial improvements to this intersection in the 1980s, including installation of improved hook ramps, instillation of a new traffic signal and turn lane improvements. Traffic moving to and from U.S. Hwy 101 to the La Cumbre Mall and the Upper State Street commercial corridor affect the operation of this intersection. By 2030, heavy volumes of traffic moving to and from U.S. Hwy 101 are projected to cause this intersection to decline to an acceptable LOS B (0.68) in the A.M. peak hour and an increasingly congested LOS D (0.87) in the P.M. peak hour.

*Existing Policies:* Existing City policies that would help reduce this impact include the City Charter Section 1508 that prohibits commercial development with significant traffic impacts, existing TDM programs, and Circulation Element policies that encourage multi-modal transportation and related facilities, reduction of drive-alone trips, improved efficiency in downtown parking, and enhanced land use tools and strategies supportive of multi-modal transportation including incentives for mixed-use development.

*Proposed Policies:* Plan Santa Barbara Policies EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C3-Bike Lanes, C5-Optimize Capacity, C7-Intermodal Connections, C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking and C16-Parking Maximums, would help reduce potential impacts by minimizing new vehicle trip generation and directing implementation of improvements to road and alternative transportation systems; C5-Optimize Capacity, would improve flow through intersections through Intelligent Transportation System strategies such as optimized signal timing. C13-Appropriate Parking, would discourage employee use of downtown parking and encourage alternative transportation, reducing trips. The most significant of these would include the location of future growth within the MODA which would substantially limit new trip generation when compared to outlying development (e.g., 3 trips vs 10) and improved management of parking through pricing, restrictions, and incentives. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Impact Significance:* Future traffic growth associated with development permitted under Plan Santa Barbara would gradually increase congestion beyond acceptable levels at these 17 intersections, exceeding adopted City Thresholds. Eleven of these intersections would either continue to operate at relatively free flow condi-

tions (LOS C) or become moderately to increasingly congested (LOS D). Six of these intersections would experience severe congestion (LOS E or F). Existing policies and those proposed as part of *Plan Santa Barbara* trip reduction and TDM programs would help decrease potential impacts. When combined with MM TRANS-1 and MM TRANS-2 below, these impacts could possibly be mitigated. However, these traffic mitigation strategies were not specifically applied to the *Plan Santa Barbara* in the traffic model. A model run could be performed to predict the extent to which the mitigations would be effective. In the absence of an additional traffic model run, the mitigation measures can be estimated to substantially reduce, but not eliminate congestion related impacts. Therefore, the increase in congestion at these intersections would remain ***significant (Class 1)***.

*Impact TRANS-1.4. Increased Roadway Corridor Congestion.*

*Plan Santa Barbara's* projected future traffic growth would increase congestion along certain City arterials where closely spaced intersections, driveways, pedestrian activity and high bus volumes affect corridor operations, particularly Upper State Street between Highway 154 and Las Positas Rd. Additional corridors with potential operational issues that could experience increased congestion include Carrillo Street between Chapa and San Andres Streets, Mission Street between Modoc Road and State Street and Milpas Street between Canon Perdido and U.S. Hwy 101.

Traffic flow along these roadway corridors is dominated by the operation of sometimes closely spaced intersections where congestion at one intersection can cause back up and delays at adjacent facilities. For example, delays at the Mission Street/ U.S. Hwy 101 interchange can cause traffic to back up along this heavily traveled corridor, especially to the east toward Castillo Street. Operations along these corridors can also be affected to varying degrees by the number of business and residential driveways, heavy bus volumes and frequent stops, and high pedestrian volumes. These circumstances can combine to create corridor congestion at peak times that has come to be known as “roadway friction” (City of Santa Barbara 2007).

The City has addressed this issue in detail along Upper State Street and identified modifications and designs that could reduce friction along this roadway and enhance multimodal transportation (Upper State Street Design Guidelines, September 2009). Recommendations include placing putting parking lots to the rear of businesses, shared driveway access to minimize the number of driveways, relocation of bus stops and additional bus turnout pockets. Upper State Street is projected to experience a 24 percent increase in ADT under *Plan Santa Barbara*. Without improvements to reduce friction-related delay on this roadway segment, this amount of additional traffic would result in substantial adverse effects on the traffic flow of this roadway.



*Buses, pedestrians and closely-spaced driveway entrances cause traffic friction along City roadways such as Upper State Street.*

Increased congestion is also a potential concern along the Mission, Carrillo and Milpas Street corridors. However, operations along Missions Street are more affected by intersection design and operation than by friction, and relatively low projected increases in traffic volumes along Carrillo and Milpas Streets would avoid potential impacts to those corridors, which would be considered less than significant (Table 16.7).

**Table 16.7: Vehicle Trips Added to Corridors Where Traffic Flow May Be Affected by “Friction”<sup>1</sup>**

Roadway Segment	Existing ADT	Added Trips Under <i>Plan Santa Barbara</i> (2030)	% Increase
State St. between SR-154 and Las Positas Rd.	28,800	7,000	24.3%
Mission St. between State St. and Modoc	30,000	5,210	17.4%
Milpas St. between Montecito St. and Carpinteria St.	28,600	860	3.0%
Carrillo St. between San Andres and Chapala St.	32,400	50	0.15%

<sup>1</sup>“Friction” refers to conflicts of turning movements, stopped buses, pedestrian crossings, etc. with the through flow of traffic in such a way that traffic is delayed.

Transportation System Management (TSM) strategies, including Intelligent Transportation Systems (ITS) technologies such as remote access to parking availability information, real-time locations of public transit vehicles, and monitoring of arterial road speed, as well as more conventional methods such as signal synchronization, can provide means for reducing roadway congestion.

*Existing Policies:* Existing City policies that would help reduce this impact include the City Charter Section 1508 that prohibits commercial development with significant traffic impacts, existing TDM programs, and Circulation Element policies that encourage multi-modal transportation and related facilities, reduction of drive-alone trips, improved efficiency in downtown parking, and enhanced land use tools and strategies supportive of multi-modal transportation including incentives for mixed-use development. In addition to these citywide policies, improvements detailed the Upper State Street Study and Design Guidelines and the Las Positas/Mission Circulation Options Report (Improving Access to Cottage Hospital) would reduce potential impacts along the two corridors projected to receive substantial increases in traffic (Mission and Upper State streets)

*Proposed Policies:* *Plan Santa Barbara* policies that could partially reduce this impact include policies: EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C3-Bike Lanes, C5-Optimize Capacity, C7-Intermodal Connections, C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking and C16-Parking Maximums, would help reduce potential impacts by minimizing new vehicle trip generation and directing implementation of improvements to road and alternative transportation systems; C5-Optimize Capacity, would improve flow through intersections through Intelligent Transportation System strategies such as optimized signal timing multimodal transportation, which may be particularly relevant on the Mission and Upper State Street corridors where closely spaced traffic signals affect operations. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* With existing policies and programs, together with implementation of friction reduction improvements identified in MM TRANS 1b, and *Plan Santa Barbara* proposed policies and MM TRANS-2 to reduce trip generation, roadway corridor impacts would be **less than significant with mitigation (Class**

2). In addition, potential intersection improvements identified in MM TRANS-1c would also help reduce corridor congestion.

## IMPACT TRANS-2: REDUCTIONS IN PER CAPITA VEHICLE COMMUTE TRIPS

*Policy elements of Plan Santa Barbara would contribute to a reduction in per capita vehicle commute trips.*

*Plan Santa Barbara* would promote multimodal transportation through implementation of a series of policies to improve parking management in the Downtown, expand transit service and the Safe Route to Schools program, and put in place vigorous Transportation Demand Measures. In addition, improvements to the pedestrian and bicycle infrastructure throughout the City would also encourage and facilitate multimodal transportation and reduction in per capita vehicle trips. Estimated effects of these measures were provided by the City’s multimodal transportation analyst, Nelson/Nygaard, and are included in the technical memorandum in Appendix I-6. *It is critical to remember that these effects are not assumed to be additive and that overall reduction in commuter traffic under Plan Santa Barbara policies were assumed to be 25 percent in Areas 1 and 2 and 5 percent were assumed to be 25 percent in Areas 3 and 4.*

*Parking Management:* Assuming a moderate increase in parking price to an average daily charge of \$2.98 (approximately 33 cents per hour), research shows the decrease in commuter vehicle trips would be 25.1 percent in Areas 1 and 2 given that Santa Barbara is an “Activity Center”<sup>18</sup>.

*Transit Service:* Local experience in the City has shown that increasing transit service results in ridership growth: when the headways on several MTD routes (1, 2, 6, 11) were decreased from 15 minutes to 10 minutes, peak period ridership on these routes increased by 13 percent.

*Mode Shift Programs (e.g., Safe Routes to School):* Based on the available research, a modest expansion of the existing Safe Routes to Schools program could result in a roughly 9 percent decrease in drive-alone chauffeured student trips in Areas 1 and 2, and a 3 percent decrease in Areas 3 and 4. A moderate expansion of carpool and vanpool programs will result in an employee rideshare increase of 5 percent. Based on the available research, a modest increase in telecommuting/alternative work schedule programs could reduce peak-hour vehicle commuting trips by roughly 10 percent in Areas 1 and 2, and by 5 percent in Areas 3 and 4.

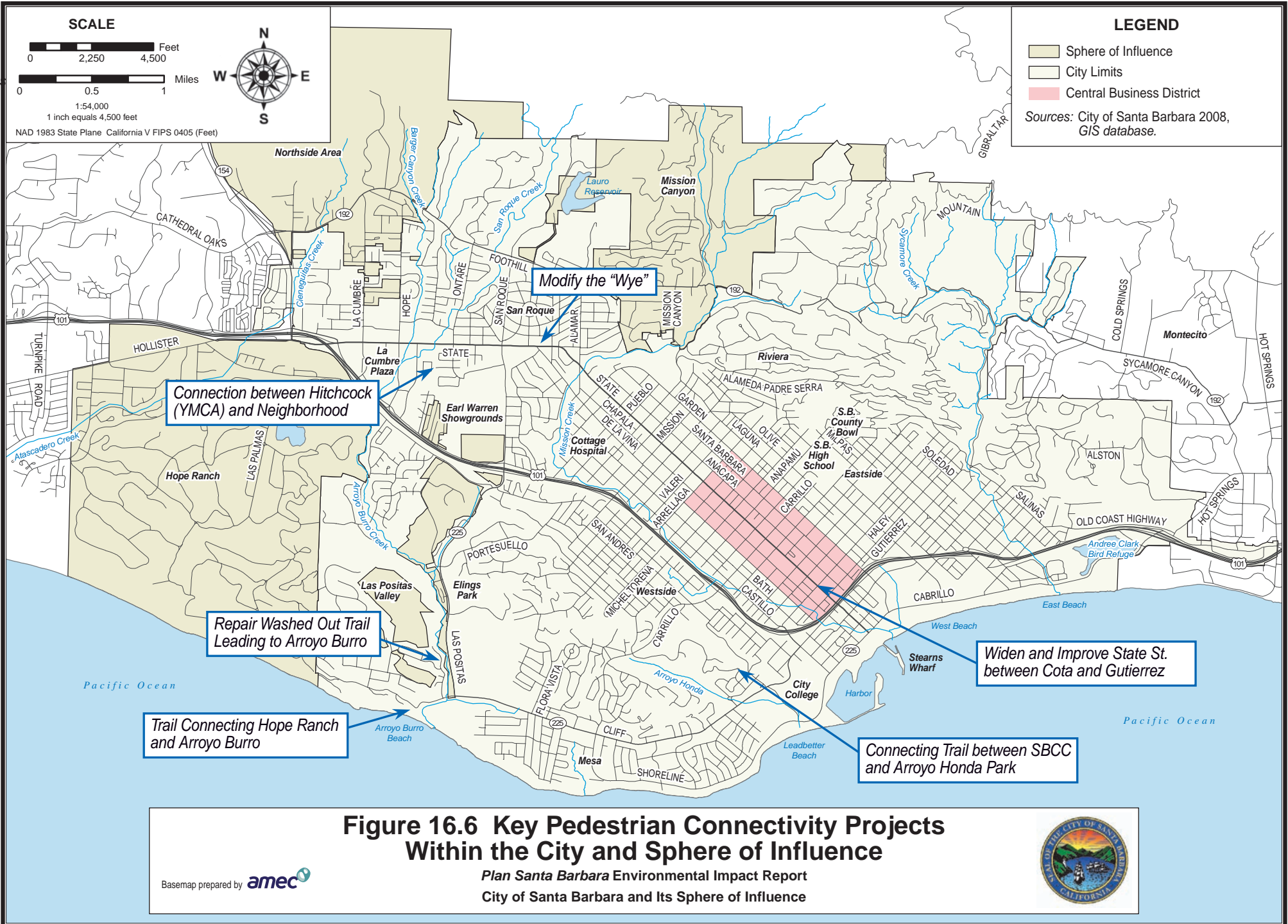
*Subsidized Bus Pass Program:* Under *Plan Santa Barbara*, an expansion of the subsidized bus pass program to cover 40 percent of employees in Areas 1 and 2 could result in a 5.5 percent reduction in trips<sup>19</sup>.

*Parking Cash-Out Program:* By promoting the current parking cash-out law to subject employers and requiring new employers subject to the law to submit periodic proof of compliance, a 3 percent reduction in peak-hour vehicle trips in Areas 1 and 2 and 1 percent reduction in peak-hour vehicle trips in Areas 3 and 4 could occur.

*Telecommuting/ Alternative Work Schedules:* By strongly promoting and pursuing improved telecommuting and alternative work schedules, a 10 percent reduction in peak-hour vehicle trips in Areas 1 and 2 and 5 percent reduction in peak-hour vehicle trips in Areas 3 and 4 could occur.

<sup>18</sup> Victoria Transport Policy Institute (2008), Land Use Impacts on Transport, <http://www.vtpi.org/landtravel.pdf>.

<sup>19</sup> An improved program providing individualized route assistance and better promotion was described and confirmed through extensive peer review and research was found to be effective by Nelson Nygaard (2009).



**Figure 16.6 Key Pedestrian Connectivity Projects Within the City and Sphere of Influence**

Basemap prepared by **amec**

Plan Santa Barbara Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence



*Car and Van Pooling:* By promoting and pursuing improved car and van pooling, a 5 percent increase in employee participation in car and van pooling can be anticipated.

*Pedestrian and Bicycle Infrastructure:* If the remaining (not yet completed) bicycle lanes identified in the 2003 Bicycle Master Plan were fully funded and constructed along Santa Barbara St. (Haley St. to Micheltorena St.), Chapala St. (Carrillo St. to Mission St.), De la Vina St. (Haley St. to Constance), Garden St. (Haley St. to Micheltorena St.), and Canon Perdido (Anacapa St. to Castillo St.), a total of 5.5 miles of new bikeways would exist. With 90,000 residents in the city of Santa Barbara, an estimated 0.46 percent increase in bicycle commuting would result from these new bike lanes. No estimates can be made regarding the possible reduction in vehicle ownership, VMT, or peak-hour vehicle trips given the lack of available research data. Major improvements to the pedestrian network will result in a 1 percentage point increase in alternative mode use for work trips and a 0.5 percentage point increase in alternative mode use for non-work trips. Areas which would be expected to benefit the most from pedestrian connectivity projects are shown in Figure 16.6.

Proposed *Plan Santa Barbara* Policy C8 (Excess Motor Vehicle Capacity) would allow, on roadways with excess capacity, conversion of one or more automobile lanes to facilities for bicycles, pedestrians or transit services. These conversions would be expected to have beneficial impacts to multimodal transportation, with resultant reductions in per capita vehicle commute trips. One potential site where such conversion has been proposed by a community group is Cliff Drive on the Mesa, where concepts have been put forward to narrow Cliff Drive to two travel lanes. No formal proposals or studies have been conducted regarding the viability of these changes and any potential benefits or secondary impacts, such as peak hour traffic congestion. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* The expansion and improvement of multimodal transportation options in the City under *Plan Santa Barbara*, as well as the related reduction in per capita vehicle commute trips would constitute a ***beneficial impact (Class 4)***.

## 16.5 Regional Impacts to Transportation

Long-term growth and development under *Plan Santa Barbara* would incrementally contribute to increases in congestion of the regional road system. The Santa Barbara Traffic Model includes regional growth in its findings. As such, the *Plan Santa Barbara* model run is already a cumulative impact analysis as it includes all growth and development projected to occur within the City over the next 20 years as well as that is surrounding jurisdictions and statewide growth as reflected in SBCAG's traffic model.

The Santa Barbara Traffic Model also includes traffic from construction of up to 403 new units and 178,202 square feet of non-residential development within the sphere of influence, generally including residential development off La Cumbre Road, the Las Positas Valley, and in the foothills, and commercial uses along west Upper State Street. The impacts of this growth were incorporated in the *Plan Santa Barbara* traffic model and have been addressed as part of the citywide transportation analysis in Sections 16.4 above. Growth and development within the City sphere would generally create more vehicle trips, have longer average trip lengths, be less served by transit, and be less responsive to trip reduction measures than growth within the City's downtown and commercial cores.

Development associated with *Plan Santa Barbara* would combine with increased regional growth within the cities of Goleta and Carpinteria, County unincorporated areas, and at UCSB to substantially increase overall traffic levels along the South Coast. Increased City population under *Plan Santa Barbara* could increase the

number of trips to neighboring cities such as Goleta and Carpinteria. Goleta would be especially likely to receive increased trips due to its relatively high concentration of “destination” retail stores (e.g., Costco, Home Depot, Best Buy, etc.) that are not available in the City. Such traffic could incrementally increase congestion at intersections along U.S. Hwy 101 and major arterials as forecast in regional planning documents such as the CMP, City of Goleta General Plan, etc. (see discussion in Section 16.4 above). Impacts to regional highways and intersections are described below.

Growth in regional traffic and that permitted under *Plan Santa Barbara* would increase traffic flows to roads and intersections identified in the CMP (refer to Table 16.8 below). Potential impacts to roads and intersections within the City are addressed in Section 16.4 above. Because City thresholds are stricter than those within the CMP, impacts to facilities within the City are addressed by the analysis in Section 16.4. Impacts to the regional highway system and additional regional intersections are described below.

**Table 16.8: Selected CMP Facilities in Santa Barbara County**

<b>CMP Network Corridor</b>	<b>Segment (From/To)</b>	<b>Jurisdiction</b>
<b>State Highways</b>		
U.S. 101	San Luis Obispo County line to Ventura County line	Caltrans
Route 1	San Luis Obispo County line to U.S. 101 (near Gaviota)	Caltrans
Route 150	U.S. 101 to Ventura County line	Caltrans
Route 154	U.S. 101 (near Buellton) to Route 192 (Santa Barbara)	Caltrans
Route 192	Rte. 154 to Rte. 150	Caltrans
Route 217	U.S. 101 to Sandspit Rd.	Caltrans
Route 225	U.S. 101 (Las Positas interchange) to U.S. 101 (Castillo St. interchange)	Caltrans
Route 246	V St. (Lompoc) to Route 154 (Santa Ynez)	Caltrans
<b>Principal/Minor Arterials – South Coast</b>		
Glen Annie-Storke Rd.	Cathedral Oaks Rd. to El Colegio Rd.	City of Goleta
Los Carneros Rd.	Cathedral Oaks Rd. to El Colegio Rd.	City of Goleta
Fairview Ave.	Cathedral Oaks Rd. to Olney St.	City of Goleta
Patterson Ave.	Cathedral Oaks Rd. to Hollister Ave.	County of Santa Barbara/ City of Goleta
Turnpike Rd.	Cathedral Oaks Rd. to Hollister Ave.	County of Santa Barbara
Cathedral Oaks Rd.	Calle Real to Rte. 154	County of Santa Barbara/ City of Goleta
Hollister Ave.	U.S. 101 to State St.	County of Santa Barbara/ City of Goleta
El Colegio Rd.	Storke Rd. to UCSB Campus	County of Santa Barbara
Las Positas Rd.	State St. to U.S. 101	City of Santa Barbara
De La Vina St.	State St. to Mission St.	City of Santa Barbara
Mission St.	Anacapa St. to U.S. 101	City of Santa Barbara
Carrillo St.-Meigs Rd.	Anacapa St. to Rte. 225-Cliff Dr.	City of Santa Barbara
Haley St.	Milpas St. to U.S. 101	City of Santa Barbara
Gutierrez St.	Milpas St. to Bath St.	City of Santa Barbara
State St.	Hollister Ave. to De La Vina St.	City of Santa Barbara
Anacapa St.	Mission St. to U.S. 101	City of Santa Barbara
Chapala St.	Mission St. to Gutierrez St.	City of Santa Barbara
Milpas St.	Haley St. to Cabrillo Blvd.	City of Santa Barbara
Garden St.	Haley St. to Cabrillo Blvd.	City of Santa Barbara
Cabrillo Blvd.	Castillo St. to U.S. 101	City of Santa Barbara

**Congestion on Regional Highways**

Future growth in traffic generated by regional growth and development permitted under *Plan Santa Barbara* could increase average daily and peak hour trips on regional roads and highways that are identified in SBCAG’s Congestion Management Plan (CMP<sup>20</sup>) by an overall average of 16 percent, with an average of 14 percent increase on U.S. Hwy 101 and 20 percent increase on surface streets (refer to Figure 16.5). Possible effects of these increased traffic volumes on intersections along the CMP system within the City are identified under Impact TRANS-1 above (refer to Table 16.6). Potential impacts on the regional highway system are discussed below.

Peak hour congestion in the City and on area highways is driven largely by commute trips, which make up 16 percent of total daily traffic, but close to 25 percent of the P.M. peak hour total. These trips are generally concentrated on streets between areas of employment and regional highways, such as U.S. Hwy 101.

SBCAG has adopted a Deficiency Plan and the 101 in Motion plan and improvements for managing traffic congestion on U.S. Hwy 101 through the South Coast and Caltrans is implementing Highway Safety Improvement Program measures for SR-154. The South Coast Highway 101 Deficiency Plan sets forth a variety of physical improvements such as widening four lane segments to six lanes and programs such as improved regional transit designed to manage congestion on this regional highway.

The South Coast Highway 101 Deficiency Plan fulfills two primary requirements within the CMP process. First, it ensures a jurisdiction will not be found in nonconformance with the CMP for exceeding the CMP traffic LOS standard. Secondly, they serve to increase the funding priority of any improvement identified in the plan’s action list. Long term deficiencies on U.S. Hwy 101 are being addressed by a carpool lane and transit implementation funded by Measure A and a multiple additional funding sources.

The Highway 154 Highway Safety Improvement Plan identified a series of improvements to address capacity and safety issues along SR-154. These included installation of a number of new passing lanes, road alignment adjustments, restriping, addition of turn lanes, installation a stop sign, and eventual overpass construction at the intersections of SR-154, U.S. Hwy 101, and SR-246 in the Santa Ynez Valley. Many of these improvements have already been completed (e.g., multiple passing lanes; interchange at U.S. Hwy 101/ SR-154).

Growth projected to occur under *Plan Santa Barbara* is lower than that projected to occur under the No Project Alternative and would therefore *reduce* the City’s projected contribution to congestion along these facilities as currently anticipated under adopted regional plans (Table 16.9). *Plan Santa Barbara’s* in-fill development policies are consistent with Section 65088.4 (subsections A and B) of the Public Resources Code regarding the CMP in that at least 70 percent of new residential development under *Plan Santa Barbara* could be expected to be within “1/3 of a mile of mass transit stations, shops and services” and would be located within the City’s grid system and highly conducive to "increased use of alternative transportation modes such as mass transit, bicycling and walking".

<b>Roadway</b>	<b>No Project</b>	<b><i>Plan Santa Barbara</i></b>
U.S. Hwy 101 North-bound	3,300	2,840
U.S. Hwy 101 South-bound	1,970	1,840
SR-154	3,600	3,220

*Source: Febr & Peers 2009b*

<sup>20</sup> Refer to Table 16.7 for a listing of CMP roads.



In addition, *Plan Santa Barbara* itself contains TDM strategies and land use measures that mirror or go beyond those outlined in the South Coast Highway 101 Deficiency Plan. Potential impacts to these regional facilities are described below.

Finally, over the last decade, multiple studies have identified the jobs-housing imbalance on the South Coast as being the major source of increases in long-distance commuting observed over the past 20 years and associated increases in congestion along both U.S. Hwy 101 and SR-154 (SBCAG 2004). In particular, insufficient amounts of affordable housing on the South Coast has been cited as a key component of the region’s existing jobs-housing imbalance and increased commuting (Economic Community Project, 2003). The *Plan Santa Barbara* Traffic Model accounts for the overall balance of land uses in the community; and the model outputs generally reflect changes of the mix between job-generating uses and housing. The model cannot specifically isolate the effects of increased affordable housing as this is a complex social variable that is not accurately addressed in such a modeling effort. However, based on the previous analysis of this issue described above, it is clear that increased provision of affordable housing could have beneficial effects on reducing regional congestion.

U.S. Hwy 101

As compared to existing conditions, fewer internal City trips are forecast to utilize the freeway under *Plan Santa Barbara* in the year 2030. Congestion associated with increased through trips and more trips into the City from outside areas would discourage some drivers from using the freeway for internal trips, and push those trips onto City arterials. Travel patterns would be expected to change north and south of Garden Street in direct response to changes in freeway capacity in those locations (adding an additional freeway lane south of Garden Street, but not north of Garden Street).



*Peak hour congestion on U.S. Hwy 101 (especially northbound in the morning and southbound in the afternoon) would increase under Plan Santa Barbara without vigorous trip reduction measures, improvements in the jobs-housing balance or regional transit.*

In addition to the peak hour traffic trends shown in Table 16.10 below, modeling indicates that traffic on U.S. Hwy 101 could display the following trends by the year 2030 due to projected regional traffic growth, including from future City development under *Plan Santa Barbara* policies:

- Both north and south of Garden Street, growth in the A.M. off-peak direction could outpace growth in the peak direction, somewhat reducing differences in volumes between the two directions.

**Table 16.10: Trends in Traffic Volumes on U.S. Hwy 101 under *Plan Santa Barbara* Future Year 2030 Conditions**

Freeway Segment	Overall ADT	A.M. Peak Hour Trips and Percent Change	P.M. Peak Hour Trips and Percent Change
<i>South of Garden St.</i>	+20,400 (19.6%)		
Southbound		+352 (28%)	+885 (16%)
Northbound		+730 (11%)	+704 (22%)
<i>North of Garden Street</i>	+21,000 (21.6%)		
Southbound		+530 (8%)	+803 (10%)
Northbound		+846 (11%)	+697 (10%)
<i>South of Hot Springs</i>	+11,000 (+13%)		
Southbound		+384 (24%)	+385 (8%)
Northbound		+535 (9%)	+604 (21%)

- While absolute growth in the P.M. peak direction could be larger, the rate of growth over the existing volumes could be smaller, suggesting that the P.M. directional peak difference could diminish to a small extent south of Garden Street.
- Traffic on U.S. Hwy 101 north of Garden Street could continue to show little directional peaking, with substantial traffic flows in both directions during the P.M. peak hour.
- Freeway segments north of Mission could operate at LOS E or F northbound in the A.M. peak hour and southbound in the P.M. peak hour.
- The northbound U.S. Hwy 101 segment north of Milpas could operate in excess of its theoretical capacity during the A.M. peak hour.
- Freeway segments south of Hot Springs show volumes that exceed the freeway's theoretical capacity, northbound in the A.M. peak hour and southbound in the P.M. peak hour.

This overall increase in traffic, including peak hour trips, could exceed lane design capacities and result in degradation of freeway LOS below acceptable standards. As a result, cumulative impacts to U.S. Hwy 101 congestion could be potentially significant. Existing funded widening projects south of the City that are currently under construction would alleviate congestion south of the City over the next 5 to 10 years. However, congestion within the City and along U.S. Hwy 101 to the north and the south could gradually worsen and by the end of the study period in 2030, projected increases in regional traffic as well as that generated by City development under *Plan Santa Barbara* could result in LOS E or F on a number of U.S. Hwy 101 segments. The contribution to future regional traffic congestion on U.S. Hwy 101 from existing and future City development could be considerable.

*Existing Policies:* City policies to support long-distance bus routes such as the Coastal Express and Clean Air Express contribute to reduction in regional highway congestion. In addition, efforts have been made by the City to align AMTRAK schedules more closely with the needs of commuters. Existing City land use and circulation policies promoting mixed use development in core areas and promoting alternative mode systems and use lessen potential future vehicle trips, consistent with CMP policy directives. In addition, the City maintains much more stringent traffic LOS policies and threshold standards for the City than the regional CMP thresholds, which provides for less impact from individual projects on an ongoing basis over time.

*Proposed Policies:* Policies in *Plan Santa Barbara* aimed at further reducing vehicle trip generation and addressing the jobs-housing balance could have the most pronounced reduction of congestion on regional highways. These policies include C13-Appropriate Parking to improve management and pricing of public parking Downtown; C16- Parking Maximums to limit parking provided with the MODA and other parking and transportation programs. Land use measures such as H3-Average Multi-Family Residential Unit Size standards establishment; H5- Incentives for Affordable-By-Design Units standards and incentives guidelines; H7-Regional Employee Housing incentive program; H8-Educational Institutions housing provision encouragement guidelines; H9-Inclusionary Affordable Housing Amendments; H10-Density Incentive for Sustainable Resource Use criteria and standards; H13-Residential Density Standards ordinance; H14 Second Unit Incentives; and H17-Redevelopment Funding for Affordable Housing acquisition. Land Use and Growth policies LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans would reduce car-dependency with resultant congestion impacts. If fully implemented, Policy C6-Regional Commuter Transit would be a critical factor in reducing congestion on regional highways. The interaction of these parking, transportation, and land use programs would serve to substantially limit vehicle trip generation associated with new development. Many of these

proposed policies would implement or go beyond those measures identified in SBCAG's Deficiency Plan for U.S. Hwy 101. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

*Conclusion:* With proposed *Plan Santa Barbara* policies, the future City traffic contribution to U.S. Hwy 101 would be less than what is projected in and consistent with the adopted regional Congestion Management Plan. Future cumulative U.S. Hwy 101 congestion is addressed and mitigated by the adopted regional Highway 101 Deficiency Plan and companion document (101 in Motion). Proposed *Plan Santa Barbara* land use and transportation policies would be consistent with CMP policies and the intent of CMP legislation to foster infill development with housing set within a walkable distance to transit service, jobs and shopping.

In addition, Mitigation Measures TRANS-2 (Reductions in Traffic Demand) identified for *Plan Santa Barbara* would further reduce trip generation from both existing and future City development, which would further reduce the City contribution to regional effects on U.S. Hwy 101.

#### SR-154

Similar growth in A.M. and P.M. Peak Hour congestion could be expected to occur on SR-154 due to commuters from the Santa Ynez Valley and north county communities. Modeling suggests that approximately 6,000 daily trips could be added to this roadway in 2030 due to regional growth and development permitted under *Plan Santa Barbara* (Fehr & Peers 2009b). Existing ADTs for this roadway are approximately 19,200 north of U.S. Hwy 101, and the considerable increases in cumulative traffic over the next 20 years could add to hazardous conditions on narrow portions of this road. Caltrans and the County have been involved in major ongoing safety improvements over the last two decades (e.g., passing lanes, double yellow lines on the remainder, widening, etc.), with these improvements concentrated on the portion of the SR-154 on the northern side of the Santa Ynez Mountains.

*Existing Policies:* Existing City policies to support long-distance bus routes such as the Valley Express and Clean Air Express, contribute to reduction in regional highway congestion. Existing land use and transportation policies and programs also limit growth in regional traffic. Caltrans Phase II and Phase III improvements for SR-154 would also address safety and capacity issues.

*Proposed Policies:* Policies in *Plan Santa Barbara* aimed at reducing vehicle trip generation and addressing the jobs-housing balance would have the most pronounced effect on congestion of regional highways. These policies include C13-Appropriate Parking to improve management and pricing of public parking Downtown; C16- Parking Maximums to limit parking provided with the MODA and other parking and transportation programs. Land use measures such as H3-Average Multi-Family Residential Unit Size standards establishment; H5- Incentives for Affordable-By-Design Units standards and incentives guidelines; H7-Regional Employee Housing incentive program; H8-Educational Institutions housing provision encouragement guidelines; H9-Inclusionary Affordable Housing Amendments; H10-Density Incentive for Sustainable Resource Use criteria and standards; H13-Residential Density Standards ordinance; H14 Second Unit Incentives; and H17-Redevelopment Funding for Affordable Housing acquisition. Land Use and Growth policies LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans would reduce car-dependency with resultant congestion impacts. If fully implemented, Policy C6-Regional Commuter Transit would also reduce congestion on regional roadways. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

*Conclusion:* Existing policies and programs, combined with *Plan Santa Barbara* proposed policies would lessen the City contribution to regional traffic effects on SR 154. Caltrans Phase II and III improvements are planned to address future regional traffic and safety effects.

In addition, Mitigation Measure TRANS-2 (Reductions in Traffic Demand) identified for *Plan Santa Barbara* would further reduce trip generation from both existing and future City development, which would further reduce the City contribution to regional effects on SR 154.

**Regional Roads and Intersections**

Traffic growth within the City and at the City’s airport could contribute to cumulative impacts at a number of regional intersections adjacent to the City. In particular, the Santa Barbara Airport is outside the *Plan Santa Barbara* model area. Traffic growth at these intersections would be largely controlled by development within the City of Goleta and unincorporated County areas. These intersections within the vicinity of the Airport were analyzed for the City of Goleta General Plan EIR in 2006. A summary of the impacts identified for these intersections at buildout of the City of Goleta General Plan is provided in Table 16.11. For details on the methodology, assumptions and mitigations for these intersections refer to the City of Goleta General Plan EIR.

In addition, by 2030, regional growth including projected development within the City could result in added traffic at a number of other regional roads or intersections adjacent to the City, including Calle Real and Hollister Avenue in the unincorporated Goleta Valley west of the City and North Jameson Road in Montecito to the east.

Cumulative traffic volumes on Hollister Avenue west of SR-154 are expected to increase by 3,460 ADTs (from 21,200 to 24,660). Diversion of traffic from the congested main line of U.S. Hwy 101 could also increase traffic along both Calle Real west of SR-154. Increased cumulative

Intersection	V/C or Delay	LOS
Hollister Avenue/Storke Road	.91	E
Glen Annie Road/Calle Real/US-101 NB Ramp	.73	C
Storke Road/US-101 SB Ramp	.49	A
Los Carneros Road/US-101 NB Ramp	.60	B
Los Carneros Road/US-101 SB Ramp	.82	D
Los Carneros Road/Hollister Avenue	.85	D
Fairview Avenue/US-101 NB Ramp	.86	D
Fairview Avenue/US-101 SB Ramp	.81	D
Hollister Avenue/Fairview Avenue	.82	D
Hollister Avenue/Patterson Avenue	.83	D

*Source: City of Goleta 2006.*

Intersection/Roadway	LOS
<i>Roadways</i>	
N Jameson Lane between Santa Isabel Lane and La Vereda Road	F
N Jameson Lane between La Vuelta Road and Arroqui Road	F
Olive Mill Road between Olive Mill Lane and Hot Springs Road	C
Sheffield Drive between Jelinda Drive and Birnam Wood Drive	D
E Valley Road between Cota Lane and Picacho Lane	C
<i>Intersections</i>	
Barker Pass Road & Sycamore Canyon Road	LOS C in the PM peak hour
Olive Mill Road & Coast Village/N Jameson Lane/US 101 NB Ramp	LOS F in both peak hours
Olive Mill Road & Spring Road	LOS C in the PM peak hour
San Ysidro Road & E Valley Road	LOS C in the PM peak hour
San Ysidro Road & N Jameson Lane/US 101 NB Ramps	LOS F in both the peak hours

*Source: County of Santa Barbara 2010*

traffic along the two-lane segment of Hollister Avenue at the Union

Pacific Railroad Bridge has long been anticipated to exceed the capacity of this two-lane roadway segment in the future (Santa Barbara County, 1993; 2001).

In Montecito, North Jameson Road is forecast to operate at an LOS of F on key segments and intersections in a recently completed evaluation of the impacts of buildout under the Montecito Growth Management Ordinance (Table 16.12). As with increased congestion along Coast Village Road, impacts to North Jameson Road, the San Ysidro Road/U.S. Highway 101 interchange and the Olive Mill/Coast Village Road interchange are related to diversion of regional traffic from the mainline onto adjacent surface streets. However, physical improvements, particularly use of roundabouts, has the potential to relieve congestion at some of these impacted facilities; for example, the round-about at Hot Springs/Coast Village Roads is projected to operate at LOS C in both AM and PM peak hours, even with diversion or regional traffic from the main line.<sup>21</sup> Such congestion would be substantially reduced by the future completion of the HOV lane improvements along U.S. Highway 101 through Montecito; however, the timing of these improvements remains uncertain. Other roadway congestion in Montecito, such as that along Sheffield Drive or East Valley Road, would be more related to growth a development permitted under the MGMO than growth permitted under *Plan Santa Barbara* as these areas are well removed from such potential City development.

Increased cumulative traffic along these roads could also incrementally increase traffic congestion at CMP and other intersections located along these roads. By 2030, peak hour traffic is projected to increase along Calle Real west of Highway 154 by almost 24%, rising from approximately 882 trips to 1,090 trips. Increased traffic at El Sueno and Calle Real may require signalization of this intersection. Congestion and potential queuing would also increase at the San Ysidro Road interchange with U.S. Hwy 101, which currently operates at LOS C. Intersections at this interchange may also require signalization.

*Existing Policies:* City policies to support regional transit would contribute to reduction in congestion on regional roads and associated intersections. Existing City land use and circulation policies promoting mixed use development in core areas and promoting alternative mode systems and use lessen potential future vehicle trips, consistent with CMP policy directives. In addition, the City maintains much more stringent traffic LOS policies and threshold standards for the City than the regional CMP thresholds, which provides for less impact from individual projects on an ongoing basis over time.

*Proposed Policies:* Policies in *Plan Santa Barbara* aimed at further reducing vehicle trip generation and addressing the jobs/housing balance could have the most pronounced effect on reducing congestion on regional roads and at intersections. These policies include C13-Appropriate Parking to improve management and pricing of public parking Downtown; C16- Parking Maximums to limit parking provided within the MODA and other parking and transportation programs. Land use measures such as H3-Average Multi-Family Residential Unit Size standards establishment; H5- Incentives for Affordable-By-Design Units standards and incentives guidelines; H7-Regional Employee Housing incentive program; H8-Educational Institutions housing provision encouragement guidelines; H9-Inclusionary Affordable Housing Amendments; H10-Density Incentive for Sustainable Resource Use criteria and standards; H13-Residential Density Standards ordinance; H14 Second Unit Incentives; and H17-Redevelopment Funding for Affordable Housing acquisition. Land Use and Growth policies LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans would reduce car-dependency with resultant congestion impacts. If fully implemented, Policy C6-Regional Commuter Transit would also reduce congestion on regional highways. The interaction of these parking, transportation, and land use programs would serve to substantially limit vehicle trip generation associated with new development. Many of these

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<sup>21</sup> The draft EIR incorrectly identified the Hot Springs/Coast Village Road intersection as operating at unacceptable LOS in both the AM and PM peak hours (e.g., LOS F in the PM peak). Revised calculations indicate that this intersection would now operate at LOC C in both AM and PM peak hours.

proposed policies would implement or go beyond those measures identified in the CMP. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Conclusion:* With proposed *Plan Santa Barbara* policies, the future City traffic contribution to increased congestion on regional roads and at intersections would be less than what is projected in and consistent with the adopted regional CMP. Proposed *Plan Santa Barbara* land use and transportation policies would be consistent with CMP policies and the intent of CMP legislation to foster in-fill development with housing set within a walkable distance to transit service, jobs and shopping.

In addition, Mitigation Measures TRANS-2 (Reductions in Traffic Demand) identified for *Plan Santa Barbara* would substantially reduce trip generation from both existing and future City development, which would further reduce the City contribution to regional effects. For example, under the Additional Housing Alternative, which includes a vigorous TDM program, regional growth in traffic on Hollister Avenue west of SR-154 would increase by only 110 ADTs compared to the project increase of 3,460 ADTs. While part of this reduction in traffic could be attributable to reduced commercial development, the vigorous TDM measures contained in Mitigation Measures TRANS-2 would clearly substantially reduce impacts to regional roads and intersections.

## 16.6 Comparative Impacts of Project Alternatives

### Comparison of Project Alternatives

The Santa Barbara Traffic Model was employed to forecast the impacts of *Plan Santa Barbara* as well as those of the No Project, Lower Growth, and Additional Housing Alternatives. Each of these alternatives has a different land use mix and set of Travel Demand Management strategy assumptions that materially affect the degree of forecast congestion. The alternatives analysis focuses on 52 key intersections along the City's major arterials, particularly at approaches to U.S. Hwy 101, and congestion on arterials such as Upper State Street and regional highways (U.S. Hwy 101 and SR-154).

- *Plan Santa Barbara*: Increased congestion would significantly impact 20 of 52 key intersections citywide, with 15 becoming moderately congested (LOS C/D) and 6 severely congested (LOS E/ F) in the PM peak hour. A total of 26 impacts to intersection LOS would occur when considering both AM and PM peak hours. Impacts to U.S. Hwy 101, SR-154, and Upper State Street could be feasibly mitigated; however, impacts to intersections would be unavoidable and significant.
- *No Project Alternative*: This alternative would have slightly higher commercial growth than *Plan SB* and would not include expanded TDM programs. Increased congestion would significantly impact 26 of 52 key intersections citywide, with 12 becoming moderately congested (LOS C/D) and 10 severely congested (LOS E/ F) in the PM peak hour. A total of 39 impacts to intersection LOS would occur when considering both AM and PM peak hours. Impacts to U.S. Hwy 101, SR-154, and Upper State Street could be feasibly mitigated; however, impacts to intersections would be unavoidable and significant.
- *Lower Growth Alternative*: This alternative would have substantially less residential and commercial development than *Plan SB* and would not include expanded TDM programs. Increased congestion would significantly impact 18 of 52 key intersections citywide, with 11 becoming moderately congested (LOS C/D) and 6 severely congested (LOS E/ F) in the PM peak hour. A total of 26 impacts to intersection LOS would occur when considering both AM and PM peak hours. Impacts to U.S. Hwy 101, SR-154, and Upper State Street could be feasibly mitigated; however, impacts to intersections would be unavoidable and significant.
- *Additional Housing Alternative*: This alternative would have substantially less commercial development and almost 2,000 additional units of residential than *Plan SB* and would greatly expand TDM programs beyond those in *Plan SB*. Increased congestion would significantly impact 14 of 52 key intersections citywide, with 9 becoming moderately congested (LOS C/D) and 4 severely congested (LOS E/ F) in the PM peak hour. A total of 18 impacts to intersection LOS would occur when considering both AM and PM peak hours. Impacts to U.S. Hwy 101, SR-154, and Upper State Street could be feasibly mitigated; however, impacts to several intersections would be unavoidable and significant.

The Santa Barbara Traffic Model analysis indicates that reductions in the amount of growth alone do not substantially mitigate traffic impacts. The Model analysis finds that TDM measures, particularly improved management and pricing of on and off street public parking are the most effective tools available to address increased congestion. Land use changes, especially decreased commercial development and increased residential development concentrated within and adjacent to the Downtown core also reduced new vehicle trip generation and may have a positive effect on reducing regional congestion. The combination of vigorous TDM programs, decreased commercial development, and increased housing in the Additional Housing Alternative resulted in the lowest levels of forecasted congestion.

The three alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following summarizes the potential advantages and disadvantages associated with the analyzed alternatives related to transportation. Table 16.11 presents a comparison of transportation impacts for *Plan Santa Barbara* and the project alternatives, and Figure 16.7 compares intersection LOS impacts. The names of each alternative were derived from the amounts of residential and commercial growth. The alternatives also vary by the degree or level of Travel Demand Management strategies applied to each. The analysis of the alternatives reveals that TDM strategies played a more significant role in reducing each alternative's impacts to traffic congestion than the land use growth reduction or increases. Significant traffic impacts were reduced as the level or aggressiveness of the TDM program increased. Figure 16.7 summarizes the results of the level of service analysis for *Plan Santa Barbara* and each alternative.

### 16.6.1 No Project/Existing Policies Alternative

The No Project Alternative would involve construction of an estimated 2,795 new units and 2.3 million square feet of non-residential space, with total non-residential development slightly higher than that projected for *Plan Santa Barbara*. In addition, development of up to 403 new units and 178,202 square feet of non-residential development within the sphere of influence is also anticipated. This would include generally residential development off La Cumbre Road, the Las Positas Valley, and in the foothills and commercial uses along west Upper State Street.

Development would continue under the City's existing policy framework, variable density ordinance and Land Use Map, as well as policies and programs that manage the City's transportation infrastructure. Historical in-fill development trends would continue; however, the No Project Alternative would not include increased densities within the MODA and the associated transfer of densities from outlying areas and unit sizes would not be subject to restrictions as proposed under *Plan Santa Barbara*.

This Alternative would continue but not expand existing parking and transportation demand management programs and those that promote alternative transportation. No reductions in trip generation from new or existing development would be realized as compared to existing conditions. Thus, this Alternative would increase new vehicle trips by 5 percent more than is projected to occur under *Plan Santa Barbara*. In addition, because this Alternative would not transfer development from outlying areas into the MODA, new development would also incrementally increase both new vehicle trips and vehicle trip lengths when compared to *Plan Santa Barbara*. Overall traffic volumes within the City are projected to grow by approximately 17 percent by the year 2030 under the No Project Alternative. Traffic volumes on freeway segments are projected to grow by approximately 14 percent. Traffic volumes on surface streets (arterials, collectors and local streets) are projected to grow by 23 percent.

With build-out of the existing General Plan, the number of intersections that are projected to meet the City's target V/C and delay would fall from 39 under existing conditions to 26 (48 percent of study intersections). While this increase in deficient intersections is substantial, it should not necessarily be interpolated to all intersections in the City. The study intersections selected for this analysis are in areas with higher levels of activity and in places that are likely to become congested. It is likely that many intersections in areas outside the City's major activity centers would not be affected to the same extent.

The P.M. peak hour especially shows a trend of more substantial declines in LOS under the No Project Alternative when compared to *Plan Santa Barbara*. Increased traffic volumes within the City are projected to result in more intersections operating at LOS C than B, and a greater frequency of intersections operating at



LOS D, E and F. Congestion levels during the peak hours at or near freeway ramps would not only continue to be the worst in the City, but would escalate with the build-out of the existing General Plan. Considerably more intersections are projected to operate at LOS D or worse under the No Project Alternative during the peak hour when compared to *Plan Santa Barbara*.

Overall, peak hour freeway volumes are projected to grow by 14 percent during the A.M. and P.M. peak hours. As with current conditions, the travel patterns change slightly depending on whether one is looking at the volumes north or south of Garden Street. Many of these freeway segments would be operating at or worse than LOS D, including sections operating at LOS F. In particular, freeway segments north of Carrillo Street would operate at LOS E; northbound U.S. Hwy 101 north of Milpas Street would exceed theoretical capacities (LOS F); freeway segments south of Milpas Street would operate at LOS E; and freeway segments south of Hot Springs Road would exceed theoretical capacities

Growth in freeway volumes in the off-peak direction would likely outpace growth in the peak direction since the off-peak direction has more capacity to accommodate the growth. Growth in traffic in the peak direction would likely take the form of peak spreading, where the peak period occurs for more than one hour during the evening. This phenomenon is now common in the United States.

Thus, impacts to transportation associated with the No Project Alternative would be somewhat more severe than those anticipated under *Plan Santa Barbara*. While transportation levels are projected to remain adequate in many places in the City, the No Project Alternative would incrementally increase traffic and congestion levels when compared to *Plan Santa Barbara*. Existing plans and policies, especially if combined with the mitigation measures outlined below for *Plan Santa Barbara*, would help reduce this alternative's effects to transportation, particularly associated with intersection LOS. However, impacts would remain significant at a number of intersections.

The No Project Alternative's contribution to regional cumulative impacts associated with increased traffic and congestion would also be cumulatively considerable similar to that under *Plan Santa Barbara*.

### 16.6.2 Lower Growth Alternative

The Lower Growth Alternative is estimated to entail construction of approximately 2,000 new units and 1.0 million square feet of non-residential space, a substantially lower amount of growth than permitted under the proposed project. In addition, development of up to 403 new units and 178,202 square feet of non-residential development within the sphere of influence is also anticipated and has been included in the model run for this Alternative. This would include generally residential development off La Cumbre Road, the Las Positas Valley, foothills and commercial uses along west Upper State Street.

Development would continue under the City's existing policy framework with regard to managing transportation, as well as VMT-reducing policies proposed under *Plan Santa Barbara*. Although the existing Land Use Map would remain in effect, the variable density ordinance would be amended to restrict unit size, while substantially lowering allowable densities within the MODA when compared to those under *Plan Santa Barbara*. As a result, the Lower Growth Alternative would not include increased densities within the MODA and the associated transfer of densities from outlying areas, but unit sizes in the MODA would be reduced as proposed under *Plan Santa Barbara*. Less residential and commercial development under the Lower Growth Alternative would generate fewer vehicle trips than *Plan Santa Barbara*, lowering overall VMT.

This Alternative would continue but not expand existing parking and transportation demand management programs and those that promote alternative transportation. No reductions in trip generation would be re-

lized as compared to existing conditions. Thus, this Alternative would exhibit higher rates of trip generation per unit of development than those projected to occur under *Plan Santa Barbara*. In addition, because this Alternative would not transfer development from outlying areas into the MODA, new development would also have incrementally higher rates of both new vehicle trips and average vehicle trip lengths when compared to *Plan Santa Barbara* (refer to Table 16.11 for comparisons). This would be exacerbated by less policy focus on affordable housing development under this alternative. Less affordable housing would likely result in increased dependence on lower wage jobs being filled by people commuting from surrounding, more affordable locations (e.g., Oxnard, Lompoc Valley). This would further increase traffic levels on U.S. Hwy 101, particularly during peak hours.

With build-out of the Lower Growth Alternative, the number of intersections that are projected to meet the City's target V/C and delay would fall from 39 under existing conditions to 33 study intersections. Traffic congestion at many of the study intersections would worsen and could result in significant traffic impacts at 18 of the 52 study intersections (36 percent), with two fewer impacted intersections than identified for *Plan Santa Barbara*. The LOS distribution of the Lower Growth Alternative is similar to that of *Plan Santa Barbara*, with congestion levels generally lower during the A.M. peak hour. Overall traffic congestion would be slightly lower than under *Plan Santa Barbara*, with 7 intersections (same as *Plan Santa Barbara*) at LOS D or worse during the A.M. peak hour and 13 intersections (two less than *Plan Santa Barbara*) at LOS D or worse during the P.M. peak hour.

Thus, impacts to transportation associated with the Lower Growth Alternative would be somewhat less severe than those anticipated under *Plan Santa Barbara*. Existing plans and policies, when combined with the mitigation measures outlined below, would reduce this Alternative's trip generation and contribution to congestion. However, as with *Plan Santa Barbara*, several intersections with no feasible mitigation would degrade to LOS E or F, resulting in potentially significant impacts that could not be fully mitigated (refer to Section 16.8 for mitigation).

The Lower Growth Alternative's contribution to regional cumulative impacts associated with increased traffic and congestion would also be cumulatively considerable, similar to that under *Plan Santa Barbara*.

### 16.6.3 Additional Housing Alternative

The Additional Housing Alternative would involve construction of an estimated 4,360 new units and 1.0 million square feet of non-residential space, a substantially higher amount of residential growth than permitted under the proposed project and a significantly lower level of non-residential growth. In addition, development of up to 443 new units and 178,202 square feet of non-residential development within the sphere of influence is also anticipated in the model run for this Alternative. This would generally include residential development off La Cumbre Road, the Las Positas Valley, and in the foothills and commercial uses along west Upper State Street.

Development would continue under the City's existing policy framework with regard to managing public utilities, as well as the management policies proposed under *Plan Santa Barbara*. Development would proceed under the revised Land Use Map and associated transfers of densities from outlying areas to the MODA, and the variable density ordinance would be amended to restrict unit size and increase allowable densities within the MODA when compared to those under *Plan Santa Barbara*.

This Alternative would vigorously expand parking and transportation demand management programs and those that promote alternative transportation. As a result, this Alternative would substantially decrease trip generation from both existing and new development, especially within Downtown. In addition, because this

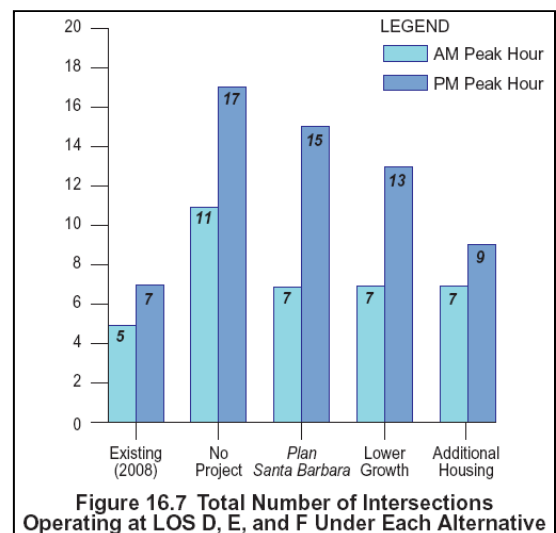
Alternative would further transfer development from outlying areas into the MODA, new development would also have incrementally lower rates of new vehicle trips on average when compared to *Plan Santa Barbara*. However, average trip length would incrementally increase as more short range trips would be met by walking, biking and transit. In particular, filling in gaps in the bicycle network and implementing additional measures would essentially have the effect of introducing 11 additional miles of new bikeways. With roughly 90,000 residents in the City, a 0.92 percent increase in bicycle commuting is estimated as a result of these additional bikeways. No estimates can be made regarding the possible reduction in vehicle ownership, VMT, or peak-hour vehicle trips given the lack of available research. Major improvements to the pedestrian network would result in a 2 percentage point increase in alternative mode use for work trips and a 1 percentage point increase in alternative mode use for non-work trips.

Additionally, improvements to the jobs-housing balance resulting from the increase in housing units would result in a smaller percentage of commuter trips into the City than with the project or no project alternative. The Additional Housing Alternative includes a strong TDM program that addresses Santa Barbara's peak-hour, peak direction congestion and also includes a jobs-housing balance development pattern that is different from what currently exists and what would be proposed under *Plan Santa Barbara*. In Santa Barbara, commute trips make up 16 percent of the daily total, but close to 25 percent of the P.M. peak hour total. These trips are generally concentrated on streets between areas of employment and regional highways (such as U.S. Hwy 101). As such, during the peak hour certain roads are carrying mostly commuter trips. While this situation leads to congested traffic conditions, it also creates opportunity for improvement. The strong TDM measures under this alternative would focus on the work-end of the trip and simultaneously reduce the effect of peak hour, peak direction traffic on sensitive intersections. The results of these measures would be as follows (refer to Figure 16.4 above for boundaries of “Areas”):

- Areas 1 & 2 Commuter Trip Reduction Effects: 45 percent
- Areas 3 & 4 Commuter Trip Reduction Effects: 15 percent
- Areas 1 & 2 Non-Commuter Trip Reduction Effects: 6 percent
- Areas 3 & 4 Non-Commuter Trip Reduction Effects: 3 percent

By increasing housing at a greater rate than jobs more Santa Barbara employees would be able to live in the City. However, for the purposes of this analysis it was not assumed that the existing ratio of Santa Barbara employees who live in the City would be substantially altered. It can therefore be considered a conservative worst-case type analysis. Additional housing in the MODA, combined with a reduction in non-residential development, would lead to more workers seeking jobs outside the City. However, these new workers would utilize the relatively less congested reverse peak direction. The total VMT (including trips to and from outside the City and commute trips) would be 11.2 percent greater than existing conditions, roughly 30 percent of the increase seen under *Plan Santa Barbara*.

Substantially more locations would operate at LOS C or better under the Additional Housing Alternative than all other project alternatives (refer to Figure 16.7). When compared to *Plan Santa Barbara*, 7 intersections (one less than *Plan Santa Barbara*) would operate at LOS D or worse during the A.M. peak hour and 9 intersections (7 less than *Plan Santa Barbara*) would operate at LOS D or worse during the P.M. peak hour.



Thus, impacts to transportation associated with the Additional Housing Alternative would be substantially less severe than those anticipated under *Plan Santa Barbara*. Existing plans and policies, especially if combined with the mitigation measures described for *Plan Santa Barbara*, would reduce this Alternative’s transportation effects, particularly those associated with long-distance commutes. As a result, this Alternative’s impacts to transportation would be potentially significant but mitigable (refer to Section 16.8 for mitigation).

The Additional Housing Alternative’s contribution to regional cumulative impacts associated with increased transportation would not be considerable and would be reduced to less than significant and constitute a substantial improvement compared to *Plan Santa Barbara*.

**Table 16.13: Comparison of Effects of Project Alternatives for Transportation**

<b>Annual Effect</b>	<b><i>Plan Santa Barbara</i></b>	<b>No Project</b>	<b>Lower Growth Alternative</b>	<b>Additional Housing Alternative</b>
New Internal and Non-Commute Trips VMT	427,342,897 (40.3% increase)	446,572,587 (42.1% increase)	347,479,749 (32.8% increase)	175,456,080 (16.5% increase)
New Internal and Non-Commute Trips Generated	19,663,263 (11.9% increase)	22,476,208 (13.7% increase)	12,668,624 (7.7% increase)	2,966,332 (1.8% increase)
New Commute VMT <sup>2</sup>	65,886,410 (20.5% increase)	70,890,798 (22.0% increase)	37,708,346 (11.7% increase)	-20,674,511 (6.4% <u>reduction</u> )
New Commute Trips Generated	4,117,901 (20.5% increase)	4,430,675 (22.0% increase)	2,356,772 (11.7% increase)	-1,292,157 (6.4% <u>reduction</u> )
Total New VMT	493,229,309 (35.7% increase)	517,463,385 (37.4% increase)	385,188,095 (27.9% increase)	154,781,569 (11.2% increase)
Total New Trips Generated	23,781,164 (12.9% increase)	26,906,883 (14.6% increase)	15,025,395 (8.1% increase)	1,674,175 (0.9% increase)
Number of Study Intersections Exceeding LOS Threshold at Either Peak Hour	20 (62% increase <sup>3</sup> )	26 (108% increase)	19 (54% increase)	15 (15% increase)

*1 Based on modeling of average weekday (non-holiday, normal weather) and includes traffic growth in the City’s sphere. Annual values obtained by multiplying weekday results by 330 instead of 365 as was also done for energy consumption and GHG emissions; this accounts for reduced trips and VMT on weekends and low travel weekdays and is standard protocol per ICLEI.*

*2 Assumes an average commute length of 16 miles (result from SBCAG 2007 Commuter Survey), does not change in future scenarios.*

*3 Existing number of study intersections exceeding threshold at peak hour is 13.*

## 16.7 Extended Range (2050) Impacts to Transportation

Development of the City through 2050 would effectively represent full build-out under existing land use and zoning plans. The Extended Range forecast assumes that non-residential growth of 3.2 million square feet and residential growth of approximately 8,620 units would occur over this approximately 40-year time frame. Development through 2050 would proceed under the City’s existing policy framework as well as the proposed policies of *Plan Santa Barbara*, including existing and proposed policies and programs to manage and improve energy efficiency. Development would proceed under the revised Land Use Map with associated transfers of density from outlying areas to the MODA, and the variable density ordinance would be amended to restrict unit size and increase allowable densities within the MODA. Therefore, anticipated development would consist of smaller multiple-family homes in the MODA, while development of single-family homes in outlying areas would increase as remaining available land within the City and its sphere of influence is developed. Existing Circulation Element policies and ordinances which guide development and management of the transportation system would continue to apply.

Prediction of long-term transportation modes and patterns are difficult to forecast as aggressive new State and Federal initiatives to meet the challenges of potential peak oil production and climate change may materially affect transportation modes and vehicle miles traveled. For example, over this 40-year period, aggressive new measures to improve rail service; promote hybrid, electric or alternative fuel vehicles; and change patterns of urbanization, may all significantly change transportation modes and patterns. While these measures and the possible advent of peak oil production and climate change will begin to become manifest during the life of *Plan Santa Barbara*, these issues have potential to far more dramatically affect transportation in the following 20-year period.

However, within the framework of what is under the City's control, further expansion of transportation demand management programs, promotion of alternative transportation, and further concentration of growth and development within the City's core as set forth in *Plan Santa Barbara* would foster use of alternative modes of transportation over the Extended Range forecast. If current trends continue, the use of techniques such as telecommuting and virtual conferencing may materially affect commuting patterns. In addition, moves by City, State and Federal governments to improve rail service may substantially increase use of this mode to connect the City to outlying communities such as Ventura. Therefore, although overall development would substantially increase over this period, personal use of automobiles and vehicle miles traveled may peak and begin to decline.

Existing plans and policies, when combined with those in *Plan Santa Barbara* and the mitigation measures outlined below, would reduce long-term increases in transportation demand. Barring major shifts in transportation mode or overall economic conditions, trips and VMT by City residents would increase by approximately 36 percent as compared to existing conditions. This increase would result in substantially increased congestion of regional and City roadways and degradation of freeway and intersection LOS below acceptable standards. Therefore, the Extended Range Forecast would result in potentially significant impacts that could not be mitigated. Cumulative impacts to regional traffic congestion would also be cumulatively considerable.

## 16.8 Mitigation Measures

As a largely built-out City with a circulation system that is generally conducive to transit and attractive pedestrian and bicycle activity, the City is constrained as to the types and scale of roadway improvements that can be completed to accommodate additional traffic. Major roadway or intersection widening projects (e.g., new travel lanes, additional or longer turn lanes) can be extremely expensive in already developed urban areas with street front commercial uses. In addition, such improvements often require removal of buildings, street trees, on-street parking and bike lanes with secondary adverse impacts upon the character of the City and its attractiveness for walking and biking. For example, adding additional left turn lanes or a new travel lane to a major arterial can increase pedestrian crossing duration and hazards and materially affect the attractiveness of such roads for biking. In many instances, this combination of financially prohibitive costs, changes to community character and effects on other modes of transportation make such "hard improvements" either infeasible or undesirable in the City. This often leaves trip reduction measures, transportation demand management and land use actions as key mitigation measures to address congestion. The following mitigation measures were considered feasible and would offset potential impacts to Transportation in the City and the region. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

**MM TRANS-1 INTERSECTION LEVEL OF SERVICE AND ARTERIAL CONGESTION**

The City shall add the following new programs to the Plan Santa Barbara Circulation Element:

**1.a. Installation of Improvements at Intersections Currently Controlled By Stop Signs**

- *Install traffic signals or roundabouts at impacted intersections which are currently controlled by stop signs. Under Plan Santa Barbara, this includes the following intersections:*
  - *Mission Street & Modoc Road*
  - *Las Positas Road & Cliff Drive*
  - *Olive Mill Road & Coast Village Road<sup>22</sup>*
  - *Cabrillo Boulevard & U.S. Hwy 101 Southbound Ramps*

**1.b. Implement a “Friction”-Reducing Program for City Streets**

- *A program shall be established that targets roadway segments, particularly along Upper State Street and Carrillo Street between San Andres and Chapala, where traffic flow (peak hour or otherwise) is restricted by “friction”. This program would identify “friction”-affected segments and determine the measures which would be required to restore each segment to a signal-controlled flow. The program would also identify designated funding sources for “friction”-related improvements and set a timeline for their implementation. Potential corridor improvements to reduce friction include:*
  - *On Upper State Street, create bus turnout pockets for stops that do not have them. Close selected driveway entrances where more than one driveway exists. Consider other recommendations contained in the Upper State Street Study.*
  - *On Carrillo Street review and implement signal-timing improvements.*

**1.c. Develop an Intersection Master Plan to Address Problem Intersections**

- *A program shall be established to develop a Master Plan that identifies current and future deficiencies at City intersections and identifies feasible improvements and funding sources to improve problem intersections, to potentially include the intersections as described below:*
  - *Intersection #7. Milpas Street & Quinientos Street: Improvements could require installation of an additional SB through and/or free right turn lane. This would require acquisition of ROW, including potentially parking lots and or structures. Widening this intersection to add an additional lane would likely require building demolition. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.*
  - *Intersection #12. US 101 Southbound Ramps & Garden Street: Potential improvements to this intersection could include addition of a second southbound through lane. However, it is unclear now much this alteration would improve the P.M. peak hour LOS. Addition of a second southbound through lane would do little to improve operations, would cause significant alignment issues for the northbound through movements, and necessitate narrowing the sidewalk.*
  - *Intersection #13. US 101 Northbound Ramps & Garden Street: Restriping to provide northbound dual left-turn lanes onto the northbound on-ramp could improve LOS at this facility. This interchange has approximately 108 feet of public right of way under the overpass. Therefore, while restriping may create significant alignment issues for the northbound through lanes, the relatively wide ROW combined with potential narrowing of existing lanes may allow flexibility for other improvement options. However, because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense and potential drawbacks of this improvement against the relatively free flowing nature of traffic at this intersection.*

<sup>22</sup> A preliminary roundabout design for this intersection indicated that such a configuration would be feasible.

- *Intersection #14. Gutierrez Street & Garden Street: The City shall commission a Gutierrez and Garden Street Intersection Improvement Plan to consider improvements options for this intersection and the cost and trade-offs associated with potential widening. No feasible improvements appear to be available at this location. Limited right of way along Gutierrez and the presence of multiple businesses lining this segment of roadway would require expensive and controversial building acquisition and demolition and may not fully mitigate this impact. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.*
- *Intersection #19. Haley Street & Castillo Street: Consistent with the options presented in the Haley Street/Castillo Street Intersection Improvement Analysis (Penfield-Smith, October 2002), the City shall investigate installation of potential improvements at this location, including: a roundabout and/or, on- and off-ramp reconfigurations; street closures, interchange conversion to a standard diamond, and signal timing modifications. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.*
- *Intersection #26. Carrillo Street & US 101 Northbound Ramps: Addition of a free right turn would potentially improve LOS at this location and mitigate this impact. Space for improvements or widening at this location is extremely limited due to the proximity of Mission Creek. Such improvements may require portions of such a lane to be cantilevered out over the creek or the adjacent flood control access easement, with associated expense. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.*
- *Intersection #27. Carrillo Street & US 101 Southbound Ramps: Extension of the southbound off ramp right-turn lane could improve operations at this intersection, but may not substantially change the intersection level of service. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.*
- *Intersection #28. Carrillo Street & San Andres Street: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. While installation of a roundabout may address congestion at this location, the high differential between volumes on Carrillo and San Andres Streets indicates that roundabout operations may be problematic. In addition, improvements at this location may entail acquisition of adjacent properties. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.*
- *Intersection #31. Mission Street & US 101 Southbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report ( IBI Group, May 2009) sets forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.*
- *Intersection #32. Mission Street & US 101 Northbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital*

- *Las Positas/Mission Circulation Options Report ( IBI Group, May 2009) sets forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.*
- *Intersection #39. Las Positas Road & Modoc Road: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. However, the volumes on Las Positas Road are almost double those on Modoc Road; projected total volumes are thirty percent higher than the existing roundabout at US 101/Milpas Road. The high differential between Modoc Road and Las Positas Road volumes indicates that roundabout operations may be problematic. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.*
- *Intersection #40. Las Positas Road & US 101 Southbound Ramps: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends addition of a second left-turn lane for the off-ramp. These types of improvements would require the preparation of a Project Study Report for this location.*
- *Intersection #41. US 101 Northbound Ramps & Calle Real: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends redesign of the off-ramp as a “hook” ramp, creating a new intersection, and allowing for two-way traffic on Calle Real. These types of improvements would require the preparation of a Project Study Report for this location.*
- *Intersection #44. Las Positas Road & State Street: Extension of turn lanes would improve field conditions (i.e. actual operations), but would not improve the intersection LOS (due to limitations of ICU methodology). Additional southbound left-turn capacity would not improve the LOS. The eastbound left-turn movement would benefit from additional capacity. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.*
- *Intersection #45. Hitchcock Way & State Street: Installation of an additional eastbound right turn capacity could improve operations at this intersection. These improvements would require property acquisition and possible building demolition on the SW corner property. Because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.*
- *Intersection #47. La Cumbre Road & State Street: Reconfiguration of the northbound approach to consist of two left-turn lanes, two through lanes, and one right-turn lane would enable removal of the split phase. This would return operations to LOS C or better. Property acquisition would likely be required to complete this improvement, impacting the gas station on the northeast corner and the retail uses on the SE corner. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.*
- *Intersection #48. Hope Avenue & US 101 Northbound Ramp/Calle Real: Addition of an eastbound right-turn pocket and northbound right-turn lane would eliminate the north/south split phase reconfiguration of the off-ramp would improve LOS at this location. This would require major construction and coordination with Caltrans and acquiring property from the adjacent auto dealerships.*
- *Mesa Area Arterial and Side Street Improvements: Consider improvements as needed to address effective travel operations and safety at Mesa area intersections, including Cliff Drive/Meigs Road; Cliff Drive/Flora Vista/Mesa Lane; Meigs Road/Red Rose Way; and Cliff Drive/Santa Barbara City College West Entrance.*

## **MM TRANS-2                      REDUCTIONS IN TRAFFIC DEMAND**

*The City shall add the following new policies and programs to the Plan Santa Barbara Land Use Element, Circulation Element:*



## 2.a. Neighborhood Stores

- *Amend City Ordinances and permit requirements to ease establishment of small neighborhood markets in appropriate locations.*

## 2.b. Increase Percentage of Downtown Housing Occupied by Downtown Workers

- *Affordable housing projects in Downtown shall include provisions prioritizing Downtown workers to the extent legally possible.*
- *Concentrate new housing development within and adjacent to the Downtown core and implement ordinance and policy changes that expedite and facilitate housing construction of housing in and around Downtown.*

Construction of new housing within and adjacent to the Downtown core has been identified as creating by far the least increase in vehicle trips of housing construction within the City. The Traffic Model demonstrates that housing placed in the Downtown core will have a relatively more favorable effect on freeway and interchange traffic congestion compared to housing added elsewhere in the City, minimizing impacts to increased congestion at local interchanges.

## 2.c. Expand TDM program

- *Add a new policy- **Transit Pass Program Enhancement:** All new appropriate residential and commercial development within MODA and larger developments citywide shall provide subsidized bus passes to employees and residents. The City shall work with regional partners to ensure that subsidized transit pass programs encompass all existing and future regional bus and/or rail transit services (in addition to MTD services) and that the fare media used by the subsidized transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.*
- *Add new policy- **Parking Cash-Out:** The City shall develop a parking cash-out ordinance that would apply to a broader number of employers than the current State law (e.g., to include employers with less than 50 employees, employers who own their own parking, etc.) and require compliance for new employers and promote voluntary phased compliance for existing employers. The ordinance shall require periodic submittal of proof of compliance with the local and/or existing State parking cash-out requirements for all subject employers. For example, proof of compliance could be submitted as part of the application for a new or renewed business license.*
- *Add a new policy- **Safe Routes to Schools:** The City shall support the Safe Routes to Schools Program through construction of physical improvements where appropriate and through coordinating with the School District to vigorously promote the program. As part of its update of the Bicycle and Pedestrian Master Plans, the City will identify key pedestrian and bike routes to all schools, describe any needed improvements to enhance the safety and attractiveness of such routes and program funding to accomplish these improvements in a reasonable time frame. The City will also coordinate with the School District and concerned parent organizations to craft and implement and promotional outreach program.*
- *Add a new policy- **Telecommuting and Alternative Work Schedules:** The City shall actively support expansion of telecommuting and use of alternative work schedules through work with all public and private employers in the City.*
- *Add a new policy- **Car and Van Pooling:** The City shall actively support expansion of car and van pool programs including requirement for preferential parking in all new appropriate developments, provision of subsidies where needed, etc.*
- *Add a new policy- **Car Sharing:** The City shall actively support creation of a car sharing program. Incentives or subsidies shall be provided to developers in the main commercial core areas to encourage inclusion of car sharing programs in new development or redevelopment.*

A vigorous expansion of the subsidized transit pass program has been estimated to reduce peak hour vehicle trips by 5% to 8% within and adjacent to the Downtown core. Parking cash-out programs are estimated to reduce peak hour vehicle trips by 3% to 12% within and adjacent to the Downtown core. Vigorous implementation and promotion of a Safe Routes to Schools program is estimated to reduce peak hour vehicle trips by 9% to 12% within and adjacent to the Downtown core and have benefits in outlying areas as well as for non- peak hour traffic. Telecommuting or use of alternative works a schedule is estimated to re-duce peak hour vehicle trips by 10% to 25% within and adjacent to the Downtown core and also have benefits throughout the City. Expansion of car and van pool programs are estimated to increase ridership by 5% to 10% within and adjacent to the Downtown core; no firm estimates are available for the number of peak hour trips reduced by this measure. A car sharing program was found to decrease vehicle ownership rates; however, not data is available on peak hour trip reductions.

## 2.d. Enhance bicycle and pedestrian access and infrastructure

- *Add a new policy: Bicycle Master Plan that prioritizes City rights of way for use by bicyclist and identifies bicycle infrastructure and programs as necessary to achieve Platinum designation as a Bicycle-Friendly Community from the League of American Cyclists for consideration by the City Council.*
- *Add a new policy: Pedestrian Master Plan that requires amendment to the current Master Plan to identify and construct “missing links”, pedestrian amenities (e.g., street lighting, benches, trees, etc) along high volume pedestrian corridors, around transit stops and stations, and at other key pedestrian destinations (parks, schools) and identifies locations requiring traffic calming measure along key pedestrian routes.*
- *Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.*

Empirical data is not available on changes in pedestrian and bicyclist use based on these improvements. However, pedestrian and bike improvements are important in enhancing mobility throughout the City.

## 2.e. Improve Housing Availability

- *Pursue measures to promote housing of large employment organizations within the city. (e.g., staff/ teacher housing)*

## 2.f. Parking Management

*Amend policy C13- Appropriate Parking to:*

- *Direct the City Parking Committee to implement parking management changes for on- and off-street parking that phase out time limits, phase in a pricing strategy to reduce commuter reliance on public parking and identify and install necessary technology to support these changes with the goal to keep on-street parking occupancy rates at 85% (so that 1 in 8 spaces, or about one space per block, will always be available) and off-street occupancy rates at 95%.*
- *Amend policy 17- Residential Parking Program to:*
- *Strengthen residential permit parking program and potentially allow non-residents to pay to park in permit districts with spaces available.*

A vigorous management and pricing strategy for on and off street parking is estimated to reduce commuter traffic within and adjacent to the Downtown core by 25% to 44% and has been identified as the single most effective measure that the City can implement to reduce existing and projected future congestion.

## 2.g. Improve Transit Services

- *Add a new Policy, Improved Transit Service: The City shall work with Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5 minutes on primary transit corridors, reduce non-peak period headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (such as the Clean Air Express). The City, in coordination with regional partners, shall also pursue expansion of commuter rail service to the City.*

Data is unavailable to quantify the reduction in traffic associated with improved transit service. However, improved transit service would be an important component in reducing and managing local and regional congestion.

## 16.9 Vehicle Parking Issues

Recent State CEQA Guidelines amendments deleted the adequacy of parking as a CEQA impact topic. Parking effects are considered an important land use and policy matter, but an issue of convenience rather than a significant physical impact on the environment. The following discussion of parking issues is included as information in this EIR. Parking issues may be considered by the community and decision-makers as part of their policy discussions.

The provision of parking for existing and new development is for the vehicle access the project via the automobile. There are generally three types of parking: customer, employee, and residential. Most individuals operating a vehicle need all three types of parking except those that are not employees. The City has a history of treating these types of parking very differently. Customer parking has traditionally been provided in abundance because of its economic relationship to the health of businesses. The Downtown, as well as most commercial centers, has abundant commercial parking. Employee parking, particularly Downtown, has not been provided for in accordance with demand. The Downtown Parking Program has specific policies to discourage employee use of its parking facilities in favor of customers. This strategy, over time, has resulted in employees parking on-street in neighborhoods adjacent to Downtown, or encouraged employees to use alternative forms of transportation to get to work. Residential parking has traditionally been provided from 1.5 – 2 spaces per unit. Although the City Council passed an ordinance in 1998 permitting Downtown developments to provide only 1 space per unit, few developer have taken advantage of the ordinance believing that the provision of 2 spaces broadens the marketability of the unit.

*Plan Santa Barbara* policies propose to continue to maximize the availability of parking for customers and limit or discourage employee parking by maximizing commuting options. *Plan Santa Barbara* also proposes parking maximums to force residential developments to provide less parking for the purposes of attracting residents with less need for cars, and to reduce the size, bulk, and scale of developments. A policy also proposes to require residential developments within the MODA to provide “unbundled” parking where residents have the option of purchasing needed parking separate from the units.

The high variability of parking demand during times of peak demand (with some blocks at full capacity and some blocks with excess capacity) suggests that current on-street parking management policies are not succeeding in geographically balancing supply and demand, resulting in on-street parking being difficult to find on certain blocks while readily available a few blocks away. At the most popular destinations with high on-street occupancy, visitors may need to cruise to find on-street parking. This is inconvenient for visitors, and the additional traffic causes unnecessary pollution and potentially congestion.

The *Plan Santa Barbara* Existing Conditions Report showed that there was surplus off-street parking capacity even at peak demand hour for the off-street parking system. Changes to on-street parking management including demand-responsive pricing at the appropriate level, as proposed under *Plan Santa Barbara*, would encourage long-term parking to move to off-street facilities or to blocks with on-street capacity, and increase turnover of curb spaces for those visitors seeking short-term parking. Best practices suggest that the price should be set so that each block always has 15-20 percent of spaces available. This ensures that on-street parking is available for short-term parkers such as visitors to restaurants or retail shopping, while long-term parkers such as employees are encouraged to park further away from the downtown core or in off-street facilities.

A combination of increased residential development in the MODA, altered parking requirements for new development, and the demand-responsive pricing described above could result in “spillover” into adjacent residential neighborhoods. However, this issue would be mitigated by the City’s existing Neighborhood Parking Program.

See further information on existing parking in Appendix I-7.

## 17.0 ENERGY

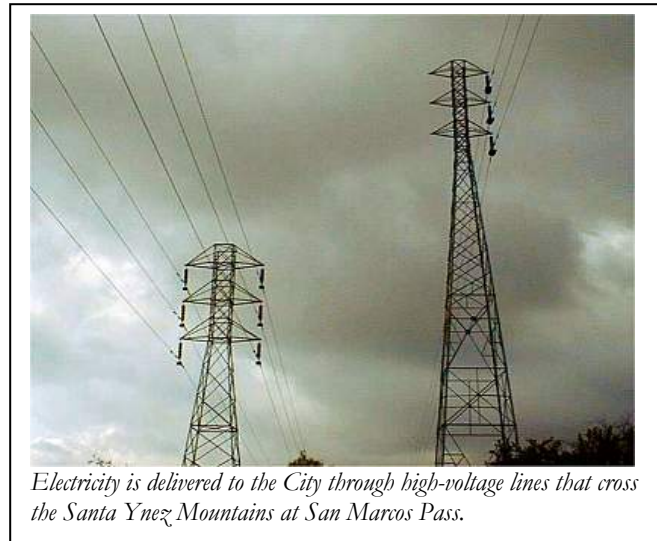
**Issues:** *Future growth to the year 2030 is projected to result in overall increased energy use citywide, from transportation fuel consumption, and electricity and natural gas use in buildings.*

*The central energy issue is to identify and implement the most effective measures to promote energy conservation and reduce consumption of non-renewable fossil fuels, particularly oil for transportation. Measures to consider include:*

- *Stronger parking and transportation demand management programs to reduce the number of vehicle trips.*
- *Additional affordable housing to reduce commuting*
- *Measures to require energy efficiency of new construction and promote retrofitting of existing development*
- *Promotion of alternative energy sources, such as solar, wind, and small hydroelectric*
- *Sustainable neighborhood planning*

Energy consumption and the availability of energy supplies has become an increasingly important issue in recent years. Rising worldwide demand, fluctuations in supply, and concern that the world may be approaching “peak oil” (the point of maximum production), have increased attention to procuring adequate energy supplies, including alternative energy sources. In addition, complex foreign relations, homeland security issues, and global climate change all contribute to heightened scrutiny of energy issues.

In the United States, population growth, reliance on energy-consumptive technologies, and changes in social behaviors have resulted in an energy demand that is greater than domestic energy production. The U.S. currently produces approximately 10 percent of



*Electricity is delivered to the City through high-voltage lines that cross the Santa Ynez Mountains at San Marcos Pass.*

the world’s petroleum, but consumes about 24 percent (EIA 2008a). As a result of this imbalance, the U.S. imported approximately 58 percent of the petroleum (e.g., crude oil and refined petroleum products) that was consumed domestically in 2007 (EIA 2008a).

Currently, oil provides more than 40 percent of total U.S. energy demands and more than 99 percent of vehicle fuel (USDOE 2008). Oil, coal, and natural gas – also known as fossil fuels – provide more than 85 percent of all the energy consumed in the U.S., including nearly two-thirds of electricity and virtually all transportation fuels (USDOE 2008). Other sources of domestic energy include renewables (i.e., wind, solar, geothermal, biomass, small hydroelectric), nuclear power, and large hydroelectric (USDOE 2008). These sources currently play a relatively minor role in overall energy supply.

While California is a leader in energy conservation and alternative energy production, the State’s energy supply and demand relationship is similar to that of the national average. California’s largest energy sources

are crude oil and natural gas, followed by coal and nuclear power (California Energy Commission [CEC] 2008a) Renewable energy sources currently comprise less than 10 percent of California’s total energy supply. California consumes the second greatest quantity of natural gas in the U.S. after Texas, but ranks forty-fifth in coal consumption, with by far the lowest per capita coal consumption in the nation.

As is true for the state, the greatest amount of energy consumption in the City is oil for transportation; this is followed by natural gas and then electricity.

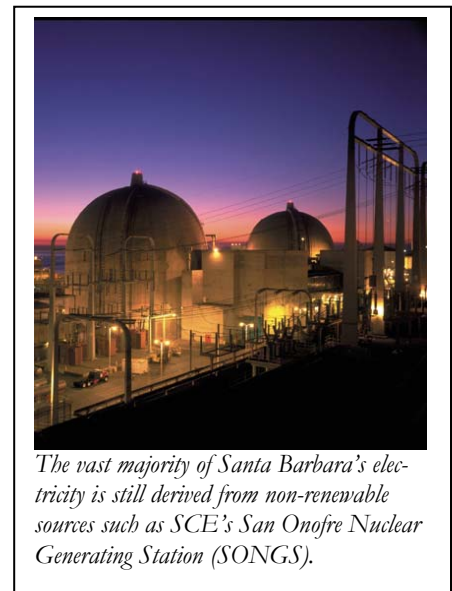
## 17.1 Existing Energy Supply and Demand

### 17.1.1 Electricity Supply

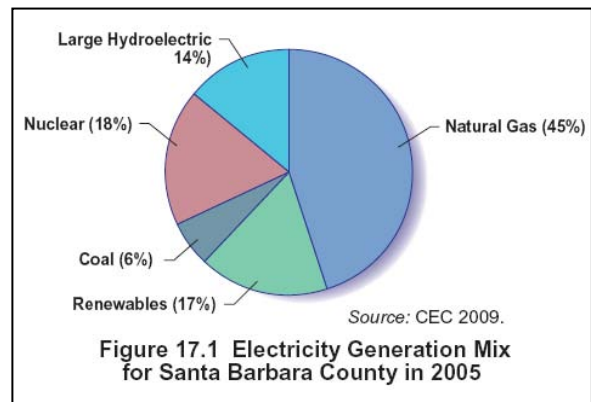
Electricity for the City is provided by the Southern California Edison Company (SCE). Since the deregulation that occurred in the 1990s, SCE purchases electricity from various sources and is responsible for transmission and distribution to the public (CEC 2008b). SCE now purchases the majority of its electricity from independent energy producers. SCE retains ownership of three generation facilities: Big Creek Powerhouse (1,000 megawatts [MW] hydroelectric, Fresno County), San Onofre Generating Station (2,200 MW nuclear, San Diego County), and Mojave Generation Station (inactive, 1,580 MW coal, Laughlin, Nevada) (SCE 2008a).

Nearly 17 percent of SCE’s electric power is generated from renewable sources and the utility is required by the State to increase renewable electricity composition to 20 percent by 2010 and 33 percent by 2020 (SCE 2008b, CPUC 2009). Of SCE’s renewable sources; 62 percent comes from geothermal, 21 percent from wind, 5 percent from solar, 5 percent from biogas (e.g., methane from landfills), 4 percent from small hydropower, and 3 percent from biomass (SCE 2008b).

In addition to the SCE-owned sources, the City receives non-renewable power from in-state facilities using natural gas, nuclear power, and large hydroelectric (IEPA 2008). The percentage of power that the County receives from nuclear facilities is on par with state averages, while the percentage use of large hydropower is substantially higher than the statewide average<sup>1</sup>. Only 6 percent of the electricity used in Santa Barbara County is currently generated from out-of-state, coal-fired power plants, less than half of the statewide average (Figure 17.1, Community Environmental Council 2008a).



*The vast majority of Santa Barbara’s electricity is still derived from non-renewable sources such as SCE’s San Onofre Nuclear Generating Station (SONGS).*



No major renewable or non-renewable electrical production facilities exist in the City or County, and virtually all local electrical power is produced elsewhere in the state or in neighboring states. The County has re-

<sup>1</sup> Energy advocates consider large hydro-electric facilities as non-renewable sources due to sedimentation filling in lakes behind the dams and other environmental related damage (e.g., impacts to steelhead/salmon).

cently approved a 97.5 MW<sup>2</sup> wind farm outside of Lompoc. This first major renewable energy production facility in the County is anticipated to be in production by 2012. In addition, the Tajiguas landfill on the Gaviota Coast hosts a 3.1 MW methane power plant fueled by decomposing solid waste. The County is studying how much energy could be produced by enlarging this facility into a full waste-to-energy power plant.

Over 200 private solar energy systems have been installed throughout Santa Barbara, with production capacity well over 600 kW. The City activated the 384 kW roof-top Santa Barbara Public Works Yard solar facility in 2009. The recently completed fuel cell generator at the El Estero Wastewater Treatment Plant transforms methane gas to electrical energy, and is the first commercially operated fuel cell in the state. The fuel cell powers approximately 50 percent of the plant's needs with a 500 kW capacity. Together, the Public Works Yard solar facility and the El Estero Plant meet approximately 0.003% of the City's demand. The Gibraltar Hydroelectric Project above Lauro Reservoir previously operated a 750 kW generator. The hydroelectric plant was decommissioned in 2000, and the City is working to recommission the plant.



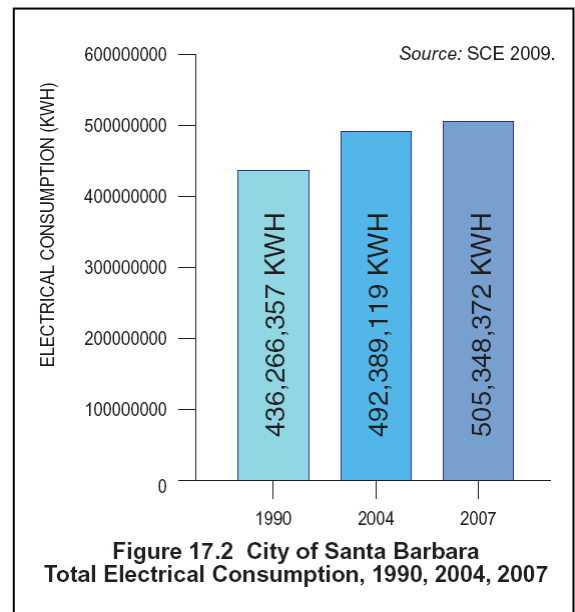
*The city of Santa Barbara recently installed a 384 kw solar facility that supplies some City buildings with renewable power.*

The power outages associated with the 2008 Tea Fire showed a vulnerability of electrical transmission lines to disruption. Although few lines were substantially damaged by the fire, carbon buildup on the lines resulted in frequent and disruptive power interruptions and surges for several days. Periodic outages and major price fluctuations also occurred during 2000-2001, the period following deregulation of the energy utilities. Nevertheless, overall, power outages are still a relatively rare occurrence within City boundaries.

### 17.1.2 Electricity Consumption

More than 500 million kWh was consumed within the City in 2007 (SCE 2009). This equates to a per capita electrical use of 5,662 kWh per year. This includes electrical use by commuters and visitors who do not live within the City; therefore, actual per capita resident usage is less than this amount.

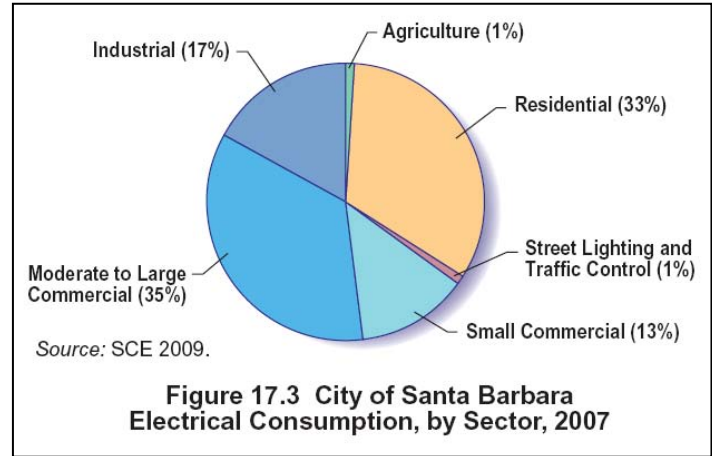
This per capita total electricity consumption rate is less than that for the state as a whole (7,032 kWh) and the United States (12,347 kWh) (CEC 2005)<sup>3</sup>. However, in contrast to relatively level demand in the State as a whole, total consumption of electricity in the City increased by approximately 16 percent over the period 1990 to 2007 (Figure 17.2; California Department of Finance 2009).



<sup>2</sup> Sufficient to supply more than 40,000 homes.

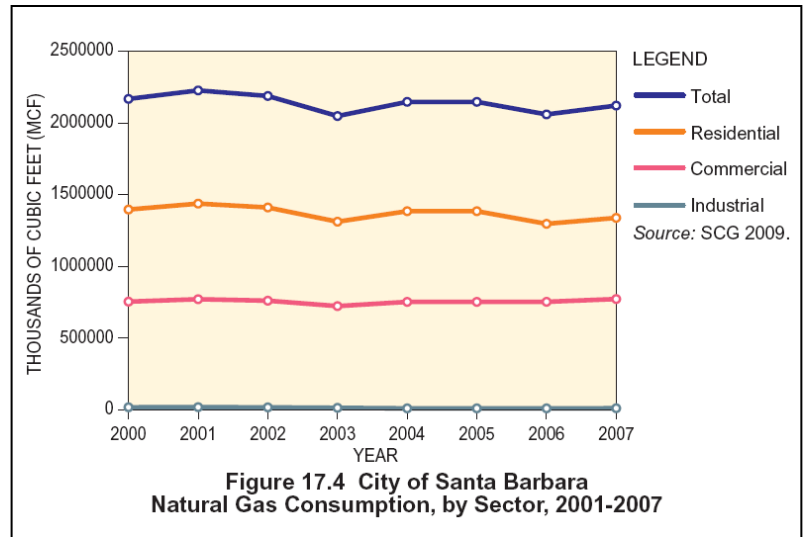
<sup>3</sup> Note: The data for states is from 2005. Newer calculations were not available.

Commercial and institutional buildings consume more electricity than any other sector in the City (Figure 17.3). The 15 million-plus square feet of existing commercial/institutional space in the City includes office buildings, stores, restaurants, warehouses, schools, hospitals, etc., and in aggregate accounts for 48 percent of the City’s power use. Four electric end-uses (lighting, cooling, refrigeration, and ventilation) account for 75 percent of all commercial electricity consumption (CPUC 2008). Residential use is the second greatest consumer of electricity, followed by the City’s minimal industrial uses.



### 17.1.3 Natural Gas

Direct use of natural gas (e.g., for heating, cooking) in the City is provided by the Southern California Gas Company (SCG). Natural gas is also the single largest power source for the City’s electrical supply. Approximately 15 percent of the natural gas used in California is produced within the State (CEC 2007). SCG obtains gas from throughout the country and Canada, and stores gas locally in the La Goleta natural gas storage field.



Development of natural gas has caused environmental concerns in some areas of western states, such as disruption of wildlife migration corridors (e.g., pronghorn antelope) and degradation of groundwater supplies. Importation of liquefied natural gas (LNG) also raises environmental concerns such as the energy use and carbon generation to liquefy, transport, and regasify the LNG.

Natural gas consumption within the City for the years 2000-2007 is shown in Figure 17.4 by land use type, and is compared with other geographic areas in Table 17.1. Trends from 2000-2007 indicate relatively steady residential, commercial, and industrial consumption. Annual residential gas consumption for 2007 equates to 35,000 cubic feet (cf) per housing unit, and annual average commercial usage was 54,000 cf per 1,000 square feet (sf). Annual average

Geographic Area	Residential (per unit)	Commercial (per capita)	Industrial (per capita)
City of Santa Barbara	35,000	8,600	120
Santa Barbara County	46,650	6,800	8,400
California	37,400	6,600	19,500
United States	37,400	9,900	21,800

Sources: EIA 2008b, CEC 2008c, SCG 2009.



industrial consumption was 7,700 cf per 1,000 s.f., only slightly lower than state or national averages; however, the per capita consumption of natural gas is very low in the City compared to State and Federal values, given the very low capacity of industrial uses in the City relative to population.

**Sources of Santa Barbara’s Natural Gas**

*California Sources:* Onshore and offshore supplies of 274 million cubic feet per day in 2005.

*Southwestern U.S.:* Supplies most of Southern California's natural gas demand; key sources include Colorado and New Mexico’s San Juan Basin and the Permian Basin in Texas.

**Potential Sources**

*Rocky Mountain Gas:* Limited existing and future potential supply; may be an alternative to Southwestern U.S. gas sources.

*Canadian Gas:* SCG anticipates that Canadian gas will become an important Southern California supply during the next decade.

*Liquefied Natural Gas (LNG):* A new source for Southern California through an LNG terminal in Baja California.

*Source: California Division of Ratepayer Advocates 2007*

**17.1.4 Oil and Gasoline**

City-specific oil and gasoline consumption rates are not available, and are difficult to estimate. Per capita annual consumption rates for the County are roughly estimated at 428 gallons of gasoline, 65.5 gallons of diesel, 19.9 gallons of jet fuel, and 1.24 gallons of aviation fuel (Santa Barbara County Board of Supervisors 2008, Caltrans 2007). Using these countywide rough per capita usage rates, the City and its residents would have consumed 36.8 million gallons of gasoline, 5.9 million gallons of diesel, 1.79 million gallons of jet fuel, and 112,000 gallons of aviation fuel in 2007.

The existing estimated annual oil consumption in the City (7.3 million barrels) is roughly equivalent to the annual oil production of the Santa Barbara Channel or four supertankers.

For comparison, the California annual per capita usage rate for gasoline in 2008 was 435 gallons per year, and the national per capita use was 484 gallons per year.

Estimated existing fuel consumption for the City, based on traffic counts and modeling conducted for *Plan Santa Barbara*, is presented in Table 17.2.

<b>Source of Consumption</b>	<b>Existing Annual Fuel Consumption</b>
City Internal Trips	15,639,000 gallons gasoline/ 1,177,000 gallons diesel
Internal or External Commute Trips	16,120,000 gallons gasoline/ 1,213,000 gallons diesel
Other External Trips (e.g., trips to Goleta for shopping, etc.)	37,461,000 gallons gasoline/ 2,819,000 gallons diesel
Total Existing Vehicle Consumption	69,221,000 gallons gasoline/ 5,210,000 gallons diesel
Jet Aircraft	4,343,000 gallons Jet A
Non-Jet Aircraft	273,000 gallons aviation gas
Total Existing Aircraft Fuel Consumption	4,617,000 gallons

*Includes fuel used for internal City trips and commute trips to and from City. Excludes through-trips by those without a destination in the City. Calculated from vehicle miles traveled as identified in the Plan Santa Barbara traffic model (refer to Section 16, Transportation), modified to exclude fuel consumption from units in the sphere. Aircraft fuel usage assumes that 50 percent of aviation gas and Jet-A consumed at Santa Barbara Airport is for the travel of City residents. Because it is based off of fuel consumption, this figure includes take off, landing and in-flight consumption.*  
*Sources: Febr & Peers 2009; aircraft fuel consumption from CEC 2008b,*

## 17.2 Energy Policies and Programs

Energy issues are addressed in adopted City, County, State and Federal plans, policies and regulations. Within the City, energy policies are in the General Plan and Municipal Code, and programs are in place to reduce energy consumption for City government operations and facilities, as well as reduce energy consumption within the City as a whole.

### 17.2.1 Programs for Energy Conservation in City Government Buildings

New construction in the City is required to exceed California Title 24 Energy Efficiency Standards by 10-20 percent and new City-owned buildings are required to achieve, at a minimum, LEED Silver certification. Recent LEED projects include the 914 State Street Restrooms, Granada Parking Garage, Engineering Building (LEED-EB Platinum), Fire Station upgrade, and the pending Airline Terminal Improvement Project.

City energy use and reduction policies help employees and maintenance workers conserve energy by providing guidelines for the use of lighting, computers, electrical devices, and heating and air conditioning. Energy audits have recently been performed on ten major City facilities. In 2002, the City converted traffic signals citywide to energy-efficient LED (Light Emitting Diode) lights. The City purchases alternative fuel or hybrid vehicles whenever feasible or available. The City fleet currently includes two electric vehicles, 24 hybrid vehicles, eight compressed natural gas (CNG) vehicles, two liquid petroleum vehicles, and 108 biodiesel vehicles. Electric vehicle recharging stations are available at designated City parking lots. The City uses B20 ultra-low-sulfur biodiesel in all diesel vehicles, including fire engines and construction equipment. Thirteen emergency generators are also powered by biodiesel.

### 17.2.2 Programs for Citywide Energy Conservation

The City Energy Efficiency Ordinance for new construction sunsets on January 1, 2010, and is replaced by the new California Energy Code. Provisions in the California Energy Code match or exceed requirements in the City Energy Efficiency Ordinance.

### 17.2.3 Circulation Element

The General Plan Circulation Element contains many general goals and policies that provide the foundation for *Plan Santa Barbara* proposed goals and policies related to the reduction of energy demands. Key goals include: **Goal 3** *Increase the Availability and Use of Transit*, **Goal 4** *Increase Bicycling as a Transportation Mode*, **Goal 5** *Increase Walking and other Paths of Travel*, **Goal 6** *Reduce the Use of the Automobile for Drive-alone Trips*, **Goal 7** *Increase Access by Optimizing Parking Citywide*, **Goal 8** *Increase Parking Availability and Access for Downtown Customers*, **Goal 9** *Develop Special Policies Related to Transportation and Parking in the Coastal Zone*, **Goal 10** *Develop a Mobility System that will carry all Modes of Transportation, from Pedestrians to Automobiles*, and **Goal 13** *Apply Land Use Planning Tools and Strategies that Support the City's Mobility Goals*.

A listing of programs and policies addressing energy supplies and conservation is provided below.

## Energy Plans, Regulations, and Programs

### National

- *Energy Star Homes* – A joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy. To earn an “Energy Star” rating, a home must meet guidelines for energy efficiency set by the U.S. Environmental Protection Agency. These homes are at least 15 percent more energy efficient than homes built to the H2004 International Residential Code (IRC)H, and include additional energy-saving features that typically make them 20–30 percent more efficient than standard homes.

### State

- *California Code of Regulations, Title 24, Part 6, California’s Energy Efficiency Standards for Residential and Non-Residential Buildings* – Primary regulation that governs energy use in new buildings, including requirements/ guidelines for:
  - incorporation of cool-roofs on non-residential buildings;
  - demand-control ventilation for conference rooms, dining rooms, lounges, and gyms;
  - skylights for daylighting buildings; and
  - installation of certified insulation materials.
- *Assembly Bill 32 (Núñez and Pavley, Chapter 488, Statutes of 2006)* - established regulatory and market mechanisms for quantifiable reductions of greenhouse gases (GHG); directs Air Resources Board (ARB) to monitor and reduce GHG emissions; and continues the existing Climate Action Team to coordinate statewide efforts.
- *Executive Order #S-14-08* - raised California's renewable energy goals to 33 percent by 2020 and improves processes for licensing renewable projects.
- *Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007)* - created an Alternative and Renewable Fuel and Vehicle Technology Program to increase the use of alternative and renewable fuels and innovative technologies. Program intended to transform California's fuel and vehicle types to help meet State climate change policies (Health and Safety Code, Section 44270 et seq).
- *Assembly Bill 1613 (Blakeslee, Chapter 713, Statutes of 2007)* and amended by *Assembly Bill 2791 (Blakeslee, Chapter 253, Statutes of 2008)* - directs state agencies to implement the Waste Heat and Carbon Emissions Reduction Act to encourage development of new combined heat and power systems of not more than 20 megawatts.
- *Senate Bill 1 (Murray, Chapter 132, Statutes of 2006)* – amended Public Resource Code to require developments applying for ratepayer-funded incentives for photovoltaic (PV) systems to meet minimum energy efficiency levels and recommends that PV system components and installations meet rating standards and specific performance requirements.
- *Senate Bill 1368 (Perata, Chapter 598, Statutes of 2006)* - limits long-term investments in baseload generation by the state's utilities to power plants that meet an emissions performance standard (EPS).
- *California Green Building Code* – Higher environmental standards in topics of energy, water, wood, indoor air quality, construction waste diversion and inspections. This code is scheduled to become effective in 2011.

### County of Santa Barbara

- *Innovative Building Review Program* – Provides expert design review energy efficiency, expedited plan check and a 50 percent reduction on the energy plan-check fee for development that meets energy efficiency standards, etc.

### City of Santa Barbara

- *Santa Barbara Energy Efficiency Standards (Title 22.82)* – Includes efficiency requirements for new buildings, including residential appliances, heating and cooling systems, swimming pool heaters and pumps; also requires new construction of residential and non-residential buildings to be at least 10-20 percent more efficient than the 2005 Building Energy Efficiency Standards. New single-family homes, multi-family homes and additions to those buildings must exceed 2005 Title 24 energy performance standards by at least 20 percent.
- *Local Coastal Plan* – Contains policies to minimize energy consumption and vehicle miles traveled.
- *General Plan Circulation Element* – Contains policies to reduce vehicle trips through programs to encourage alternative travel modes, parking policies, and transportation demand management.

### Energy Plans, Regulations, and Programs (Continued)

- *Sustainable Santa Barbara* – A program to increase the sustainability of all City buildings and operations, as the first step in leading the community towards more sustainable practices. The program includes annual reporting on the City’s sustainability progress.
- *Green Building Incentive Program* - Provides expedited plan check for projects with a voluntary two-star Santa Barbara Built Green or equivalent program rating.
- *Green Building Requirement for Homes over 4,000 square feet*. A Zoning Ordinance provision requires single family home projects resulting in over 4,000 square feet to achieve two-star Santa Barbara Built Green program rating or an equivalent rating in another green building program (e.g., Green Point Rated, California Green Builder, LEED for Homes, or National Green Building Certification Program).
- *Solar Energy Design Guidelines and Awards Program* - Provides guidelines for active and passive solar projects and an awards program for Council to recognize leadership efficient and aesthetically compatible solar energy projects.
- *Single Family Residential Design Guidelines* – Includes guidelines to encourage passive solar project siting and set-aside of roof space suitable for a future energy efficient and aesthetically integrated solar energy panel location.

#### Non-Governmental Programs

- *Built Green Santa Barbara* - an environmental building program that distinguishes and promotes resource efficient development, design, and construction. The program offers detailed information, materials, and a checklist rating system. The Built Green Santa Barbara program covers not only energy and water conservation, but also environmentally sensitive site planning, resource efficient building materials and superior indoor air environmental quality.
- *Green Business Program of Santa Barbara County* - recognizes businesses that exceed required measures to serve as models of sustainability in areas including solid waste reduction, environmentally preferred purchasing, energy and water conservation, and pollution prevention.

## 17.3 Energy Evaluation Approach

### 17.3.1 Project Components

The evaluation of energy demand considers the projected growth of 2,795 new residential units and 2.0 million square feet of non-residential development to the year 2030 and beyond, and the type of future growth designated under the revised Land Use Element Map designations and *Plan Santa Barbara* policies. Proposed policies include changes to the Variable Density Ordinance to promote in-fill development with smaller, multiple-family housing units and transportation measures to reduce trip generation (refer to Section 3.2, *Project Components*, and Appendix A). An additional 403 residential units and 178,202 square feet of commercial growth is forecast to occur within the City’s sphere of influence in areas such as the foothills and Las Positas Valley; it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. Energy demand of growth within the sphere of influence is addressed in Section 17.5 (Regional Energy Implications).

*Plan Santa Barbara* policies that affect energy issues include LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), EF4-Jobs/Housing Balance, ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER6-Local Renewable Energy Resources, ER7-Obstacles for Small Wind Generators, ER8-Facilitate Renewable Energy Technologies, ER9-Solar Energy, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, and C6-Regional Commuter Transit (refer to Appendix A).

### 17.3.2 Analysis Methodology

The CEQA Guidelines Appendix F-Energy Conservation provides the following direction for discussion of energy implications:

“In order to ensure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy”.

Estimated citywide energy consumption under projected future population and land uses is compared to existing energy consumption. Future energy consumption estimates for aircraft fuel usage are quantified based on projections derived from historical per capita rates, with an assumption that 50 percent of flights into or out of Santa Barbara Airport are for City residents. Vehicle transportation fuel consumption is derived from the outputs of the *Plan Santa Barbara* traffic model, and account for internal City trips, commute trips to and from the City, and non-commute round trips to and from the City (e.g., for Santa Barbara residents shopping in Goleta and Goleta residents shopping in Santa Barbara). Because the *Plan Santa Barbara* traffic model included projected growth within the sphere (which is considered under regional impacts), a correction factor was applied to the model outputs; this correction factor was equal to the percentage of total residential units that were distributed in the sphere. Natural gas and electricity consumption rates are based on historical consumption rates per unit (for residential) or per square foot (for industrial and commercial), applied to the projected amounts of growth (refer to Section 4, *EIR Growth and Policy Assumptions*).

Existing policies and regulatory processes, and proposed *Plan Santa Barbara* policies and programs that would serve to lessen potential future energy consumption are considered in the energy discussion below. Recommended policies and programs are identified that could further promote energy conservation.

Cumulative implications are discussed in terms of the combined effects of development within the City and the sphere of influence and South Coast. Longer-term energy implications through the year 2050 consider full build-out of the City General Plan and longer-term trends (e.g., global climate change).

Energy utility infrastructure capacity is addressed as part of Section 15, *Public Utilities*.

## 17.4 Future Energy Implications

### 17.4.1 Citywide Transportation Fuel Consumption and Reduction

Future additional development in the City is projected to result in increased vehicle trips and vehicle miles traveled (VMT). Increased vehicle travel would result in increased consumption of non-renewable fossil fuels (gasoline, diesel). Increased road and transit-related construction and maintenance could also result in indirect energy consumption.

In total, increased vehicle travel associated with projected future growth under *Plan Santa Barbara* policies could increase oil

Development under *Plan Santa Barbara* could increase consumption of non-renewable crude oil by the equivalent of approximately 9.3 percent of existing annual (and declining) output from the Santa Barbara Channel, 14.9 percent of total peak annual production of the proposed Full Field Oil Project off of the Ellwood Coast, or 34 percent of one supertanker load annually.

consumption by approximately 684,000 barrels annually<sup>4</sup> by 2030 (Refer to Table 17.3 for total and increased fuel consumption in the year 2030).

**Table 17.3: Transportation Fuel Consumption in the City Year 2030**

Source of Consumption	Projected Annual Fuel Consumption	Change from Existing Fuel Consumption
City Internal Trips	14,797,000 gallons gasoline 1,114,000, gallons diesel	- 842,000 gallons gasoline - 63,400 gallons diesel
Commute Trips	16,992,000 gallons gasoline 1,279,000 gallons diesel	872,000 gallons gasoline 66,000 gallons diesel
Other Non-Internal Trips (e.g., trips to Goleta for shopping, etc.)	50,388,000 gallons gasoline 3,793,000 gallons diesel	12,927,000 gallons gasoline 973,000 gallons diesel
Total Vehicle Consumption	82,177,000 gallons gasoline 6,185,000 gallons diesel	12,956,000 gallons gasoline 975,000 gallons diesel
Jet Aircraft	4,666,000 gallons Jet A	323,000 gallons Jet A
Non-Jet Aircraft	293,000 gallons aviation gas	20,300 gallons aviation gas
Total Aircraft Fuel Consumption	4,960,000 gallons	343,300 gallons

*Includes fuel used for internal City trips and commute trips to and/or from City. Excludes through trips by those without a destination in the City. Calculated from vehicle miles traveled as identified in the Plan Santa Barbara traffic model (refer to Section 16, Transportation), modified to exclude fuel consumption from units in the sphere.*

*Projected aircraft fuel usage assumes that per capita usage remains the same as existing. Aircraft fuel usage assumes that 50 percent of aviation gas and Jet-A consumed at Santa Barbara Airport is for the travel of City residents. Because it is based off of fuel consumption, this figure includes take off, landing and in-flight consumption.*

*Sources: Febr & Peers 2009*

Automobile trip generation of development within the MODA is expected to be substantially lower than that associated with traditional suburban development. Overall, *Plan Santa Barbara* transportation policies are expected to reduce traffic generation as follows<sup>5</sup>:

- Central Business District and Downtown Commuter Trips: 25.4 percent reduction
- Remainder of City and Sphere Commuter Trips: 5 percent reduction
- Central Business District and Downtown Non-Commuter Trips: 5 percent reduction
- Remainder of City and Sphere Non-Commuter Trips: 2 percent reduction

Somewhat counter-intuitively, the land use and trip reduction measures contained in *Plan Santa Barbara* would be expected to increase average trip length from the existing 7.49 miles per trip to 9.00 because a higher percentage of short trips from in-fill development would be met through walking, transit, or biking. This would represent an approximately 20 percent increase in the average trip length. However, although VMT and resultant energy use under *Plan Santa Barbara* is projected to increase, the trip reduction programs would materially slow the growth in VMT due to the associated shift in transportation modes and the elimination of many internal City trips. This is reflected in the reduction in fuel consumption for internal City trips, which nearly offsets the forecast increase in fuel consumption for commuting.

Fuel economy for on-road vehicles (which includes heavy trucks) in California is forecast to improve only 1.7 percent between 2008 and 2030, going from 18.3 mpg to 18.6 mpg (Caltrans 2009), although other technological changes to vehicles are likely to improve fuel efficiency beyond this level. Aviation and jet fuel

<sup>4</sup> Assumes that a barrel of typical oil can produce 10.31 gallons of diesel, 4.07 gallons of jet fuel and 18.56 gallons of gasoline (includes aviation gasoline) (EIA 2009). Because there is vastly more gasoline consumed than the other fuels, the amount of gasoline determines the number of barrels of oil required Refer to Appendix J, *Energy* for calculations.

<sup>5</sup> Although these listed percentages apply only to new trips, the energy calculations use the outputs from the traffic model which apply the policies to both new and existing trips.

consumption by aircraft at Santa Barbara Airport would be difficult to reduce through City policy changes because supply and demand for flights is driven more by regional and national economic conditions and airfare costs. One area in which improvements are being made at other airports is in air traffic control and delay minimization; however, Santa Barbara Airport experiences minimal delays<sup>6</sup> and any further improvements in efficiency would be incremental and likely not cost effective.

The projected future increase in overall fuel consumption for transportation in Santa Barbara would be extremely small in comparison to overall statewide or national fuel consumption. However, the potential approach of peak oil production, the threat of global climate change, and the political, economic, and environmental complications of increasing dependence of imported oil magnify the importance of energy consumption. With declining County and State oil yields, transportation energy demand could increasingly be met by production in distant environmentally sensitive or politically troubled areas.

City policies for continued in-fill development closely adhere to the guidelines set forth in SB 375 for addressing climate change and greenhouse gas (GHG) issues, while concurrent technological changes and market forces supporting alternative travel modes and alternative energy sources may be expected. However, use of non-renewable fossil fuels for transportation could still grow by a substantial amount, more than 18.1 percent over existing levels.

*Existing Policies:* Many of the factors that would affect emissions from vehicles are outside the control of the City, such as Federal fuel standards and State emission standards. Ongoing measures to alleviate traffic congestion such as the U.S. Hwy 101 widening project, as well as City projects to improve signal timing and install roundabouts, are things that can be done locally that would tend to increase fuel economy by reducing the number of vehicle trips and delays. Ongoing City Circulation Element policies and programs that address vehicle trip reduction include the encouragement of multi-modal transportation and related facilities, reduction of drive-alone trips, improved efficiency in downtown parking, and enhanced land use tools and strategies supportive of multi-modal transportation including incentives for mixed-use development.

*Proposed Policies:* Potential future trip generation and VMT increases associated with population growth under *Plan Santa Barbara* would be reduced or partially offset by implementation of proposed additional transportation demand reduction and alternative transportation measures. *Plan Santa Barbara* policies that would help to reduce energy use for travel and associated impacts include LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area (MODA), LG15-Sustainable Neighborhood Plans, EF4-Jobs/Housing Balance, ER14-Lower Emissions Vehicles and Equipment, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities, and C6-Regional Commuter Transit. Additionally, implementation of an Adaptive Management Program (AMP), which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of *Plan Santa Barbara* goals, would allow for strengthening of energy conservation measures throughout the 20-year planning period.

*Transportation Energy Implications:* The combination of existing standards and proposed *Plan Santa Barbara* policies combined with mitigation measures to reduce vehicle trip generation through improved transportation demand management (TDM) programs (i.e., MM TRANS-2.c - Expand TDM Program) and parking management policies (i.e., MM TRANS-2.f - Parking Management) would substantially reduce transportation fuel consumption and would offset much of the potential increase in consumption associated with growth under *Plan Santa Barbara* (refer to Section 16, *Transportation*).

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<sup>6</sup> Less than 0.2% of flights departing SBA are delayed by weather, and less than 1 percent are delayed by air traffic issues. The bulk of delays are due to the air carriers themselves or incidents at other airports (<http://delaystats.aircraftdata.net/airport-delays/SBA/Santa-Barbara--CA--Santa-Barbara-Municipal.aspx>).

### 17.4.2 Citywide Energy Consumption and Conservation in Buildings

Under *Plan Santa Barbara* General Plan update, an estimated 2,795 new units of residential and 2.0 million square feet of non-residential development would occur within the City through the year 2030.

**Electricity:** Future development is projected to increase citywide electric power demand by about 11.1 percent or 55,860,024 kilowatt-hours (kWh) annually by 2030 (refer to Table 17.4). Increase in residential demand is estimated at approximately 7.7 percent, and increase in industrial and commercial demand is estimated at 14.5 percent and 12.6 percent respectively, with commercial uses remaining by far the largest consumer of electrical power in the City. SCE has stated that it has sufficient capacity to meet all current and projected future needs within the City (City of Santa Barbara 2005).

<b>Table 17.4: Change in Electricity and Natural Gas Consumption Within the City, 2010-2030<sup>1</sup></b>			
<b>Type of Development<sup>2</sup></b>	<b>Growth Assumptions under <i>Plan Santa Barbara</i>, 2010-2030</b>	<b>Estimated Annual Consumption<sup>3</sup></b>	<b>New Consumption under <i>Plan Santa Barbara</i>, 2030</b>
<b>Electricity Consumption</b>			
Single Family	374 units	7,431 kWh/unit <sup>4</sup>	2,779,000 kWh
Multi Family and Second Units <sup>4</sup>	2,421 units	4,230 kWh/year	10,241,000 kWh
<b>Total Residential Increase</b>			<b>13,020,000 kWh</b>
Total Existing Residential Electricity Consumption			169,072,000 kWh
<b>Percent Residential Increase</b>			<b>7.70%</b>
Commercial	1,800,000 sf	16.8 kWh/sf	30,240,000 kWh
Industrial	200,000 sf	63 kWh/ sf	12,600,000 kWh
<b>Total Non-Residential Increase</b>			<b>42,840,000 kWh</b>
Total Existing Non-Residential Electricity Consumption			326,833,000 kWh
<b>Percent Non-Residential Increase</b>			<b>13.1%</b>
<b>Natural Gas Consumption</b>			
Single Family	374 units	50.0 MCF/unit <sup>4</sup>	18,700 MCF
Multi Family and Second Units <sup>4</sup>	2,421 units	28.5 MCF/unit	69,000 MCF
<b>Total Residential Increase</b>			<b>87,700 MCF</b>
Total Existing Residential Natural Gas Consumption			1,338,000 MCF
<b>Percent Residential Increase</b>			<b>6.6%</b>
Commercial	1,800,000 sf	54,284 cf/1,000 sf	97,700 MCF
Industrial	200,000 sf	7,722 cf/1,000 sf	1,500 MCF
<b>Total Non-Residential Increase</b>			<b>99,200 MCF</b>
Total Existing Non-Residential Natural Gas Consumption			783,000 MCF
<b>Percent Non-Residential Increase</b>			<b>12.7%</b>
<sup>1</sup> Assumes that 2010 consumption would be the same as 2008.			
<sup>2</sup> These consumption rates are based on current values and do not account for increased energy efficiency of future construction.			
<sup>3</sup> kWh/year = kilowatt-hours/year, MCF= thousand cubic feet of gas per year			
<sup>4</sup> No estimates are available for energy consumption of residential second units. Multi-family consumption rates are used instead.			

This projected increase in electric power demand would be roughly 20 percent of the annual output of the approved but unbuilt Lompoc Wind Farm<sup>7</sup>. This facility would be the largest energy production facility in the County, and would produce approximately 1 percent of the production of a typical 1,000 MW gas, oil,

<sup>7</sup> The Lompoc Wind Energy Project would generate approximately 285 million kWh annually.



or nuclear fired power plant<sup>8</sup>. This increase in demand could also be offset by increase use of solar electric power. Assuming a solar panel production efficiency of 16.4 kWh per square foot per year<sup>9</sup>, roughly 3.4 million square feet, or 22 percent of the roof tops of existing City commercial development (not taking into account multiple-floor structures) would need to be covered in solar panels to offset the projected citywide increase in electrical power demand.

**Natural Gas:** Growth and development permitted under *Plan Santa Barbara* is projected to increase citywide demand for natural gas by about 8.8 percent or up to 186,900 MCF annually at the year 2030 (refer to Table 17.4). Residential demand is estimated to increase by approximately 6.6 percent, and increased demand from industrial and commercial uses is estimated at 14.5 and 12.6 percent of existing consumption respectively, with residential uses remaining the largest consumer of natural gas in the City. The Southern California Gas Company has indicated that it is able to meet the City's future natural gas demands, although this statement was not based on the above projections (City of Santa Barbara 2005).

This total increase in demand for natural gas under *Plan Santa Barbara* would be roughly 1 percent of the current annual production of natural gas from the Santa Barbara Channel (Department of Oil, Gas and Geothermal Resources [DOGGR] 2006).

Increased future natural gas and electricity consumption in the City would not be considered substantial, however, it would constitute an increased amount of non-renewable fossil fuel consumption (directly for natural gas, and indirectly for electricity), and further conservation efforts are expected, consistent with State and City sustainable development and climate change policies.

**Existing Policies:** Existing policies and programs that address reduction of energy consumption (electricity and natural gas use) include the California Energy Code and City *Energy Efficiency Standards Ordinance (Title 22.82)*, the Local Coastal Program, the Sustainable Santa Barbara program for City buildings and operations, and a variety of recent sustainability, solar energy, green building, and green business programs that promote alternative energy sources and energy conservation in new development and existing buildings and uses.

**Proposed Policies:** *Plan Santa Barbara* policies that would promote energy conservation include LG2-Limit Non-Residential Growth, LG3-Future Residential Growth, LG9-Mobility Oriented Development Area (MODA), ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER6-Local Renewable Energy Resources, ER8-Facilitate Renewable Energy Technologies, ER9-Solar Energy, CH8-Commercial and Mixed Use Development Standards and Guidelines, and H10-Density Incentive for Sustainable Resource Use.

The smaller unit size of development under *Plan Santa Barbara* (maximum size in the MODA would be restricted to 1,300 sf) would result in lower per unit usage of natural gas compared to the larger units (both condominiums and single-family homes) which comprise much of the City's existing housing inventory. For example, an average multiple-family unit in SCG's service area uses approximately 40 percent less natural gas than an average single-family home<sup>10</sup> (California Gas and Electric Utilities 2008). A similar difference exists for consumption of electricity.

**Energy Implications of New Buildings:** The combination of existing standards and proposed *Plan Santa Barbara* policies combined with recommended measures to promote energy conservation, located in Section 17.8 below, would substantially reduce future energy consumption in new buildings. Recommended measures

<sup>8</sup> Each reactor at SONGS generates approximately 7 billion kWh annually.

<sup>9</sup> Assumes a panel that produces 10 watts per square foot, with 5 hours of average daily sun exposure.

<sup>10</sup> No estimates are available for larger versus smaller multiple family units.

include specific methods to reduce electricity and natural gas consumption through expanded solar energy provisions, reduction of heat gain in exterior areas, and a community-wide energy reduction program.

## 17.5 Regional Energy Implications

Future growth under the *Plan Santa Barbara* General Plan would incrementally contribute to impacts associated with regional energy consumption.

An additional 403 residential units and 178,202 square feet of commercial growth is forecast to occur within the City’s sphere of influence, although it is unclear what proportion of this sphere area growth would occur as annexations to the City or as unincorporated area development. Growth and development within the City sphere of influence in such areas as the Las Positas Valley and the foothills could tend to be more energy-intensive than for *Plan Santa Barbara*, due to a greater percentage of single-family homes and distance to services, which consume higher levels of natural gas and electricity than the smaller multiple family units promoted by the MODA policies (refer to Table 17.4 above). Development in these outer areas would tend to rely more heavily on the automobile for transportation, have longer average trip lengths, and be less served by transit. (Refer to Appendix I, *Transportation*). Calculated energy consumption from potential sphere of influence area growth is shown in Table 17.5.

<b>Energy Source</b>	<b>Sphere of Influence Growth (403 units, 178,202 sf non-residential)</b>
<b>Electricity (kWh/year)</b>	
Residential	1,871,000
Commercial	2,994,000
Industrial	None
<i>Total New Electricity Consumption</i>	<b>4,865,000</b>
<b>Natural Gas (MCF/year)</b>	
Residential	12,600
Commercial	9,700
Industrial	None
<i>Total New Natural Gas Consumption</i>	<b>22,300</b>
<b>Petroleum (gal/year)</b>	
Gasoline	11,740,000
Diesel	884,000
Aircraft Jet Fuel Consumption	46,600
Aircraft Aviation Fuel Consumption	2,900
<i>Total New Petroleum Consumption</i>	<b>12,673,500</b>
<i>Includes fuel used for internal City trips and commute trips to and from City. Excludes through trips by those without a destination in the City. Calculated from the per capita fuel usage identified for the Plan Santa Barbara traffic model (refer to Section 16, Transportation), modified to include only fuel consumption from units/ sf in the sphere.</i>	
<i>Projected aircraft fuel usage assumes that per capita usage remains the same as existing. Aircraft fuel usage assumes that 50 percent of aviation gas and Jet-A consumed at Santa Barbara Airport is for the travel of City residents. Because it is based off of fuel consumption, this figure includes take off, landing and in-flight consumption.</i>	

Increased demand for energy associated with *Plan Santa Barbara* would combine with increased regional growth within the cities of Goleta and Carpinteria, County unincorporated areas, and at UCSB to substantially increase overall energy demand along the South Coast. Similar to growth within the City, regional growth would be expected to display variations in energy consumption. Growth would include in-fill development at UCSB and along the Hollister corridor in Goleta consisting of lower energy-consuming, multiple-family units well served by transit. Growth in outlying areas, particularly unincorporated communities, could consist of larger single-family homes in areas underserved by transit. Overall growth and development on the South Coast could continue to contribute to long-distance commuting associated with both an ongoing jobs-housing imbalance, and not enough affordable housing.

Existing and proposed regional and City policies that encourage energy conservation, such as the Traffic Solutions Program, regional bus services coordinated by SBCAG (e.g., Coastal Express), and energy efficiency standards required for new development, would reduce but not halt projected substantial increases in regional energy demand. Supplies of electricity and natural gas are projected to remain adequate; however, the South Coast could consume additional supplies of non-renewable fossil fuels, increasingly relying on imported oil with its associated secondary environmental and social costs.

## 17.6 Energy Implications of Alternatives

The following discussion analyzes the comparative energy implications of the three alternatives to the proposed project: (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative.

### 17.6.1 No Project/Existing Policies Alternative

Projected growth under the No Project/Existing Policies Alternative would involve construction of up to 2,795 new units and 2.3 million square feet of commercial space by 2030, with total non-residential development slightly higher than that projected for the *Plan Santa Barbara* scenario. Development would continue under the City's existing policy framework, variable density ordinance and Land Use Map, as well as policies and programs that manage the City's public utilities. Historical in-fill development trends would be expected to continue; however, the No Project Alternative would not include increased densities within the MODA and the associated transfer of densities from outlying areas and unit sizes would not be subject to restrictions as proposed under *Plan Santa Barbara*. Future development would be expected to consist of generally larger multiple-family homes in the urban core and some potential for increases in development of single-family homes in more outlying areas to meet housing demand.

Although the overall projected level of development under the No Project Alternative is similar to *Plan Santa Barbara* policies, electricity and natural gas demand could be incrementally greater, due to construction of potentially larger multiple-family homes and slightly more single-family homes, as well as incrementally greater levels of non-residential development. Electricity and natural gas demand would increase incrementally from that projected to occur under *Plan Santa Barbara*. For example, an average multiple-family unit in SCG's service area uses approximately 40 percent less natural gas than an average single-family home<sup>11</sup> (California Gas and Electric Utilities 2008). A similar difference exists for consumption of electricity. Thus, although the level of development would be substantially the same as permitted under *Plan Santa Barbara*, the No Project Alternative would incrementally increase demand for energy. Electricity demand is projected to increase by 12.0 percent by the year 2030, while natural gas consumption would also incrementally increase by 9.6 percent (refer to Table 17.6 for comparisons).

The use and consumption of non-renewable fossil fuels for transportation would be expected to be slightly greater under the No Project Alternative when compared to the *Plan Santa Barbara* scenario. This Alternative is assumed to continue but not expand existing parking and transportation demand management programs and those that promote alternative transportation. Thus, new vehicle trips would increase by more than 5 percent under this Alternative than projected to occur under *Plan Santa Barbara*. In addition, because this

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<sup>11</sup> No estimates are available for larger versus smaller multiple family units.

**Table 17.6: New Energy Consumption Under the Project and Alternatives**

Energy Source	<i>Plan Santa Barbara</i> (~2,795 units, 2.0 million (mil) sf non-residential)	No Project (~2,795 units, 2.3 mil sf non-residential)	Lower Growth (~2,000 units, 1.0 mil sf non-residential)	Additional Housing (~4,360 units, 1.0 mil sf non-residential)
<b>Electricity (kWh/year)</b>				
Residential <sup>1</sup>	13,020,000	13,020,000	9,257,000	19,855,000
Commercial	30,240,000	35,140,500	15,120,000	15,120,000
Industrial	12,600,000	12,600,000	6,300,000	6,300,000
<i>Total New Electricity Consumption</i>	55,860,000	60,760,584	30,677,000	41,275,000
<b>Natural Gas (MCF/year)</b>				
Residential <sup>1</sup>	87,700	87,700	62,300	133,700
Commercial	97,700	113,500	48,800	48,800
Industrial	1,500	1,500	770	770
<i>Total New Natural Gas Consumption</i>	186,900	202,700	112,000	183,000
<b>Petroleum (gal/year)</b>				
Gasoline <sup>2</sup>	21,609,000	22,671,000	16,066,000	7,052,000
Diesel <sup>2</sup>	1,626,500	1,706,000	1,209,000	530,800
Aircraft Jet Fuel Consumption <sup>3</sup>	323,000	322,600	230,900	510,200
Aircraft Aviation Fuel Consumption <sup>3</sup>	20,300	20,300	14,500	32,100
<i>Total New Petroleum Consumption</i>	23,601,000	24,720,000	17,520,000	8,126,000
<sup>1</sup> Assumes same per unit electricity and natural gas consumption; accounts for the expected type of development under Plan Santa Barbara (i.e. single family, multi-family or second units).				
<sup>2</sup> Includes fuel used for internal City trips and commute trips to and/or from the City. Excludes through trips by those without a destination in the City. Calculated from vehicle miles traveled as identified in the Plan Santa Barbara traffic model (refer to Section 16, Transportation), modified to exclude fuel consumption from units/sf in the sphere.				
<sup>3</sup> Based on county-wide aviation fuel consumption, assumes that 50 percent of county-wide figures are from city residents using SBA. Because it is based off of fuel consumption, this figure includes take off, landing, and in-flight consumption.				

alternative would not include the MODA policies, new development could also have slightly more new vehicle trips and vehicle trip lengths when compared to *Plan Santa Barbara*. As such, increased energy consumption of non-renewable fossil fuels (i.e., oil) for transportation purposes is estimated at 741,661 barrels of oil per year, an increase of 19.8 percent over existing consumption and 57,205 barrels more than under *Plan Santa Barbara*.

Overall, the energy implications of the No Project Alternative could be somewhat greater than those under *Plan Santa Barbara*. Existing plans and policies could reduce this alternative’s energy demand, particularly for electricity and natural gas. Supplies of electricity and natural gas are projected to remain adequate. The increased use of non-renewable fuels for transportation could be substantial and slightly greater than under *Plan Santa Barbara*. This Alternative’s contribution to regional energy consumption would be similar to that for *Plan Santa Barbara* as roughly comparable amounts of growth are projected for the sphere of influence.

**17.6.2 Lower Growth Alternative**

Projected development under the Lower Growth Alternative policies is up to 2,000 new units and 1.0 million square feet of commercial space by 2030, a lower amount of growth than under the *Plan Santa Barbara* scenario. Development would continue under many existing City policies, including the existing Land Use

map. Proposed changes to the variable density ordinance would be assumed to restrict unit size, but not to increase densities. Development could consist of smaller multiple-family homes in the urban core, and slightly more homes in outer areas could result. Per unit energy consumption could be somewhat greater than under *Plan Santa Barbara*. However, because of the lower overall level of residential and non-residential growth, overall consumption of electricity and natural gas could be expected to be substantially less than under *Plan Santa Barbara*. Electricity consumption is projected to increase by 6.1 percent, and natural gas consumption by 5.3 percent, roughly 55 percent of the increase projected for the *Plan Santa Barbara* scenario (refer to Table 17.6 for comparisons).

Less development under the Lower Growth Alternative could also generate fewer vehicle trips than *Plan Santa Barbara*, lowering overall vehicle miles traveled (VMT). This Alternative is assumed to continue but not expand existing parking and transportation demand management programs and those that promote alternative transportation. Trip generation rates per unit of development could therefore be greater than those projected under *Plan Santa Barbara*. However, because of lower levels of development, consumption of non-renewable fossil fuels (i.e., oil) for transportation could be increased by 228,826 barrels of oil, or approximately 6.1 percent. This would represent consumption of 455,630 fewer barrels of oil per year than under *Plan Santa Barbara*.

Thus, energy implications of the Lower Growth Alternative would be less than those anticipated under *Plan Santa Barbara*. The expected increase in electrical and natural gas usage would not be substantial, and supplies of electricity and natural gas are projected to remain adequate. Existing plans and policies would be expected to reduce this Alternative's energy demand, particularly the demand for electricity and natural gas. The increased use of non-renewable fuels for transportation could be substantial, although less than under *Plan Santa Barbara*. This Alternative's contribution to regional energy consumption would be similar to that for *Plan Santa Barbara* as roughly comparable amounts of growth are projected for the sphere of influence.

### 17.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to involve future development of up to an estimated 4,360 new units and 1.0 million square feet of commercial space by 2030, a substantially higher amount of residential growth than under the *Plan Santa Barbara* General Plan policies and a lower level of commercial growth.

Development is assumed to proceed under the revised Land Use Map and policies to amend the variable density ordinance to restrict unit sizes and allow greater densities within the MODA when compared to those under *Plan Santa Barbara*. Anticipated development would consist of smaller multiple-family homes in the MODA, while development of single-family homes in outlying areas could also occur to meet housing demand.

Per unit demand for electricity and natural gas could therefore be similar to those projected to occur under *Plan Santa Barbara* (higher per unit demand with larger units in outlying development would be offset by lower per unit demand with smaller in-fill units). Less non-residential development could result in lower energy consumption than under *Plan Santa Barbara*. Due to substantial additional residential development under this alternative than under *Plan Santa Barbara*, there could be a much higher energy demand from the residential component of future development. However, the overall energy demand of this alternative would be substantially lower due to decreased nonresidential growth. Total electricity consumption is projected to increase by 8.2 percent under this alternative, with natural gas consumption also increasing by 8.6 percent, roughly 74 percent of the increase projected to occur under *Plan Santa Barbara* (refer to Table 17.6 for comparisons).

This Alternative is assumed to strongly expand parking and transportation demand management programs and those that promote alternative transportation. This Alternative would therefore be expected to exhibit substantially lower rates of trip generation per unit of new development than those projected under *Plan Santa Barbara*, and would also substantially decrease commuter trips associated with existing development, especially within downtown. Average trip length could incrementally increase as more short range trips could likely be met by walking, biking, and transit; however, VMT would be reduced due to the major reduction in internal trips and reduced commute trips. Further, because these trip reduction programs would substantially reduce trips from existing uses as well, such programs would decrease energy demand from existing development. Therefore, although residential development could be substantially greater under this alternative, consumption of non-renewable fossil fuels for transportation would be expected to be substantially less due to aggressive trip reduction strategies. Further, improvements to the jobs-housing balance could result in a smaller percentage of commuter trips into the City. Overall, under this Alternative, consumption of non-renewable fossil fuels (i.e., oil) for transportation could be increased by 31,329 barrels of oil, or less than one percent. This would represent 653,127 fewer barrels of oil per year than under *Plan Santa Barbara*, despite the increase in population.

Thus, overall impacts to energy associated with the Additional Housing Alternative would be substantially less than those anticipated under *Plan Santa Barbara*. Supplies of electricity and natural gas are projected to remain adequate; however, this Alternative would be expected to continue reliance on imported oil with its associated secondary environmental and social costs, although demand for oil would be lower than existing conditions. Existing plans and policies would reduce this Alternative's energy demand, particularly for electricity and natural gas. This Alternative's contribution to regional energy consumption would be slightly higher than for *Plan Santa Barbara* as residential growth in the sphere of influence is projected to increase slightly to 443 new units.

#### 17.6.4 Comparison of Alternatives

The *Plan Santa Barbara*, Lower Growth, and Additional Housing alternatives are all projects to have less energy consumption in 2030 than the No Project/Existing Policies alternative. The Lower Growth Alternative would consume the least electricity or natural gas of any of the alternatives. However, the Additional Housing Alternative would consume substantially less energy for transportation than any other alternatives. Because transportation relies almost exclusively on non-renewable fossil fuels, the Additional Housing Alternative would consume the least amount of non-renewable energy sources of any alternative.

In general, per capita energy usage would be lowest under the Additional Housing alternative; this would be due to reduced vehicle miles traveled, less non-residential development and smaller residential unit sizes. The alternative with the greatest per capita energy usage would be the No Project/Existing Policies alternative. Per capita energy consumption from *Plan Santa Barbara* and the Lower Growth Alternative would fall in between these two extremes, with *Plan Santa Barbara* the lower of the two due to implementation of aggressive TDM measures, slightly less non-residential development and smaller residential unit sizes.

### 17.7 Longer Range Energy Implications

Development in the City through the year 2050 would effectively represent full build-out under proposed *Plan Santa Barbara* General Plan land use and zoning plans. The Extended Range forecast assumes that non-residential growth of up to 3.2 million square feet and residential growth of up to approximately 8,620 units

could occur over this approximately 40-year time frame. Development through 2050 is assumed to proceed under many existing City policies as well as the proposed policies of *Plan Santa Barbara*. Development would proceed under the revised Land Use Map including amendments to the variable density ordinance to restrict unit size and increase allowable densities within the MODA. Anticipated development could consist of smaller multiple-family homes in the MODA, and development of single-family homes in outlying areas could increase as remaining available land within the City and its sphere of influence becomes scarce.

Per unit demand for electricity and natural gas could be similar to those projected to occur under *Plan Santa Barbara* to 2030. Existing regulations and initiatives (e.g., AB 32) can also be anticipated to continue to improve the energy efficiency of new buildings and provide incentives for the retrofit of older buildings. Energy consumption from non-residential development could be increase substantially; although, such development could also improve in energy efficiency.

The amount of development during this period is projected at approximately double that under *Plan Santa Barbara*, with corresponding increases in demand for public utilities. Further, changes in climate and potential increases in regional demand for heating and cooling may contribute to regional energy consumption. Overall, electricity consumption by the year 2050 is projected to increase by 21.5 percent compared to existing consumption, and natural gas consumption is projected to increase by 20.2 percent (Table 17.7). This potential increase in electricity demand would consume approximately 33 percent of the energy produced by the new Lompoc Wind Farm, while the estimated increase in natural gas consumption would be equivalent to roughly 2 percent of the annual natural gas production of the Santa Barbara Channel.

Prediction of longer-term transportation modes and patterns, and associated energy demand are difficult to forecast as stronger new state and federal initiatives to meet the challenges of potential peak oil production and climate change may materially affect both transportation modes and fuel mix. For example, over this 40-year period, new measures to improve rail service; hybrid, electric, or alternative fuel vehicles; and changes in patterns of urbanization, may all substantially change transportation modes and patterns. While these measures and the possible advent of peak oil production and climate change could begin to become

<b>Energy Source</b>	<b>Extended Range Forecast (2050) (~8,620 units, 3.2 mil sf non-residential)</b>
<b>Electricity (kWh/year)</b>	
Residential	39,996,000
Commercial	48,506,500
Industrial	20,211,000
<i>Total New Electricity Consumption</i>	108,713,500
<b>Natural Gas (MCF/year)</b>	
Residential	269,400
Commercial	156,700
Industrial	2,500
<i>Total New Natural Gas Consumption</i>	428,600
<b>Petroleum (gal/year)</b>	
Gasoline	45,034,800
Diesel	3,389,700
Aircraft Jet Fuel Consumption	672,400
Aircraft Aviation Fuel Consumption	42,300
<i>Total New Petroleum Consumption</i>	49,139,000
<p><i>Includes fuel used for internal City trips and commute trips to and/or from City. Excludes through trips by those without a destination in the City. Calculated from the per capita fuel usage identified for the Plan Santa Barbara traffic model (refer to Section 16, Transportation), modified to exclude fuel consumption from units/sf in the sphere and extended to account for the population growth to 2050.</i></p> <p><i>Projected aircraft fuel usage assumes that per capita usage remains the same as existing. Aircraft fuel usage assumes that 50 percent of aviation gas and Jet-A consumed at Santa Barbara Airport is for the travel of City residents. Because it is based off of fuel consumption, this figure includes take off, landing, and in-flight consumption.</i></p>	

manifest during *Plan Santa Barbara* planning period, these issues have the potential to affect transportation far more extensively in the following 20-year period.

However, within the framework of what is under City control, the Extended Range forecast assumes expansion of parking management and transportation demand management programs, promotion of alternative transportation as set forth in *Plan Santa Barbara*, and further growth and development within the City core, which would be expected to foster use of alternative modes of travel. If current trends continue, the use of techniques such as telecommuting and virtual conferencing could materially affect commuting patterns. Actions by city, State, and Federal governments to improve rail service could substantially increase use of this mode to connect the City to outlying communities such as Ventura. Even with substantial additional development over this period, consumption of non-renewable fossil fuels for transportation may peak and begin to decrease. However, if trip patterns, fuel mix, and transportation modes remain substantially the same as those projected to occur during the life of *Plan Santa Barbara*, annual consumption of non-renewable fossil fuels (i.e., oil) for vehicle transportation could increase by roughly 2.43 million barrels of oil per year between 2030 and 2050, or roughly the equivalent of 1.3 supertanker loads.

Existing plans and policies, when combined with those in *Plan Santa Barbara* and the recommended measures outlined in Section 17.8 below, would reduce long-term energy demand, particularly for electricity and natural gas. However, if reliance on non-renewable fossil fuels for transportation continues, a substantial increase in energy consumption and use of non-renewable resources could result.

### 17.7.1 Future Energy Supply

Based on current trends and policies, the City will likely continue to rely on oil for the majority of its transportation energy needs; and for natural gas, nuclear, and hydroelectric power to meet its electrical power needs. Local and domestic oil and gasoline production will likely continue to decline, potentially resulting in increasing reliance on imported oil with its associated potential secondary political, economic, and environmental ramifications.

One major alternative energy production facility is currently planned for the County; the 97.5 MW Lompoc Wind Farm. This wind farm would produce enough electricity to power approximately 40,000 homes, or approximately 26 percent of those in the County or more than the total of 38,000 units that currently exists in the City. Commercial, industrial, and institutional uses consume much of the electrical power used in the County and City. Two additional wind farms of comparable size would need to be constructed to offset existing electrical power demand<sup>12</sup>.

Three commercial-scale solar facilities are proposed in the Carrizo Plain in southeastern San Luis Obispo County; however, this energy would be purchased by Pacific Gas & Electric and would not be available to the City. One smaller commercial-scale photovoltaic project is also in the preliminary planning stages in Santa Barbara County's Cuyama Valley. SCE could also purchase renewable energy from wind and solar projects in the Imperial Valley to meet regulatory requirements to increase renewable energy supplies<sup>13</sup>.

Economically recoverable onshore oil reserves in the County as of 2006 were estimated to be 29 million barrels, which would equate to 15 more years of production at current rates, and reflects gradually decreasing production from onshore County sources (DOGGR 2006). Offshore sources, such as Tranquillon Ridge which holds an estimated 170 to 200 million barrels, are substantially larger, but face major political and en-

<sup>12</sup> An additional electricity source would still be necessary due to the intermittent nature of wind generated power.

<sup>13</sup> Established in 2002 under Senate Bill 1078 and accelerated in 2006 under Senate Bill 107, California's Renewables Portfolio Standard (RPS) requires electric corporations to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010. A new target of 33 percent by 2020 was established in September 2009 by Governor's Executive Order S-21-09.



vironmental barriers. Under current circumstances, it would appear that peak production of oil has been reached in the County and, absent major policy changes, local production will likely decline while dependence on imported oil will likely rise.

Liquefied natural gas (LNG) imported via ship from foreign sources has the potential to furnish new supply, but such proposals on the California coast have met with strong opposition and several have been rejected or withdrawn. Two southern California offshore (LNG) terminals (Clearwater Port and Esperanza Port) are still pending. In addition, 50 to 70 percent of the natural gas from the new LNG terminal in Ensenada, Baja California will be available to Southern California by the end of 2009 (CEC 2008c).

### 17.7.2 Energy and Climate Change

Global climate change and emission of greenhouse gases (GHGs) are directly linked to energy use. If state policy to significantly reduce GHG output is to be implemented, energy production and use will need to substantially change.

The potential impacts of climate change on energy production and use are still uncertain, but include increased energy use for cooling, increased peak demand for electricity, increased energy used to pump water for municipal uses, changes in the fuel types and delivery forms of energy, and changes in energy consumption in key climate-sensitive sectors of the economy (Gray et al. 2008).

The State Water Project is the largest user of electricity in the State due to the pumping requirements over mountain ranges, while local water supplies are less energy intensive due to limited transport distances (Wilkinson 2002). Climate change-induced water shortages may reduce the amount of water available to generate hydroelectric power, reducing the 16 percent of the County's current supplies of electricity derived from this source, with both fiscal and energy production consequences (CEC 2008). For example, California's costs for electricity increased by \$3 billion during the 1987-1992 drought due to reduced hydroelectric power production (Wilkinson 2002). Climate change is predicted to reduce the reliability of California's hydroelectric power supplies due to changes in rainfall patterns, increased droughts and declining Sierra snow pack (DWR 2005). This reduction could also affect the City, which receives more than 14 percent of its power from hydroelectric sources.

If drought were to reduce available water below a safe threshold, the City may consider reactivating the desalination plant located near the waterfront. Operation of these facilities would be energy intensive, using an estimated 4,600 kWh of electricity to produce 1 acre-foot (326,000 gallons) of potable water (Carrollo 2009). By comparison, extraction of groundwater uses between 500 and 1,000 kWh to produce 1 acre-foot of potable water (Ferguson 2009). Improvements in energy efficiency may be possible using updated desalination technology; however, in order to reduce the energy impact of this facility, the City could pursue alternative energy sources to support operation.

## 17.8 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. In addition, Section 17.8, *Transportation Mitigation Measures* provides a comprehensive series of measures to reduce vehicle trips, the most significant measures

available to reduce future energy consumption.

### **RM ENERGY-1      TRANSPORTATION FUEL CONSUMPTION**

*The City should consider adding the following measures to the Plan Santa Barbara Circulation Element to promote trip reduction and reduced fuel consumption:*

- *Fuel Reduction Objective. Establish a performance-based objective for reduction of transportation fuel consumption by City residents and commuters to the City, such as 15 percent below 2007 levels by 2030<sup>14</sup>.*
- *Gas Tax for Reduction of Single-Passenger Commuting. Consider placing a measure on the ballot that would impose a City gas tax of 5 cents, all proceeds from which would go toward regional transportation efforts to reduce single-passenger commuting.*

### **RM ENERGY-2      RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ENERGY CONSUMPTION**

*The City should consider adding the following to the Plan Santa Barbara Environmental Resources Element to promote energy conservation:*

- *Green Building Ordinance. Consider further strengthening City green building ordinance requirements toward meeting Plan Santa Barbara Objective ER1, for citywide 50 percent reduction in fossil fuel use in buildings by 2020 and carbon neutrality by 2030.*
- *Solar Energy Provisions.*
  - *Parking Lot Solar Panels. Require solar photovoltaic panels to be installed over surface parking lots of 1/2 acre or more in size.*
  - *Passive Solar Design Guidelines. Require new commercial and multi-family projects to be consistent with the City Passive Solar Energy Design Guidelines.*
  - *Requirements for Solar Panels. For all new residential development and redevelopment of four or more units, and all commercial and industrial development or major redevelopment, include rooftop or other solar photovoltaic panels if physically feasible.*
  - *Incentives for Solar Panels. Provide expedited plan check and reduced permit fees for installation of rooftop solar panels in new residential development less than four units in size and existing residential, industrial, commercial, and institutional development.*
  - *Design for Future Solar Panels. For new commercial or multi-family projects, substantial additions to such buildings, and proposals for new equipment on commercial roof-tops, require that the location of a future solar panel be shown on plans, free of roof-top equipment or vent interruptions and with appropriate solar exposure.*
  - *Outdoor Lighting Standards. Consider establishing additional requirements for energy efficiency of outdoor lighting as part of the Outdoor Lighting Ordinance, which may include the following measures:*
    - *Full cut-off light fixtures at parking lots and on buildings, provided minimum safety standards are met;*
    - *Photocells or astronomical time switches on all permanently installed exterior lighting;*

<sup>14</sup> Quantifying 1990 levels can be challenging due to incomplete or non-comparable data. The 15 percent below baseline is considered acceptable as a substitute by CARB when referring to emissions compliance with AB32 and is thus included as a suggestion, but not a requirement.

- *Directional and shielded LED lights for exterior lighting; and,*
- *Exterior and security lights with motion detectors.*
- *Exterior Heat Gain Standards.*
  - *Establish standards for new development and for substantial redevelopment or rehabilitation (e.g., additions of more than 25,000 sf commercial or 100,000 sf industrial use) to reduce exterior heat gain of non-roof surfaces. Consider the following provisions:*
    - *Achievement of 50 percent paved surface shading with vegetation for repaved parking lot projects; and,*
    - *Use of paving materials with a Solar Reflective Index of at least 29, or open-grid paving systems.*
- *Green Roof Program*
  - *Provide assistance and incentives for new and existing construction to incorporate green roofs. Potential policies to consider are an informational campaign and expedited plan check for projects incorporating green roofs.*
- *Community Energy Program.*
  - *Consider the implementation of the following measures as part of ongoing City outreach and incentive programs to promote energy efficiency and conservation in the community:*
    - *An “energy efficiency challenge” campaign for community resident;*
    - *A low-income weatherization assistance program;*
    - *Energy conservation campaigns specifically targeted to residents and businesses;*
    - *Continued participation and support of the green business program of Santa Barbara County;*
    - *Exchange program for high-energy-use items (e.g., halogen torchiere lamps); and,*
    - *Strengthen the policy requiring energy upgrades at time of property sale.*



## 18.0 GLOBAL CLIMATE CHANGE

**Issues:** *The City may be affected by global climate change due to its physical effects (sea level rise, coastal bluff erosion, effects on water supply, etc.). The growth projected under Plan Santa Barbara would also incrementally contribute to global climate change due to increased emissions of greenhouse gases (GHGs) such as carbon dioxide. State law requires the City to address these long-range issues by:*

- *Vigorously implementing measures to reduce GHGs, such as expansion of successful programs to reduce vehicle trips, vehicle miles traveled and associated fuel consumption, and measures to conserve energy use in buildings; and*
- *Taking measures to protect people and property from the physical effects of global climate change such as coastal bluff retreat and coastal flooding, through additional shoreline management and other adaptive management programs.*

Global climate change is recognized by the United Nations, the U.S. Federal government, and the State of California as a significant issue with potential to adversely affect the planet's environment and public health, safety, and welfare. State legislative and regulatory directives (summarized below in Section 18.4, *Greenhouse Gas Evaluation Approach*) require City analysis of global climate change effects as part of Environmental Impact Reports (EIRs), and City actions to reduce greenhouse gases (GHGs) and plan for adaptation to global climate change.

Global climate change refers to substantial changes in measures of climate over time, such as average temperature, precipitation, and wind patterns (California Office of Planning and Research [OPR] 2008). This includes both changes due to natural variability and as a result of human activity (Intergovernmental Panel on Climate Change [IPCC]<sup>1</sup> 2007). The IPCC has determined that most of the observed increase in average global temperature since the mid-20<sup>th</sup> century is very likely due to human-generated GHG concentrations.

GHGs include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, and ozone in the atmosphere, as well as water vapor<sup>2</sup>. These gases absorb infrared radiation reflected from the Earth's surface and release it as heat, which maintains the temperature of our planet (i.e., "the Greenhouse Effect"). The Greenhouse Effect is essential to maintaining Earth's habitability; however, changes in the abundance of GHGs alter the amount of energy in the climate system and introduce many potential effects. Although natural fluctuations in climate are known to occur, it is extremely unlikely that the global climate change observed over the past 50 years can be due to known natural causes alone (IPCC 2007).



*Santa Barbara's waterfront and beaches may be subjected to inundation and flooding from sea level rise within the next 50 to 100 years.*

<sup>1</sup> The IPCC was founded in 1988 by the United Nations Environment Programme and the World Meteorological Organization and is responsible for compiling the knowledge on climate change documented in thousands of scientific publications worldwide in an objective manner.

<sup>2</sup> State law defines GHG to include the following: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, section 38505(g)).

Global atmospheric concentrations of GHGs have increased markedly as a result of human activities since the start of the Industrial Revolution (approximately 1750), and now far exceed values observed for thousands of years prior to the Industrial Revolution. The increase in atmospheric CO<sub>2</sub> concentration is believed to be primarily due to fossil fuel combustion and land-use changes (e.g., deforestation, desertification, urban sprawl), while increases in methane and nitrous oxide are thought primarily due to agricultural expansion and intensification. Over the last 250 years, the concentration of CO<sub>2</sub> in the atmosphere has increased 35 percent from a pre-industrial value in 1750 of 280 parts per million (ppm) to 379 ppm in 2005. More recently, global annual CO<sub>2</sub> emissions from fossil fuel combustion have increased by an average of over 12 percent over the period from the early 1990s to 2005 (IPCC 2007).

Key issues related to climate change include potential changes in water supply, increased fire risk, sea level rise, increased flood hazards, public health issues, changes in fisheries and other biological resources, and increased demands on State and City budgets.

The relationship between global climate change and the *Plan Santa Barbara* General Plan policy amendments and growth projections is discussed below in two contexts: the potential effects of global climate change on the City (discussed below in Section 18.1, *Climate Change Effects on the City*), and the potential for City growth and policies to incrementally contribute to global climate change through the generation of GHGs (discussed below in Section 18.5, *Future Citywide Greenhouse Gas Emissions*).

## 18.1 Climate Change Effects on the City

Based on regional models and available worldwide data, global climate change has the potential to adversely affect California and the city of Santa Barbara over the long-term in a variety of ways, many of which are not yet well understood. Key issues include potential changes in water supply, increased fire hazards, sea level rise, increased flood hazards, public health issues, impacts to fisheries and other biological resources, and increased demands on State and City budgets to address operations, maintenance, and capital improvements.

The potential effects of global climate change on the City are discussed in the individual impact sections of this document. A summary overview of potential global climate change effects on the City is provided below, drawn from the analysis in these other sections.

The facts and analyses in this section are based on data and research provided by recognized authorities on global climate change, including the Intergovernmental Panel on Climate Change (IPCC), California Air Resources Board (CARB), and the Governor's Office of Planning and Research (OPR).

Climate is generally addressed or modeled on a global or regional basis, and difficulties remain in reliably simulating and attributing observed temperature changes at smaller scales (IPCC 2007). As a result, the effects of global climate change on smaller geographic areas such as California or the City are typically grouped into Western U.S. regional models or assessments. However, recent literature does address current and future trends in California. A report released by the State in March 2009 provides analysis for coastal regions for a projected sea level rise of approximately 4.6 feet by the year 2100 (California Climate Change Center [CCCC] 2009). No focused studies of smaller areas such as the Central Coast are yet available.

However, the timing of global climate change effects is not clearly known. Over the last 100 years, global climate change has been identified as having reduced Sierra Nevada snow pack by 10 percent, caused sea levels to rise by an average of 7 inches off California, and decreased average flows in many rivers while increasing flooding (DWR 2005). However, it is unclear how closely events such as the 1986-1991 drought or recent local fires are linked to global climate change. In addition, it remains unclear if events such as further sea level rise will require substantial direct public or private adaptive actions by 2030, or whether planning and establishing programs and financing mechanisms to address potential future adverse effects of global climate change would suffice. In any event, addressing sources of increased CO<sub>2</sub> and other GHGs contributing to global climate change will be required under State law.



*Previous droughts have resulted in dry reservoirs and water rationing.*

### 18.1.1 Water Supply

California's water supply is derived from a combination of statewide and local sources, including surface runoff from the Sierra Nevada and local mountains, groundwater, and the Colorado River Basin. For the State as a whole, water supply sources are generally over-allocated, with long-term demand potentially exceeding physical or legal capacity (DWR 2009).

Over the past century, water sources in the southwestern U.S. have been subject to earlier peak streamflow due to earlier snowmelt, a decreased proportion of precipitation falling as snow, decreased mountain snowpack, decreased annual precipitation, increased frequency of heavy precipitation events, and increased periods of drought (IPCC 2008).

Scientific evidence indicates that global climate changes will likely stress existing water systems (DWR 2009). Although average global rainfall is projected to increase, California's variety of climates make uniform projections difficult. Further, annual rainfall in California is expected to decrease under reasonable worst case model projections (California Climate Action Team 2009). Even in areas where wetter winters are projected, snowfall is expected to decrease, and earlier snowmelt and runoff would reduce the runoff of water during the late spring and summer, thereby reducing water storage and the amount of water available for public use. Stream inflows to major reservoirs are projected to decline before mid-century (DWR 2009).

The City's three major existing water sources are the Santa Ynez River Watershed (Lake Cachuma, Gibraltar Reservoir, and Mission Tunnel), the State Water Project (SWP), and groundwater (City of Santa Barbara 2005). The yields from all of these sources have the potential to be affected and potentially reduced by projected changes in rainfall patterns, increasing temperatures, and potentially sea level rise associated with global climate change (Refer to Section 15.0, Public Utilities for more information about the City's water supply.)

#### ***Santa Ynez River Watershed***

No micro-scale climate models or specific projections have yet modeled the effect of global climate change on stream flow and associated yield of long-term water supplies from coastal watersheds such as the Santa Ynez

River. Most research on the effect of global climate change on water supply has focused on major reservoirs that are supplied by snowmelt and runoff from the Sierra Nevada Mountains.

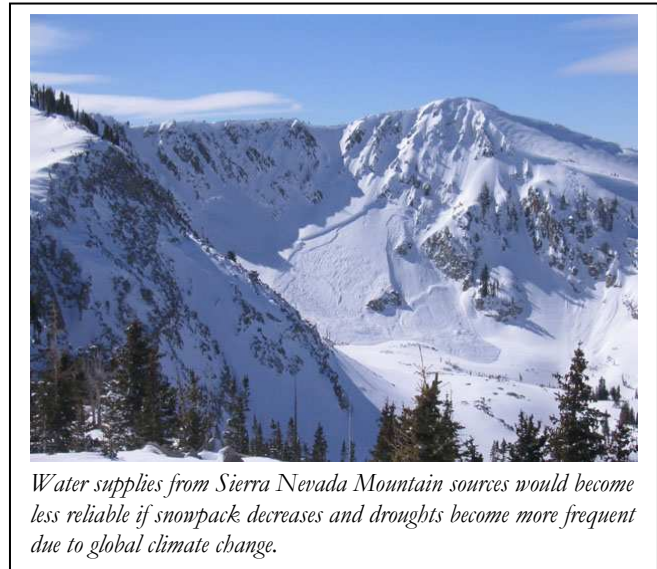
However, as discussed above, regional models indicate that rainfall patterns in the southwest and California will be substantially affected by global climate change. The most likely change in the Santa Barbara area is a shift to more extreme weather patterns, with rain occurring in infrequent major precipitation events, and longer, dryer summers. These trends could increase variability in streamflows within the Santa Ynez River watershed. Average temperatures and occurrences of heat waves are projected to increase, both of which could increase water demand and decrease supply through reduced stream flow and greater evaporation.

Extended dry periods can affect water supplies and the storage capacity of the Santa Ynez River watershed, which supplies 88 percent of the City's water supply.

### *State Water Project*

The SWP, managed by the California Department of Water Resources (DWR), provides at least part of the water supply for approximately 60 percent of California's residents, and provides flood control, power generation, recreational opportunities, and habitat enhancement for fish and wildlife (Wilkinson 2002).

In the late spring and early summer, higher elevation snowpack in the Sierra Nevada melts and flows into the Sacramento/San Joaquin River Delta where it is diverted to the SWP to supply southern California with much of its water (Wilkinson 2002). Surface water is imported into the Central Coast region through the SWP's Coastal Branch Aqueduct, which could provide up to 20 percent (3,300 acre-feet per year [AFY]) of the City's water supply when available (DWR 2005; City of Santa Barbara 2005).



*Water supplies from Sierra Nevada Mountain sources would become less reliable if snowpack decreases and droughts become more frequent due to global climate change.*

The State has initiated a major planning effort to address the effects of global climate change on both regional and local water supplies (DWR 2009). One of the resultant studies takes into account the effects of global climate change on SWP exports to southern California, with the exception of potential sea level rise impacts on the Sacramento Delta. The DWR authors concluded that annual exports from the Delta are expected to be reduced by approximately 7 to 10 percent by 2050 and by 21 to 25 percent by the end of the century.

The DWR authors concluded that annual exports from the Delta are expected to be reduced by approximately 7 to 10 percent by 2050 and by 21 to 25 percent by the end of the century.

Deliveries of SWP water could be reduced by more than 50 percent during a critical drought period (City of Santa Barbara 2005). During the last extended statewide drought that ended in 1991, SWP deliveries were reduced by approximately 70 percent (Wilkinson 2002). Further, recent modeling (e.g., Howat and Tulaczyk 2005; Rauscher et al 2008) suggests that projected changes in rainfall patterns and reductions in Sierra snowpack of 25 to 40 percent by 2050 will require major operational changes for the SWP and local water delivery systems<sup>3</sup>, in order to deal with the increased variability in supply. Such changes would be required to maintain the ability of these systems to meet water delivery requirements under changing climatic conditions.

<sup>3</sup> Changes could include additional storage capacity through groundwater banking, State Water Project Delta Conveyance project, etc.



### **Groundwater**

Groundwater supplies currently available to the City consist of approximately 16,000 AFY of available storage in the Santa Barbara Groundwater Basin, with an annual safe yield of approximately 1,400 AFY (City of Santa Barbara 1994, 2005). Groundwater supplies are primarily replenished through percolation from flow in local streams, such as Mission Creek, as well as inflow from adjacent bedrock. However, the City also actively manages groundwater supplies through conjunctive use, drawing upon groundwater to meet a portion of annual water demand, while increasing naturally-occurring groundwater recharge in wet years by releasing available

The City's groundwater supplies serve as a critical drought buffer and may become more important by 2030 if surface water supplies decline; however, groundwater may be limited by decreased recharge and potential for seawater intrusion.

excess Santa Ynez River water from Mission Tunnel into Mission Creek. Although the City draws upon groundwater as needed to meet ongoing demand, a primary goal of current groundwater management is to maintain the basin as full as possible to act as a reserve for periods of drought (City of Santa Barbara 2005).

Potential declines in surface water supplies may shift reliance to groundwater resources in California (Hayhoe et al. 2004). On the Central Coast, a growing demand for water and limited surface water supply is already leading to more dependence on groundwater (DWR 2005). Projections suggest that efforts to offset declines in surface water through increasing withdrawal on groundwater will be hampered by decreases in groundwater recharge in water-stressed regions, such as the southwestern U.S. (Gray et al. 2008). In coastal regions, sea level rise may also affect groundwater aquifers by causing an increase in the intrusion of salt water into coastal aquifers, depending on the groundwater gradients and pumping rates (Wilkinson 2002; DWR 2005). As was predicted by models, the salt water interface in the City's Downtown groundwater basin moved significantly closer to City production wells during high levels of pumping during the drought of 1986-1991 (Ferguson 2008). The basin has largely recovered in the last 15 years and the City has drilled new wells farther inland to minimize potential for future seawater intrusion. However, potential decreases in stream flow, increased frequency and duration of droughts, and possible increased reliance on groundwater has the potential to increase stress on City groundwater supplies, with possible associated salt water intrusion related to groundwater drawdown and/or sea level rise.

### **Water Quality**

The surface water in City creeks, as well as coastal beach water, have at times harbored levels of pathogens (e.g., bacteria, viruses) not meeting adopted water quality protection standards. The City has undertaken a wide range of measures to improve water quality in the area, which have resulted in dramatically improved conditions and reduction in instances of inadequate water quality.

Global climate change is projected to adversely affect surface water quality due to changing temperatures, decreased stream flow, runoff rates and timing, increased flooding, and the ability of watersheds to assimilate wastes and pollutants (Wilkinson 2002; DWR 2005). Higher temperatures and nutrient loads could reduce the oxygen content of water, negatively affecting aquatic organisms. More intense rain events could result in greater amounts of sediment, nutrients, pathogens, and toxic inputs into water bodies from non-point sources (i.e., urban runoff). (Gray et al. 2008). These factors could adversely affect water quality in City creeks such as Arroyo Burro and Mission creeks, and downstream beaches such as East Beach and Arroyo Burro (Hendry's) Beach (refer to Section 11.0, *Hydrology and Water Quality*). Sea level rise could also increase the risk of saltwater contamination at the SWP supply intake in the Sacramento-San Joaquin Delta, and intrusion into coastal aquifers such as the City groundwater basin (Wilkinson 2002). Refer to Section 11.0, *Hydrology and Water Quality* for more information on existing water quality and the potential influences of global climate change.

Overall, the implications of global climate change for the City's water supply and the quality of water in area rivers and creeks are likely to be adverse; however, existing policies and programs aimed at maintaining safe yields, identifying new sources, and encouraging conservation would help offset potential reductions in traditional City supplies or reductions in water quality.

### 18.1.2 Flooding of Creeks and Watersheds

Flood hazards in the City are largely related to the floodplains associated with Mission Creek in portions of Downtown, from the Laguna Channel and Sycamore Creek on the City's Eastside, and from Arroyo Burro Creek in the Upper State Street and Hitchcock Avenue areas and along Modoc Road.

Global climate change has the potential to increase both the frequency and severity of flooding from the City's creeks in several ways. First, increasingly erratic weather patterns are projected to result in an increase in high magnitude rainfall events, with possible increased flood flows, and the associated potential for an increase in the depth and velocity of floodwaters, resulting in a larger area subject to flooding.

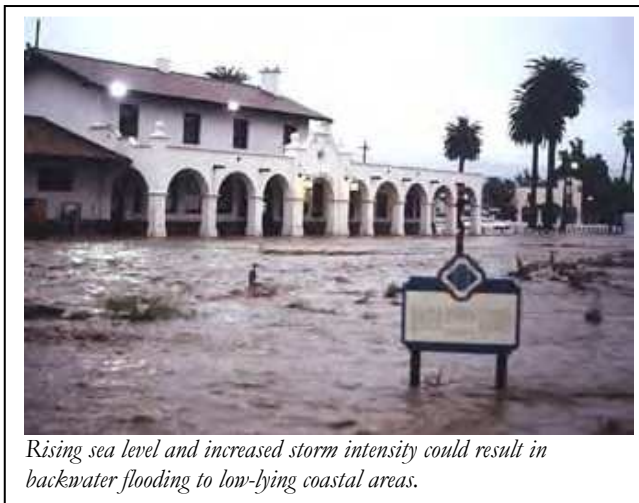
Second, increased fire frequency and severity could increase the vulnerability of areas downstream from burned watersheds in the Santa Ynez Mountains due to more rapid runoff from denuded watersheds and obstruction of creek channels by debris flows. Further, these two factors could interact to exacerbate flooding where a high rainfall event occurs over a denuded watershed.

Third, as described below, rising sea levels could exacerbate existing backwater effects along lower Mission and Sycamore creeks and particularly the Laguna Channel, causing periodic increases in the back-up of flood waters into developed areas of the City. Backwater flooding is an existing issue in lower-lying areas of the City and has been identified as a global climate change-related issue of concern in low-lying coastal areas (Florsheim 2004). In addition, if it becomes necessary to alter Lake Cachuma's operations to emphasize water supply retention in wet years as opposed to flood control, such changes in operating rules may occur at the expense of some potential for increased flooding outside the City along the lower Santa Ynez River. Refer to Section 11.0, *Hydrology and Water Quality* for a discussion of existing flood zones.

### 18.1.3 Sea Level Rise

Based on tide gauge data, global sea level rise during the 20th century lies in the range of 3.1 to 13.0 inches, with an average rise of 7.1 inches (IPCC 2007). Data for the City over the full period does not exist, but the sea level rise for the coastline of the City from 1973 to 1999 totaled 3.4 inches (Zervas 2001). Average global sea level is predicted to rise between 7 and 23 inches by the end of the 21<sup>st</sup> century.

However, sea level rise could be much greater depending on the extent of polar ice sheet melting. Ice-sheet disintegration is a complex phenomenon and still involves many uncertainties which are reflected in the lack of published literature regarding the issue. Because of this lack of consensus, sea level estimates do not include the full effects of changes in ice sheet flow. For example, complete melting of the Greenland ice sheet could contribute approximately 23 additional feet to average global sea level rise (IPCC 2007).



*Rising sea level and increased storm intensity could result in backwater flooding to low-lying coastal areas.*

Current understanding of the effects of the receding ice sheets is too limited to provide a best estimate or an upper boundary for sea level rise at this time (IPCC 2007). The State has made specific projections of sea level rise of approximately 4.6 feet by 2100 (CCCC 2009). Sea level rise has the potential to adversely affect public and private facilities in the City in several ways, such as seawater intrusion into groundwater basins (refer to Section 18.1.1, *Water Supply* above), inundation of low-lying areas (refer to Section 18.1.2, *Flooding of Creeks and Watersheds* above), and coastal erosion and bluff retreat as described below.

### ***Coastal Erosion***

Erosion of beaches and coastal cliffs in Santa Barbara has the potential to substantially alter the City coastline over time. Studies suggest that erosion could accelerate as sea levels rise and the coast is exposed to higher waves (refer to Section 8.0, *Geological Conditions*). Higher water levels result in greater wave energy reaching higher on the shoreline and directly onto the face of cliffs. According to the best available models, the State projects the coastline of Santa Barbara County will recede by an average of 178 feet by 2100 (CCCC 2009) (Figure 18.1).

In Santa Barbara, this could include erosion along more than 2.5 miles of beaches that front low-lying coastal land, including East Beach, West Beach, and Leadbetter Beach. Such erosion could expose public facilities such as the coastal bike trail, public parking lots, the Cabrillo Bath House, and Stern's Wharf to periodic inundation and/or increased damage from wave action. Many of these City facilities already experience periodic moderate levels of damage from high tides and winter storms. The Leadbetter Beach parking lot, City beaches, coastal bike path, and area parking lots sustained damage during the El Nino storms of 1983. Increased erosion of these beaches could also impair recreation, with possible economic implications, as well as damage to sensitive habitats at the estuaries of Mission and Sycamore creeks.

Increased coastal erosion could also affect the almost 4 miles of coastal bluffs that front the Mesa and eastern Hope Ranch. Along this reach of coast, dozens of residences, Shoreline Park, and the Douglas Family Preserve could be exposed to increased bluff erosion associated with rising sea levels. The often ephemeral sandy beach and underlying rocky intertidal areas that front this section of coastline could be particularly susceptible to increased beach erosion, and related impacts to recreational use could occur. Bluff failures along this reach have resulted in periodic damage to Shoreline Park, as well as the loss of two homes and threats to several others. Many homes along this reach have limited remaining bluff setbacks and are thus more vulnerable to increased rates of bluff retreat and erosion.

Over the long-term, increasing beach and bluff erosion may increase requests for construction of seawalls, groins, or beach nourishment projects to protect public facilities and private structures. Coastal protection structures are documented to often have adverse effects on beaches and sand supply, whereas beach nourishment projects, while more environmentally benign, can be expensive and require repeat applications of sand (Titus 1991).

### ***Coastal Inundation***

Increased flooding associated with sea level rise is an identified concern for low-lying communities across Santa Barbara County (CCCC 2009). Much of the City waterfront, lower reaches of Downtown, and the lower Eastside are less than 10 feet above historic mean sea level. Even the lower projected sea level increases could adversely affect drainage and increase risk for seawater inundation in these areas (Figure 18.2).

The State projects that 1,300 people living in low, coastal areas of Santa Barbara County will be at risk from flooding in by 2100; the estimated cost in 2009 dollars to replace threatened structures is \$1.1 billion. (CCCC 2009).

**Figure 18.1: Coastal Bluff Erosion Hazard Zone**

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**Figure 18.2: Current and Predicted Future Coastal Flooding Due to Climate Change Sea-Level Rise**

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Flooding could result from the increased height of storm surges, flood flows, higher tides, and backwater flooding. In addition, erosion of some sand spits and dunes could expose previously protected areas to flooding. Currently, during high tides or major storm events, floodwaters from Mission Creek, the Laguna Channel, and Sycamore Creek can experience backwater conditions where elevated ocean levels prevent floodwaters from draining rapidly, causing increased upstream flooding. In addition, the City has multiple smaller drains which empty onto area beaches and could also experience backwater conditions associated with higher sea levels. Such backwater conditions are identified as a substantial global climate change-induced effect for coastal drainages (Florsheim et al. 2004).

### ***Wastewater Treatment***

Rising sea levels could potentially interfere with treated wastewater discharge and/or potentially increase flood hazards to treatment plants in low-lying areas (CCCC 2009). The City's El Estero Wastewater Treatment Plant is located within 0.25 miles of East Beach at an elevation of approximately 12 to 14 feet above historic mean sea level. This treatment plant currently discharges treated wastewater approximately 1.5 miles offshore in 70 feet of water. While it does not appear likely that the plant could be subject to flooding with modest rises in sea level, projections show that the El Estero facility would be increasingly vulnerable over time to a 100-year flood event with a 4.6-foot sea-level rise. Thus, the potential exists that rising sea levels may eventually require modifications in plant facilities or operations in the coming decades.

Overall, implications for the City related to global climate change-induced sea level rise are potentially substantial, especially with regard to coastal erosion and endangerment of existing coastal structures, as well as inundation and flooding of low-lying City areas. Mitigation measures listed in Section 8.0, *Geological Conditions* (i.e., MM GEO-1, Adaptive Management Planning) would be required to offset these potential effects.

### **18.1.4 Wildfires**

Significant wildfires have occurred in recent history across the Santa Barbara front-country, resulting in loss of life and injury, and the cumulative loss of over 1,000 homes, apartments, and other structures. Most recently, substantial fires occurred in 2008 and 2009, resulting in injuries, major evacuations, and nearly 300 homes lost. The Tea Fire (2008) and the Jesusita Fire (2009) cumulatively burned over 10,000 acres of the Santa Barbara front-country.

Increased wildfire activity over recent decades may reflect sub-regional responses to changes in climate, including unusually warm spring seasons, longer summer dry seasons, reduced winter precipitation, and earlier spring snowmelt, particularly in mid-elevation forests. Oscillations between periods of increased precipitation and periods of drought first increases vegetation due to rain (i.e., fire fuel or biomass), and then exposes vegetation to extreme fire conditions. Increased frequency and length of drought periods, warmer temperatures, and the consequent low moisture content in soils and vegetation have led to the observed increased wildfire activity (Westerling et al. 2006; Wilkinson 2002).



*More frequent periods of drought predicted to occur as a result of climate change could increase wildfire frequency and intensity.*

Global climate change projections of future decreased precipitation, increased temperature, longer, more frequent periods of drought, periodic high rainfall events with increased vegetation growth, and altered wind patterns have the potential to gradually increase wildfire risks in Santa Barbara in the coming decades. More frequent occurrences of “sun downer” wind conditions<sup>4</sup>, combined with warmer, drier summers, could escalate public safety risks and environmental and economic losses to wildfires (Wilkinson 2002). The portions of the 8-mile “front country” interface with the foothills of the Santa Ynez Mountains and Los Padres National Forests that have not recently burned may be particularly vulnerable (refer to Section 9.0, *Hazards* for wildland fire issues and Section 14.0, *Public Services* for fire service issues).

### 18.1.5 Public Health

Global climate change could potentially have substantial future effects on key biological, hydrological, and ecological systems that are integral to human well being.

Recent studies of the Los Angeles area project a six- to eight-fold increase in the number of heat wave days<sup>5</sup> by the end of the 21<sup>st</sup> century from the existing value of approximately 38 days (Tamrazian et al 2009). Under the worst-case scenario, the length of the heat wave season is forecast to increase by 9 to 13 weeks (Hayhoe et al. 2004)<sup>6</sup>.

The elderly, children, and the economically disadvantaged are at the highest risk for health-related impacts of climate change such as heat stroke, pathogens, and respiratory and cardiovascular diseases.

As a result, future heat-related mortality is projected to increase by five to seven times, and conditions such as heat cramps, fainting, heat exhaustion, and heat stroke are forecast to increase dramatically. Groups especially susceptible to these conditions are the elderly, children, the economically disadvantaged, and those with ailments and medical conditions (Hayhoe et al. 2004; Wilkinson 2002).

Global climate change is considered likely to increase the future risk and geographic spread of infectious diseases and related vectors, including mosquitoes and ticks that carry West Nile virus, Eastern and Western equine encephalitis, Bluetongue virus, and Lyme disease. Climate may also influence pathogens that result in gastrointestinal diseases through food- and water-borne exposures and may result in increased incidence of some diseases. However, interactions between temperature and viruses are not well established (Gray et al. 2008).

Global climate change is also projected to affect both natural and man-made air pollution and potentially alter the distribution and types of airborne allergens (refer to Section 6.0, *Air Quality* for existing air quality conditions). Increased temperatures may enhance the formation of ground-level ozone (i.e., smog), particularly in urban areas. Exposure to ground-level ozone, particulate matter, and certain GHGs (i.e., carbon monoxide, sulfur dioxide, and nitrous oxide) can exacerbate respiratory and cardiovascular diseases, weaken the body’s immune system, damage lung tissue, and potentially cause cancers and premature deaths. Additionally, warmer temperatures may enhance pollen production or alter the geographic distribution of plant species, leading to changes in the timing and/or duration of seasonal allergies and impacting the frequency and severity of asthma (Wilkinson 2002).

<sup>4</sup> Sundowners are downslope winds that often begin in the late afternoon or early evening. Their onset is typically associated with a rapid rise in temperature and decrease in relative humidity. In the most extreme sundowner wind events, wind speeds can be of gale force or higher, and temperatures over the coastal plain, and even coastal temperatures, can rise above 100°F.

<sup>5</sup> The definition of heat wave recommended by the World Meteorological Organization is when the daily maximum temperature of more than five consecutive days exceeds the average maximum temperature by 9°F, the normal period being 1961–1990. Other researchers (Tamrazian et al 2009) consider a heat wave to be defined by three consecutive days over 90°F. This document uses the latter definition.

<sup>6</sup> Los Angeles is the most comparable area to Santa Barbara for which studies have been completed. It is unclear to what extent Santa Barbara’s coastal climate would moderate heat -related changes.



The potential human health effects of global climate change on the City would be reduced through existing State, County, and City public health programs, and the gradual onset of global climate change would allow for sufficient time to respond to most public health issues. Proposed State and local measures to decrease emissions would offset potential effects on air quality. As a result, global climate change implications for public health within the City are expected to be less than considerable.

### 18.1.6 Energy Demand

There is substantial uncertainty about the potential effects of global climate change on energy demand, production, and distribution. Predicted climate change-induced impacts on energy include increased energy use for cooling, increased peak demand for electricity, increased energy used to pump water for municipal uses, changes in the fuel types and delivery form of energy, and changes in energy consumption in key climate-sensitive sectors of the economy (e.g., construction, agriculture, transportation) (Gray et al. 2008). Refer to Section 17.0, *Energy* for existing energy conditions.

Climate change is expected to result in increased peak demand for electricity, increases in energy used to pump water for municipal uses, increased energy used for cooling, and a potential reduction in California's hydroelectric power supplies.

The State Water Project is the largest user of electricity in the State due to requirements for pumping over mountain ranges. Local water supplies are less energy-intensive due to limited transport distances (Wilkinson 2002).

Global climate change-induced water shortages may reduce the amount of water available to generate hydroelectric power, reducing the 16 percent of the County's current supplies of electricity derived from this source, with both fiscal and energy production consequences (CEC 2008). For example, California's costs for electricity increased by \$3 billion during the 1987-1992 drought due to reduced hydroelectric power production (Wilkinson 2002). Global climate change is predicted to reduce the reliability of California's hydroelectric power supplies due to changes in rainfall patterns, increased droughts and declining Sierra snow pack (DWR 2005).

More frequent and longer heat waves during summer months in the future could also increase demand for electricity for greater use of air conditioning (Gray et al. 2008).

In summary, global climate change-induced increases in energy demand could be considerable, but would likely be accommodated through existing energy infrastructure. In addition, existing and proposed State and City policies encouraging and requiring energy conservation measures could offset much of climate change-induced energy demand.

### 18.1.7 Economy

#### *Fisheries*

The California marine region and marine ecosystems of the Santa Barbara Channel are susceptible to climate-induced changes. Changes already thought to be underway include greatly reduced zooplankton biomass and seabird populations in the waters of the Southern California Bight<sup>7</sup>, as well as distributional changes in many fish populations (Wilkinson 2002).

Changes in ocean temperatures have been shown to impact the distribution and abundance of many biologically and commercially important marine species.

<sup>7</sup> The Southern California Bight includes the California coastal waters from Point Conception to the U.S. border with Baja California, including the Channel Islands and large expanses of open water.

Such changes have the potential to adversely affect the City's marine fisheries which provide approximately 0.8 percent of Santa Barbara jobs and contributed \$64 million of annual revenue in 2000 (NOAA 2009). For example, warmer seawater during El Niño events causes squid fisheries to decline dramatically. Market squid landings declined to less than 1,000 metric tons during the 1997-1998 El Niño from 110,000 tons (Wilkinson 2002 referencing Boesch et al. 2000).

Benthic rockfish and most invertebrates (e.g., abalone) respond more slowly to thermal changes, often by a gradual northward extension of the range and a loss of the southern portions of the population. Higher storm frequency and/or longer intervals of elevated thermal conditions may result in periods of low reproduction, long enough to endanger the sustainability of these species and their stocks (Wilkinson 2002).

Increased storm intensity and frequency could uproot kelp forests and impact regeneration of mature kelp habitats, which are important to many commercial fish and benthic invertebrate species. In addition, critical marine upwelling, which is responsible for bringing nutrients to the surface, may be altered or become biologically ineffective due to changes in water temperatures (Wilkinson 2002).

### ***Tourism***

The tourism industry is a very important revenue-generating sector in California and in the City. The City attracts as many as 5.7 million visitors per year, with annual hotel taxes to the City exceeding \$15 million (Santa Barbara Convention and Visitor's Bureau 2009).

A key tourist draw in the City is the beach, however; many of California's beaches may eventually shrink due to sea level rise and increased erosion caused by winter storms. As sea levels rise, increasing volumes of replacement sand could be needed to maintain current beach width and quality, which already costs millions of dollars each year. As a result, some beach nourishment programs may no longer be viable (UCS 2007).

Future increases in wildfires and extreme heat events could reduce the number of tourists as more people may want to stay inside in controlled temperatures. However, extreme heat events could also cause more visitors to travel toward the coast from inland and larger urban areas such as Los Angeles.

Future increases in the frequency and intensity of winter storms, coastal flooding, or beach water quality issues could result in fewer off-season tourists. Changes in the marine ecosystem offshore could also likely result in distributional changes in many marine animal populations which could affect the whale watching, scuba/snorkeling, and recreational fishing tourism industry.

### ***Recreation***

Outdoor recreational activities such as camping, hiking, and beach-going could be affected by future changes to resources, such as shrinking beaches, shifting vegetation, declining stream flows, declining forest productivity, and increased wildfire frequency. Increased coastal erosion and water quality-related beach closures could affect swimmers, sunbathers, volleyball players, surfers, snorkelers/SCUBA divers, and other recreational users.



*Projected future beach erosion and decreases in ocean water quality could adversely affect the City's important tourism industry.*

Overall, potential global climate change-related implications for the economy are very uncertain; it is likely that some fisheries would be adversely affected while others may remain stable, while implications for tourism and recreation are even less clear. Most likely, changes due to global climate change would not be substantial enough to discourage a significant number of tourists from visiting the City.

### 18.1.8 Biological Resources

On the South Coast, one likely consequence of climate disturbance could be a shift of many species ranges to the north. Consequently, the Gaviota Coast could likely become more important for sustaining the region's ecological integrity. The native plants unique to California are vulnerable to global climate change, and it is projected that two-thirds of these "endemics" could suffer more than an 80 percent reduction in geographic range by the end of the century, according to a recent study (Loarie et al. 2008).

Researchers who are studying the impacts of global climate change on biodiversity note that we cannot reliably predict the fate of specific species. However, a general trend appears clear: in response to rising temperatures and altered rainfall, many plants could move northward and toward the coast, following the shifts in their preferred climate, while others, primarily in the southern part of the State and in Baja California, may move up into cooler mountain areas.

If plants are able to disperse in time to find more suitable habitat, research indicates that individual plants' ranges could shift by an average of 95 miles under higher global climate change scenarios, often with no overlap between the old and new ranges. Paradoxically, this could separate species that now live together: Substantial numbers of floral communities may be split up as some species move south and uphill while others move north and towards the coast. The shifting and shrinking ranges of endemic species would likely affect animal diversity as well.

The low elevation of coastal wetlands makes these coastal ecosystems vulnerable to the impacts of sea-level rise. Increased near-shore wave intensity and large storm events are predicted to increase shoreline erosion, breaking natural barriers and increasing the likelihood for more frequent and potentially permanent inundation. Areas permanently below the rising tide level could be converted to open water and lose value as wetland habitat.

An additional pressure from global climate change is the potential for increasing ocean acidification. Oceanic CO<sub>2</sub> uptake can result in chemical changes in seawater, and directly affect the calcification cycle and the ocean's array of calcifying organisms. This complex chemical phenomenon can result in both reduction of certain calcifying organisms' ability to make shells for survival (e.g., coralline red algae and urchins), and the dissolution of already existing shells (Orr et al. 2005). Other biological effects of decreasing ocean water pH levels have been noted, including hypercapnia, a condition caused by excessive CO<sub>2</sub> in the blood, in fish and cephalopods (e.g., squids), adverse impacts to reproduction, metabolism and growth in some invertebrates, and beneficial and adverse impacts to various photosynthetic organisms (Polefka and Forgie 2008).

Overall, implications of global climate change for biological resources would be adverse and potentially considerable, especially for certain sensitive species that are not able to easily shift their range. Particular strategies for aiding species to adapt to global climate change may vary; however, preserving larger contiguous habitats and linkages between habitats may aid in species adaptation and migration. For aquatic species in area streams such as the southern steelhead, minimizing water withdrawals to maintain stream flow, and preserving or restoring riparian woodland to provide shade and cover may assist such species in adapting to changes in stream flows. However, there are no guaranteed methods to fully offset global climate change

impacts on individual species; only substantial reductions in existing and future GHG emissions would arrest or reverse future global climate change impacts on biological resources.

### 18.1.9 Recommended Measures for Adaptation to Climate Change Effects

Regardless of how successful actions prove in limiting GHG emissions, some impacts of global climate change have already begun to occur and will continue to occur as a result of past or current GHG emissions. Even if all GHG emissions were stopped today, temperatures are projected to continue to rise through the rest of the century, inevitably resulting in some degree of global climate change. Consequently, a proactive global climate change plan must include the development of parallel efforts to ease adaptation to the environmental changes that may occur.

Examples of these types of efforts, as suggested by the State in the 2009 Climate Adaptation Strategy (California Natural Resources Agency 2009) are listed below. For coastal areas, improved shoreline management and managed retreat for exposed structures and facilities are under consideration. For sensitive species, retaining contiguous habitat areas and links between urban area habitats and larger open space areas may aid in migration of species, and restoring degraded habitats may provide flexibility and added range for limited species.

#### 2009 State of California Climate Adaptation Strategy

##### Local Government Guidance:

- **Setbacks:** Mandatory construction setbacks can be imposed to prohibit construction and significant redevelopment in areas that will likely be impacted by sea-level rise within the life of the structure.
- **Additional Buffer Areas:** Additional buffer areas can be established in some places to protect important cultural and natural resource assets.
- **Clustered Coastal Development:** Coastal development can be concentrated in areas of low vulnerability; this may also help in reducing carbon emissions from transportation.
- **Rebuilding Restrictions:** Rebuilding can be restricted when structures are damaged by sea-level rise and coastal storms.
- **New Development Techniques:** Building codes can be amended to require that coastal development incorporate features that are resilient to sea-level rise.
- **Relocation Incentives:** Federal, State, and local funding or tax incentives to relocate out of hazard areas.
- **Rolling Easements:** Policies and funding to facilitate easements to (a) relocate developments further inland, (b) remove development as hazards encroach into developed areas, or (c) facilitate landward movement of coastal ecosystems subject to dislocation by sea-level rise and other global climate change impacts.
- **Engineering Solutions:** New engineering approaches will need to be applied to ports, marinas, and other infrastructure that must be located on the shoreline, to maintain their function as the sea level rises.
- **Amend Local Coastal Plans and General Plans to Address Climate Change Adaptation:** By 2011, or within one year after development of the tools or guidance necessary to support such amendments, and if funding is secured, all coastal jurisdictions, in coordination with the California Coastal Commission, should begin to develop amended Local Coastal Plans that include global climate change impacts.

Source: California Natural Resources Agency 2009.

*Plan Santa Barbara* proposed policies for adaptation to climate change effects include ER1-Climate Change, which directs that development and public facilities incorporate measures to adapt to climate changes; ER2-Emergency Response Strategies and Climate Change, which directs incorporation of climate change effects such as extreme weather events and sea level rise into emergency response planning; ER3-Comprehensive

Climate Change Action Plan, which directs preparation of a plan as specified in AB 32, to include planning for adaptation to climate change; and ER4-Urban Heat Island Effect, which directs measures to minimize impermeable surfaces, increase vegetation, and provide incentives for green roofs. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

This EIR has also identified mitigation measures and recommended measures that would further address adaptation to climate change, including for

- biological resources (*MM BIO-1.a Important Upland Habitat and Corridor Areas Program, RM-4 Urban Forest and Individual Specimen Trees Protection*)
- coastal bluff retreat and sand supply (*MM GEO-1.a Adaptive Management Planning, Updated Bluff Retreat Guidelines, and Shoreline Management Plan; RM GEO-1.a Siting of Development and Public Facilities*)
- wildfire hazards (*RM HAZ-3 Water Systems and Supplies*)
- sea level rise (*MM HYDRO-1 Adaptive Management Planning: Flooding and Groundwater*)
- water supply (*RM PU-1 Long-Term Water Supply Plan Update*)

## 18.2 Existing Citywide Greenhouse Gas Emissions

Estimated existing and historical carbon dioxide and other GHG emissions generated citywide in Santa Barbara were calculated using the software package Clean Air and Climate Protection (CACP) 2009 (ICLEI 2009). This inventory of City GHG emissions is used as a baseline for projecting future City GHG generation, and for identifying City GHG reduction targets consistent with State legislative directives (discussed further in Section 18.3.2, *California Policies*).

### 18.2.1 Sources of Greenhouse Gas Emissions

This inventory of existing community GHG emissions focuses on activities that directly produce GHG emissions, and on the consumption of energy which indirectly produces GHGs at the source of energy production. It is these types of local activities that can be addressed by community-level emission reduction strategies. Specifically, this inventory addresses:

- Transportation GHG emissions
  - Automobile and truck petroleum combustion within the City and by commuters
  - Aircraft fuel (Jet A and aviation gasoline) combustion by aircraft flying in and out of Santa Barbara Airport
- Residential, Commercial, and Industrial energy consumption
  - Electricity consumption (indirect GHG emissions)
  - Natural gas consumption (direct GHG emissions)
  - Construction vehicle petroleum combustion
- Water, waste, and wastewater GHG emissions
  - Wastewater treatment (direct GHG emissions [primarily methane])
  - Solid waste decomposition (direct GHG emissions [primarily methane])
  - Energy consumption for SWP water pumping (indirect GHG emissions from electricity consumption)

The methodology used for this inventory does not include energy used in producing consumer goods imported from outside the community (e.g., automobiles, most consumer products, most of the City's food, etc.), nor does it include the potential for capture and storage of carbon by living plants (called biomass sequestration) nor the effects of wildfires<sup>8</sup>. Wood burning, while a substantial contributor to particulate emissions, is considered to be essentially carbon neutral and is not considered here.<sup>9</sup>

### 18.2.2 Emissions Inventory Calculation Assumptions

Emissions were calculated for 2007. Emissions for all sources except transportation and construction equipment were also calculated for 1990, allowing the City to evaluate status with respect to emission reduction targets of AB 32 (refer to Section 18.3.2, *California Policies*) and the Kyoto Protocol, to which the City is a signatory.

For some emission sources such as transportation, comparable data on vehicle miles traveled (VMT) was not available; as a result, the 1990 values for these emission sources were estimated to be 15 percent below current values, which is a method approved by the California Air Resources Board (CARB).

The year 2007 was selected as the existing environmental setting as this is the most recent year for which comprehensive data were available, and provides a snapshot of the current emissions setting. Emissions from 2004 were calculated and compared to 2007 to check that baseline data was not anomalous; the comparison revealed no anomaly in 2007 data and the 2004 analysis was not carried forward. In order to facilitate analysis, all GHGs were converted by the software into tons of "carbon dioxide equivalents" (tons CO<sub>2</sub>e), which consider the greenhouse potential of the various different GHGs in terms of the most common GHG, CO<sub>2</sub>.

Calculated GHG emissions are presented in Table 18.1 below. Complete assumptions and technical details for the GHG analysis are presented in Appendix K. (Refer also to Section 17.0, *Energy* for a further discussion of energy consumption within the City, electric power generation, natural gas and transportation energy sources, etc.; and Section 16.0, *Transportation*).

### 18.2.3 Existing Greenhouse Gas Emissions in Santa Barbara

#### *Transportation*

The greatest overall source of GHG within the City is gasoline consumption for transportation, which in 2007 represented double the GHG emissions of all non-transportation sources combined.

Values for City residents' use of Santa Barbara Airport (SBA) fuel consumption were estimated to be 50 percent of countywide aircraft fuel consumption, proportionate to SBA's percentage of countywide air traffic and City residents' use of the Airport (Santa Barbara County Association of Governments [SBCAG] 2007). This fuel consumption includes fuel burned outside Santa Barbara airspace.

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<sup>8</sup> Worldwide, wildfires release an amount of CO<sub>2</sub> into the atmosphere equal to 50 percent of that from combustion of fossil fuels (Bowman et al. 2009).

<sup>9</sup> As is the case for the rest of southern California, wood burned for heating fuel in Santa Barbara is typically sourced from industrial softwood reforestation projects and orchards in northern California and Oregon. The CO<sub>2</sub> coefficient for burning such "fuelwood" is generally considered to be zero. Carbon released from burning wood cycles in and out of the atmosphere very quickly when compared with the geologic time-scale of the carbon contained in fossil fuel. It is generally thought that the equivalent amount of carbon released by burning is re-sequestered in growing plant material, assuming that the ability of vegetation to perform this task remains stable (City of Eugene 2007). Though there is ongoing debate about the sequestration ability given the changing nature of forest and vegetation, for this inventory we have accepted the assumption in the CACP software model of a net zero GHG impact of wood burning.

**Table 18.1: Historic and Existing Greenhouse Gas Production From the City By Source (metric tons of CO<sub>2</sub>e<sup>1</sup>)**

		1990		2007	
		Total	Per Capita	Total	Per Capita
<i>Electricity Consumption<sup>2</sup></i>					
	Residential	70,082	0.82	54,553	0.61
	Commercial	99,471	1.16	77,464	0.86
	Industrial	56,517	0.66	29,620	0.33
<i>Natural Gas Consumption</i>					
	Residential	85,681	1.00	80,707	0.90
	Commercial	42,841	0.50	46,578	0.52
	Industrial	1,145	0.01	640	0.01
	<i>Construction Equipment (primarily diesel)<sup>3</sup></i>	355	0.004	418	0.005
	<i>Landfill Decomposition<sup>4</sup></i>	139,408	1.63	55,125	0.62
	<i>Water Pumping (SWP)<sup>5</sup></i>	N/A	N/A	611	0.006
	<i>Wastewater Treatment<sup>6</sup></i>	5,277	0.06	N/A	N/A
<b>Non-Transportation Subtotal</b>		<b>500,777</b>	<b>5.85</b>	<b>345,716</b>	<b>3.84</b>
<i>Transportation Fuel Consumption</i>					
Internal City Trips	Gasoline <sup>7</sup>	145,607 <sup>8</sup>	4.50	171,303	5.02
	Diesel <sup>7</sup>	73,788 <sup>8</sup>	0.86	32,854	0.96
Commute Trips	Gasoline <sup>7</sup>	150,089	1.74	176,575	1.96
	Diesel <sup>7</sup>	28,785	0.33	33,865	0.38
Other Non-Internal Trips	Gasoline <sup>7</sup>	348,783	4.05	410,333	4.56
	Diesel <sup>7</sup>	66,893	0.78	78,698	0.87
Aircraft Gasoline <sup>8</sup>		2,658 <sup>9</sup>	0.03	3,127	0.03
Jet Fuel <sup>8</sup>		40,506 <sup>9</sup>	0.47	47,654	0.53
<b>Transportation Subtotal</b>		<b>857,110</b>	<b>10.04</b>	<b>954,409</b>	<b>10.6</b>
<b>Total GHG Emissions</b>		<b>1,357,887</b>	<b>15.86</b>	<b>1,300,125</b>	<b>14.46</b>

<sup>1</sup> CO<sub>2</sub>e combines all GHGs into a single value based on the greenhouse potential of CO<sub>2</sub>.  
<sup>2</sup> Although the emissions from electricity generation do not occur within the City, the City's electricity consumption results in GHG emissions at the generation site which would not have otherwise occurred.  
<sup>3</sup> Construction emissions calculated using URBEMIS 2007 Version 9.2.4 based on the annual rate of development from 1990 to 2007.  
<sup>4</sup> Represents waste generated in the City and primarily sent to Tajiguas Landfill. A small amount of waste is sent to other landfills within and outside the County; this is also included in this value. The calculated emissions are only for the waste generated that year; decomposition emissions from waste that was disposed of in prior years (including those from the former Las Positas landfill) are not included. Does not account for methane that is captured for the recently installed fuel cell.  
<sup>5</sup> Energy consumed for water pumping within City boundaries is included in electricity consumption. The City did not use SWP water until after 1990. 2007 values assume usage of 631 AFY from SWP (refer to Section 15.0, Public Utilities).  
<sup>6</sup> In 2005 the City installed a fuel cell that uses methane from wastewater treatment to generate electricity rather than flaring the methane. Electricity consumption from wastewater treatment is included in electricity consumption.  
<sup>7</sup> VMT data is from Plan Santa Barbara traffic modeling; represents 2008 values.  
<sup>8</sup> Based on countywide aviation fuel consumption, assumes that 50 percent of countywide figures are from City residents using Santa Barbara Airport. Because it is based off fuel consumption, this figure includes take-off, landing and in-flight consumption.  
<sup>9</sup> Because reliable information for VMT in the City and aircraft operations at Santa Barbara Airport in 1990 is not available, GHG emission values for 1990 represent a 15 percent reduction over 2007 values per CARB guidance.

Because average vehicle fuel efficiency in the U.S. has not markedly improved since 1990 (Schipper 2008), the expected increased citywide VMT since 1990 has led to an increase in transportation-related GHG emissions within the City since 1990<sup>10</sup>.

<sup>10</sup> Comparable measurements to those used for Plan Santa Barbara baseline and forecast conditions are not available for 1990; however, what data is available, as well as anecdotal observation indicates a substantial increase in VMT and congestion since 1990.

### *Electricity and Natural Gas*

Indirect emissions of GHGs from City electricity consumption have dropped substantially since 1990 as a result of significantly greater reliance on renewable energy sources, newer and more efficient types of natural gas-fired powerplants, and elimination of all coal-fired generation in Southern California Edison's (SCE's) energy portfolio. Natural gas consumption has remained mostly flat.

### *Landfill*

The greatest percentage reduction in GHG emissions has come from landfill decomposition, where the major increase in diversion of paper, yard waste, and other organic wastes has resulted in a more than 60 percent reduction in landfill gas emissions. This GHG analysis does not include emissions resulting from ongoing decomposition of waste that was disposed of in prior years; thus, no emissions are included from the former Las Positas landfill (now the site of Elings Park), which was closed in 1965. It also does not account for methane emissions that are captured by the methane fuel cell at the Tajiguas landfill.

### *Water Conveyance*

To convey water to Southern California from the Sacramento-San Joaquin Delta, the SWP must pump it 2,000 feet over the Tehachapi Mountains, the highest lift of any water system in the world. Pumping 1 acre-foot of SWP water to Southern California requires approximately 3,000 kilowatt-hours (kWh) (or 3 megawatt-hours). To convey State Water to Santa Barbara from the Sacramento-San Joaquin Delta, it must be pumped over the Coastal Range in San Luis Obispo County and then into Lake Cachuma, requiring approximately 3,000 kWh per acre-foot. The City's utilization of SWP water in 2007 was 631 AFY. The City's recent deliveries of State Water have averaged approximately 540 AFY.

### *City Total and Per Capita Emissions (2007)*

Total GHG emissions from the City are approximately 1,303,368 metric tons of CO<sub>2</sub>e (refer to Table 18.1). This level represents a modest decline from the estimated total City GHG emissions from 1990 (1,357,887 metric tons of CO<sub>2</sub>e). This surprising result is mostly the result of major recycling and waste diversion efforts undertaken by the City since 1990 (see above), as well as substantially reduced GHG emissions from the electricity generation sources used by SCE. These reductions more than offset the relative large increase in emissions from transportation. The city of Santa Barbara per capita emissions (14.46 tons per capita) appear higher than those that have been calculated for other similarly-sized cities with limited industrial capacity such as Eugene, Oregon (8.6 tons per capita in 2005 [City of Eugene 2007])<sup>11</sup>. However, this Santa Barba-

#### **Apparent Trends in GHG Emissions from the City, 1990-2007**

Overall **GHG emissions** have increased somewhat since 1990 as a result of expected increased VMT.

- **Electricity consumption** now results in fewer indirect GHG emissions as a result of less coal-fired generation, increased use of renewable energy sources, and installation of more efficient combined cycle natural gas-fired power plants.
- Overall GHG emissions from **natural gas consumption** have remained relatively steady.
- Although citywide transportation data is not available for 1990, based on statewide trends, it is expected that GHG emissions from **transportation** would have been lower in 1990 as a result of lower overall VMT.
- GHG emissions from **solid waste decomposition** have dropped dramatically as a result of greater waste diversion and a smaller quantity of paper, wood, and organic materials being placed in Tajiguas landfill.

<sup>11</sup> Other inventories include San Diego (12 tons per capita in 2006), or California as a whole (13 tons per capita in 2006 [City of San Diego 2009]). As stated, the *Plan Santa Barbara* emissions inventory includes more sources than these other inventories (e.g., water pumping, commuting, wastewater treatment) so they are not directly comparable.



ra inventory captures more emissions factors than other community analyses to date; as a result the per capita emissions are not directly comparable to these other communities. A weakness of this and other GHG analyses is that they fail to capture the “upstream” GHG emissions of imported goods; if the GHG emissions associated with such items were quantified, it is expected that the City (and other cities with minimal industrial sectors) would have substantially higher GHG emissions inventories and per capita emissions, more comparable to cities with major industrial and manufacturing sectors such as Los Angeles.

## 18.3 Climate Change Policies

### 18.3.1 Federal Policies

The U.S. Environmental Protection Agency (USEPA) is the Federal agency responsible for implementing the Federal Clean Air Act. On September 30, 2009 USEPA proposed new criteria for GHG that define when Clean Air Act permits would be required under the New Source Review and Title V operating permits programs. The proposed criteria would tailor these permit programs to limit which facilities would be required to obtain permits, and would cover nearly 70 percent of the nation’s largest stationary source GHG emitters—including power plants, refineries, and cement production facilities, while shielding small businesses and farms from permitting requirements. These criteria are currently under review. No existing Federal regulations address reduction of GHG emissions or global climate change.

### 18.3.2 California Policies

The California Global Warming Solutions Act of 2006 (AB 32) recognizes that California is a major contributor to U.S. GHG emissions. AB 32 acknowledges that such emissions cause significant adverse impacts to human health and the environment, and therefore must be identified and mitigated where appropriate. AB 32 also establishes a State goal of reducing GHG emissions to 1990 levels by 2020 – a reduction of approximately 30 percent from projected State emission levels and 15 percent from current State levels, with even more substantial reductions required in the future (OPR 2008).

The State’s Climate Change Scoping Plan<sup>12</sup> that implements AB 32 proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, and improve public health, while creating new jobs and supporting growth in California’s economy (CARB 2008).

The California Air Resources Board (CARB) has also recently adopted a statewide GHG emissions limit for 2020 [427 million metric tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e)], an emissions inventory, and requirements to measure, track, and report GHG emissions by major industries (OPR 2008).

Recently adopted Senate Bill (SB) 97 amends CEQA to establish that GHG emissions and their effects are appropriate subjects for CEQA analysis, and directs the OPR to develop draft CEQA Guidelines for evaluating and mitigating GHG emissions and global climate change effects. The California Resources Agency adopted the Guidelines in January 2009 (OPR 2008).

The recent passage of SB 375 (Steinberg, Chapter 728, Statutes of 2008) created a process whereby local governments and other stakeholders must work together within their region to achieve the reductions speci-

<sup>12</sup> The measures in the Scoping Plan adopted by CARB in December 2008 will be developed over the next three years and be in place by the year 2012 (CARB 2008).

fied in AB 32 through integrated development patterns, improved transportation planning, and other transportation measures and policies. The Santa Barbara Association of Governments (SBCAG) is the lead agency for preparation of a regional plan for our area, a process that is underway in coordination with local jurisdictions.

California is also working closely with six other states and four Canadian provinces in the Western Climate Initiative (WCI) to design a regional GHG emissions reduction program that includes a cap-and-trade approach<sup>13</sup>.

### 18.3.3 Regional Plans and Policies

#### Relevant Plans and Regulations

- **Assembly Bill (AB) 32:** establishes a state goal of reducing GHG emissions to 1990 levels by 2020 and provides a comprehensive set of actions to reduce carbon emissions.
- **AB 32 Scoping Plan:** includes a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.
- **State Bill (SB) 97:** amends CEQA to establish that GHG emissions and their effects are appropriate subjects for CEQA analysis (effective July 1, 2009).
- **SB 375-** provides that regional councils set emissions-reducing goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new conscientiously-planned growth patterns.
- **OPR Draft CEQA Guidelines:** Establishes guidelines for the mitigation of GHG emissions or the effects of GHG emissions.
- **SB 107:** Requires investor-owned utilities to increase their total procurement of renewable energy by at least 1 percent of retail sales per year to meet the required 20 percent by 2010.

The County of Santa Barbara is currently developing a GHG inventory for unincorporated portions of the County, and will subsequently prepare a Climate Change Strategy document, in anticipation of the development of a full Climate Action Plan in the future. These documents and plans will be used by the County to identify the ways in which lands under County jurisdiction can reduce their GHG emissions to conform to AB 32 goals.

SBCAG is currently developing their own GHG inventory that would include all emissions within the County. Following this inventory will be the development of a Climate Action Plan for the County as a whole, which will allow for coordinated GHG reduction programs between multiple jurisdictions to achieve the maximum results. This Climate Action Plan will identify County- and City-specific targets for GHG reduction, in a manner consistent with AB 32.

Finally, the Santa Barbara County Air Pollution Control District (SBCAPCD) is developing a limited County-wide GHG emissions inventory (only including CO<sub>2</sub> emissions) for inclusion in the 2010 Clean Air Plan. This inventory is intended to be used for informational purposes only at this stage and is not expected to guide regional planning efforts.

<sup>13</sup> The WCI partners released the recommended design for a regional cap-and-trade program in September 2008.

## 18.4 Greenhouse Gas Evaluation Approach

### 18.4.1 Project Components

The analysis in Section 18.5, *Future Citywide Greenhouse Gas Emissions* below estimates potential future GHG emissions in the City, assuming future development to the year 2030 under the proposed *Plan Santa Barbara* General Plan policies and growth scenario. This calculation of future GHG emissions is used to characterize the future contribution of the City to global climate change.

*Plan Santa Barbara* policies and programs that would address energy conservation and reduction in VMT and therefore GHG emissions reduction include the following: LG2-Limit Non-Residential Growth, LG9-Mobility Oriented Development Area (MODA), ER1-Climate Change, ER2-Emergency Response Strategies and Climate Change, ER4-Urban Heat Island Effect, ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER6-Local Renewable Energy Resources, ER7-Obstacles for Small Wind Generators, ER8-Facilitate Renewable Energy Technologies, ER9-Solar Energy, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, and C6-Regional Commuter Transit (refer to Appendix A). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

Land use planning decisions, such as measures that discourage or encourage automobile use, can have a direct effect on the generation of GHGs (IPCC 2007).

### 18.4.2 Evaluation of Future Citywide Greenhouse Gas Generation

Evaluation of GHG emissions follows guidance provided in AB 32, OPR's proposed amendments to CEQA guidelines, OPR's 2008 Technical Advisory, California Air Pollution Control Officers Association's (CAPCOA's) CEQA and Climate Change white paper, CAPCOA's Model Policies for Greenhouse Gases in General Plans, and comments from the State Attorney General's office on other General Plan EIRs (e.g., County of San Diego).

Future citywide GHG emissions calculations are derived from the modeling software package CACP 2009 (ICLEI), and compared against the existing citywide emissions generation (identified in Section 18.2, *Existing Citywide Greenhouse Gas Emissions*). Potential sources of GHGs are the same as those described for existing conditions (refer to Section 18.2.1, *Sources of Greenhouse Gas Emissions* above). Populations for the year 2030 were based on projected residential development under *Plan Santa Barbara* and alternatives (refer to Section 4.0, *EIR Growth and Policy Assumptions*) and the existing number of persons per residence (average of 2.4 persons per unit). The additional electricity and natural gas consumption that would occur in the City as a result of development under *Plan Santa Barbara* policies or alternatives were based on the projected development and existing per unit (residential) or per square foot (sf) (commercial or industrial) consumption rates. Different consumption rates were used for single-family units and multi-family units, the data for which came from SCE and which applies to the "Climate Zone" in which the City is located. Because the energy efficiency of future construction is expected to be greater than current construction, use of these rates produces a conservative estimate of future energy consumption. No estimates are available for the energy generation mix in 2030, so 2007 SCE-specific GHG emission coefficients (as included in the CACP 2009 software) were used. This also results in conservative estimates of future indirect GHG emissions from electricity consumption.

GHG emissions from future transportation fuel consumption under *Plan Santa Barbara* or alternatives were calculated based on the *Plan Santa Barbara* traffic model's projected VMT and the Caltrans MVSTAFF report's predicted fleetwide fuel economy and vehicle mix for 2030. This traffic model accounts for the effects of proposed *Plan Santa Barbara* policies to reduce trip generation and VMT, but does not take into account the potential effect on commute trips from potential changes in provision of affordable housing or the overall jobs/housing balance in the City. The model includes trips generated by projected development in the City's sphere of influence, which slightly inflates the GHG emissions. Recent federal fuel efficiency standards (modeled on the State's AB 1463), the Low Carbon Fuel Standard, and other future State and federal actions are expected to result in substantial reductions in the GHG emissions of new vehicles, and are expected to begin to influence the mixture of the vehicle fleet and the carbon content of fuel later in this decade. However, the future implementation of these measures is uncertain, and a substantial portion of the vehicle fleet in 2030 would likely continue to be older, less efficient cars. It is important to note that the current standard for vehicle fuel efficiency is 27.5 miles per gallon; yet the fleetwide fuel economy is approximately 18.3 miles per gallon. It is reasonable to expect that the future fleetwide fuel economy under these regulations will remain far below the new standard of 35 miles per gallon. Therefore, the potential future effects of these State and federal regulations have not been included in modeling of GHG emissions in an effort to provide a sufficiently conservative estimate of future emissions.

Calculation of GHG emissions from landfill decomposition assumes that waste diversion in 2030 would remain the same as currently exists (approximately 70 percent diversion), and that per capita solid waste generation rates would also remain the same as at present. Future solid waste disposal quantities are based off projected population growth and the existing per capita solid waste generation rate, which accounts for both residential and non-residential growth. Calculations of decomposition emissions utilize the factors in the CACP 2009 software package.

Emissions of GHG related to pumping of SWP water to Lake Cachuma were calculated by determining the amount of electricity required to deliver the water from its source in the Delta, approximately 3,000 kWh per acre-foot. The per capita usage of SWP water is assumed to remain the same as existing, which in 2007 was 0.00699 AFY per person. The electricity mix used is that for SCE, although other electricity providers provide the majority of the electricity for pumping.

Future GHG emissions calculations are considered as to whether they reflect a substantial increase in energy consumption and GHG emissions, and whether they are consistent with State regulations for limiting GHGs. Because the regional process for allocating GHG emissions reduction targets to individual cities and counties has not been completed for Santa Barbara County, this assessment is done qualitatively.

Existing City, State, and Federal policies and regulatory processes that serve to reduce generation of GHGs are identified (Section 18.2, *Existing Citywide Greenhouse Gas Emissions* above), and considered in the analysis below. Proposed *Plan Santa Barbara* policies and programs that would reduce GHG generation are also identified as part of the analysis. Recommended measures are identified that could further reduce GHG emissions as amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards.

Further details regarding the calculation of existing and future GHG emissions are provided in Appendix K, *Global Climate Change*.

As a new analysis requirement, specific criteria for evaluating the significance of GHG emission effects have not been established. This analysis uses the following guideline for determining significance, based on general guidance provided by the pending State CEQA Guidelines amendments scheduled to go into effect March 18, 2010, and the suggested guidance released in 2009 by the California Attorney General's office as

required by Senate Bill 97: Projected citywide greenhouse gas emissions may be considered to have a significant effect if they would be inconsistent with established GHG emissions targets specified in AB 32.

## 18.5 Future Citywide Greenhouse Gas Emissions

Total citywide GHG emissions under *Plan Santa Barbara* would be increased over existing levels by 21.1 percent (274,026 metric tons CO<sub>2</sub>e). The two primary sources of these emissions would be fuel combustion for transportation (i.e., gasoline, diesel) and energy consumption in buildings (i.e., electricity). These two primary sources are discussed separately below.

### 18.5.1 Citywide Transportation GHG Emissions in 2030 and Effects on Climate Change

Future development projected under the *Plan Santa Barbara* General Plan update would result in a gradual increase in number of vehicle trips and VMT. This increased vehicle travel would result in increased GHG emissions associated with consumption of fossil fuels (i.e., gasoline, diesel). Increased road and transit-related construction and maintenance required to accommodate increased traffic would generate additional indirect GHG emissions. New vehicle trips constitute by far the largest source of new GHG emissions associated with *Plan Santa Barbara*.

In total, citywide vehicular GHG emissions are projected to increase by 238,410 metric tons CO<sub>2</sub>e, or 26.4 percent by the year 2030 to a total of 1,142,038 metric tons CO<sub>2</sub>e (refer to Table 18.2). Including aircraft, transportation GHG emissions would increase by 242,760 metric tons CO<sub>2</sub>e, or 25.4 percent to a total of 1,197,169 metric tons CO<sub>2</sub>e.

Emissions Source		GHG Emissions		
		Citywide	Per Capita	Increase over Existing
<i>Vehicle Trips</i>				
Internal City Trips <sup>2</sup>	Gasoline	172,517	1.76	1,214 (0.7%)
	Diesel	35,526	0.36	2,672 (8.1%)
Commute Trips <sup>2</sup>	Gasoline	198,107	2.02	21,532 (12.2%)
	Diesel	40,796	0.42	6,931 (20.5%)
Other Non-Internal Trips <sup>2</sup>	Gasoline	574,234	5.86	163,901 (39.9%)
	Diesel	120,858	1.23	42,160 (53.6%)
<b>Vehicle GHG Emissions Subtotal</b>		<b>1,142,038</b>	<b>11.66</b>	<b>238,410 (26.4%)</b>
<i>Aircraft Use</i>				
Aircraft Gasoline <sup>3</sup>		3,367	0.03	240 (7.7%)
Jet Fuel <sup>3</sup>		51,219	0.53	3,565 (7.5%)
<b>Aircraft GHG Emissions Subtotal</b>		<b>54,586</b>	<b>0.56</b>	<b>3,805 (7.5%)</b>
<b>Total Transportation GHG Emissions</b>		<b>1,196,624</b>	<b>12.22</b>	<b>242,215 (25.4%)</b>
<sup>1</sup> CO <sub>2</sub> e combines all GHGs into a single value based on the greenhouse potential of CO <sub>2</sub> . <sup>2</sup> Based on VMT data from <i>Plan Santa Barbara</i> traffic modeling; includes trips from projected growth in the City sphere of influence. <sup>3</sup> Based on countywide aviation fuel consumption; assumes that 50 percent of countywide figures are from City residents using Santa Barbara Airport. Because it is based off fuel consumption, this figure includes take-off, landing and in-flight consumption. Assumes per capita aircraft usage is the same as baseline.				

Potential new trip generation and increased VMT associated with increased population under *Plan Santa Barbara* would be lessened or partially offset by implementation of transportation demand reduction and alternative transportation measures (e.g., changes in parking requirements, travel demand management, transit improvements, etc.), refer to Section 16.0, *Transportation*. Further, automobile trip generation and VMT of mixed-use development within the MODA are expected to be substantially lower than are associated with traditional suburban development.

Somewhat counter-intuitively, the land use and trip reduction measures contained in *Plan Santa Barbara* would be expected to increase average trip length from the existing 7.49 miles per trip to 9.00 because a higher percentage of short trips from in-fill development would be met through walking, transit, or biking. However, although VMT and resultant GHG emissions under *Plan Santa Barbara* are projected to increase, the trip reduction programs would materially slow the growth in VMT due to the associated shift in transportation modes and the elimination of many internal City trips. This is reflected in the reduction in GHG emissions for internal City trips, which nearly offsets the forecast increase in GHG emissions from commuting.

Measures to alleviate traffic congestion such as the U.S. Highway 101 widening project, as well as City projects to improve signal timing and install of roundabouts would tend to increase fuel economy and reduce GHG emissions. Fuel economy for on-road vehicles (which includes heavy trucks) in California is forecasted to increase 1.7 percent between 2008 and 2030, going from 18.255 miles per gallon (mpg) to 18.574 mpg (Caltrans 2009). If this conservative estimate were to be exceeded through technological improvements and changes in driver behavior, substantial reductions in future GHG emissions are possible.

Aviation and jet fuel consumption by aircraft at Santa Barbara Airport would be difficult to reduce through City policy changes because supply and demand for flights is driven more by regional and national economic conditions and airfare costs. One area in which improvements are being made at other airports is in air traffic control and minimizing delay. However, Santa Barbara Airport experiences minimal delays<sup>14</sup> and any improvements in efficiency would be incremental and likely not cost-effective.

This increase in GHG emissions would be roughly equivalent to the amount of CO<sub>2</sub> sequestered by 11,149,896 mature trees, or 95,000 acres of forest.

*Plan Santa Barbara* does address several of the means identified in the AB 32 Scoping Plan (CARB 2008) by which local jurisdictions might be able to reduce GHG emissions associated with transportation:

- Congestion pricing strategies (akin to those in place in London, England). Regional and local agencies, however, do not have the authority to pursue these strategies on their own, as Federal approval and State authorization must be provided for regional implementation of most pricing measures.
  - Not addressed under *Plan Santa Barbara* or proposed mitigation measures due to the reasons stated by CARB.
- Land use planning for sustainable communities which reduce dependence on the automobile
  - Addressed via *Plan Santa Barbara* Policies which direct the majority of new development to City areas best served by transit and walkable commercial areas (e.g., LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area, LG15-Sustainable Neighborhood Plans).
- Programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that en-

<sup>14</sup> Less than 0.2 percent of flights departing Santa Barbara Airport are delayed by weather, and less than 1 percent are delayed by air traffic issues. The bulk of delays are due to the air carriers themselves or incidents at other airports (<http://delaystats.aircraftdata.net/airport-delays/SBA/Santa-Barbara--CA--Santa-Barbara-Municipal.aspx>).

hance and complement land use and transit strategies can be implemented and coordinated by regional and local agencies and stakeholder groups.

- Addressed by several *Plan Santa Barbara* Policies (ER14-Lower Emissions Vehicles and Equipment, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities, and C6-Regional Commuter Transit). Also addressed in MM TRANS-2 (Reduce Traffic Demand).

*Existing Policies:* Existing, ongoing City policies and programs that address reduction of transportation energy consumption and resulting GHG emissions are contained within the adopted Circulation Element and include: the encouragement of multi-modal transportation and related facilities, reduction of drive-alone trips, improved efficiency in Downtown parking, and enhanced land use tools and strategies supportive of multi-modal transportation including incentives for mixed-use development. These measures were taken into account in the *Plan Santa Barbara* traffic model that was used to identify VMT for the proposed project.

*Proposed Policies:* Proposed *Plan Santa Barbara* policies that would help to reduce trip generation and associated fuel use and GHG production include LG4-Location of Residential Growth, LG9-Mobility Oriented Development Area, LG15-Sustainable Neighborhood Plans, EF4-Jobs/Housing Balance, ER14-Lower Emissions Vehicles and Equipment, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities, and C6-Regional Commuter Transit. These measures were taken into account in the *Plan Santa Barbara* traffic model that was used to identify VMT for the proposed project. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Impact Significance:* Even with these existing and proposed policies, the projected substantial increase in city-wide GHG emissions to the year 2030 generated from the additional transportation fuel use of future growth represents a significant contribution to global climate change, and would not be consistent with AB 32 directives to reduce statewide emissions to 1990 levels by 2020. Implementation of MM TRANS-2 (Reduce Traffic Demand) would substantially reduce VMT and trip generation associated with new and existing development. However, even with this mitigation, impacts to GHG emissions from transportation would be significant.

### **18.5.2 Citywide GHG Emissions from Buildings in 2030 and Effects on Climate Change**

Under *Plan Santa Barbara*, up to an estimated 2,795 new units of residential and 2.0 million sf of non-residential development could potentially occur within the City through the year 2030. Future development is projected to result in additional indirect and direct GHG emissions from expanded use of electrical power and natural gas.

Some of these future GHG emissions could be reduced through development of renewable sources of electrical generation (e.g., solar, wind, etc.); which is expected to occur during the *Plan Santa Barbara* planning horizon in order to comply with SB 1078 and SB 107. However, depending on the rate at which the renewable supplies actually come on line, a substantial increase in combustion of GHG-emitting fossil fuels (i.e., crude oil, coal, natural gas) for electricity generation could also be required. In addition, increased power demand may require construction and maintenance of additional power generation and transmission infrastructure, resulting in indirect additional GHG emissions.

Indirect GHG emissions resulting from citywide electric power demand are estimated to increase by about 8.0 percent annually by 2030 to 178,033 metric tons CO<sub>2</sub>e (Refer to Section 17.0, *Energy* for details regarding electricity demand). GHG emissions resulting from residential demand could increase by approximately 7.7 percent, and industrial and commercial uses could increase by 8.1 percent and 8.2 percent respectively, with commercial uses remaining the greatest contributor to GHG emissions from electricity consumption.

Direct GHG emissions resulting from citywide consumption of natural gas are estimated to increase by 8.8 percent to a total of 139,200 metric tons CO<sub>2</sub>e, (Table 18.3). Approximately 62 percent of this total would result from natural residential natural gas consumption<sup>15</sup>.

*Existing Policies:* Existing State and City energy conservation building code requirements (Title 22.82) would improve energy conservation in future buildings and reduce associated GHG emissions, as would other existing, ongoing City and private sector efforts to promote green building and sustainable development. Because calculations for future GHG emissions from electricity and natural gas consumption were based on historical rates of consumption from 2007, the effects of these existing, ongoing programs are not reflected in the GHG emission projections shown in Table 18.3.

*Proposed Policies:* Plan Santa Barbara policies that would help to reduce energy consumption in buildings and associated GHG generation include LG2-Limit Non-Residential Growth, LG3-Future Residential Growth, LG9-Mobility Oriented Development Area, ER3-Comprehensive Climate Change Action Plan, ER5-Energy Efficient Buildings, ER5-Energy Efficient Buildings, ER9-Solar Energy, CH8-Commercial and Mixed Use Development Standards and Guidelines, and H10-Density Incentive for Sustainable Resource Use. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

<b>Table 18.3: Annual Greenhouse Gas Production From Development in the City under Plan Santa Barbara, By Source (tons of CO<sub>2</sub>e<sup>1</sup>)</b>				
	<b>2030</b>			
	<b>Total</b>	<b>Per Capita</b>	<b>Change</b>	
<i>Electricity Consumption<sup>2</sup></i>				
Residential	58,754	0.606	4,201 (7.7%)	
Commercial	87,222	0.900	9,758 (12.6 %)	
Industrial	32,057	0.327	2,437 (8.2%)	
<i>Natural Gas Consumption</i>				
Residential	85,999	0.885	5,292 (6.6%)	
Commercial	52,468	0.542	5,890 (12.6%)	
Industrial	733	0.007	93 (15.2%)	
<i>Construction Equipment (primarily diesel)<sup>3</sup></i>	241	0.002	-177 (-42.3%)	
<i>Landfill Decomposition<sup>4</sup></i>	59,397	0.612	4,272 (7.8%)	
<i>Water Pumping (State Water Project)<sup>5</sup></i>	656	0.006	45 (7.4%)	
<b>Non-Transportation Subtotal</b>	<b>377,527</b>	<b>3.89</b>	<b>28,568 (8.2%)</b>	

<sup>1</sup>CO<sub>2</sub>e combines all GHGs into a single value based on the greenhouse potential of CO<sub>2</sub>.  
<sup>2</sup>Although the emissions from electricity generation do not occur within the City, the City's electricity consumption results in GHG emissions at the generation site which would not have otherwise occurred.  
<sup>3</sup>Construction emissions calculated using URBEMIS 2007 Version 9.2.4. Does not account for increased efficiency of the construction fleet.  
<sup>4</sup>Represents waste generated in the City and primarily sent to Tajiguas Landfill. A small amount of waste is sent to other landfills within and outside the county; this is also included in this value. The calculated emissions are only for the waste generated that year; decomposition emissions from waste that was disposed of in prior years (including those from the former Las Positas landfill) are not included. Does not account for methane that is captured for the recently installed fuel cell.  
<sup>5</sup> Emissions from SWP pumping are based on the 2007 per capita rate, extrapolated to 2030 population levels. Potential reductions in the City's SWP allotment are not accounted for. Emissions from water pumping within City boundaries are included in electricity consumption.  
 Note: In 2005, the City installed a fuel cell that uses methane from wastewater treatment to generate electricity rather than flaring the methane. Therefore it is assumed that no methane is produced from wastewater treatment in 2030. Electricity-related emissions from wastewater treatment are included in electricity consumption.

Additionally, implementation of an Adaptive Management Program (AMP), which would evaluate, provide feedback, and allow for revisions to components of the General Plan for achievement of Plan Santa Barbara goals, would allow for strengthening of energy conservation and GHG reduction measures throughout the 20-year planning period.

<sup>15</sup> Natural gas is also consumed for electricity production, but those GHG emissions are included in the electricity sector.



Because calculations for future GHG emissions from electricity and natural gas consumption were based on historical rates of consumption from 2007, the effects of these proposed policies and programs are not reflected in the GHG emission projections.

*Impact Significance:* Potential future development in the City to 2030 under *Plan Santa Barbara* policies could result in additional GHG emissions associated with citywide electricity and natural gas consumption. However, proposed *Plan Santa Barbara* policies, coupled with expected increases in energy efficiency of new residential and non-residential development, would be expected to result in substantially lower consumption of electricity and natural gas than historic rates (which were used to estimate future emissions) would predict. Further, increased use of renewable energy sources in electricity generation, as directed by SB 1078 and SB 107, would further reduce indirect GHG emissions from electricity generation. As a result, the increase in GHG emissions from energy consumption in buildings would be greatly reduced from the forecast in this document and the resulting increase would be considered less than significant.

Implementation of RM ENERGY-2 (Residential, Commercial and Industrial Energy Consumption) in Section 17, *Energy* would further increase energy efficiency and resultant GHG emissions of buildings in the City. Additional Recommended Measures that would also reduce or offset GHG emissions include RM CLIMATE-1 (Carbon Sequestration), RM CLIMATE-3 (Energy-Efficient City Facilities), and RM CLIMATE-4 (Renewable City Energy Sources) listed below in Section 18.10.

### **18.5.3 Summary of Greenhouse Gas Emission Impacts from *Plan Santa Barbara***

Existing and ongoing City and State programs and utility company measures have greatly minimized GHG emissions from sources such as landfill decomposition (84,283 fewer metric tons CO<sub>2</sub>e in 2007 as compared to 1990), energy efficiency of buildings (66,175 fewer metric tons CO<sub>2</sub>e in 2007 as compared to 1990 from natural gas and electricity consumption), and wastewater treatment (installation of the fuel cell at El Estero Wastewater Treatment Plant). As a result, the City's current GHG emissions are below estimated levels from 1990, despite a slightly increased population and substantially increased VMT. If the City were to maintain these GHG emission levels until 2020 with no further improvements, the City could potentially be considered consistent with AB 32.

In addition, GHG emissions under *Plan Santa Barbara* may be lower than those calculated for this EIR. For example, this analysis uses official State estimates of fleetwide fuel efficiency that reflect very minimal improvement in fuel economy through 2030; if electric vehicles or an alternative fuel type were able to become firmly established during that time it is reasonable to expect fuel efficiency to be substantially better than this estimate. Further, the calculations included here do not account for increasing building energy efficiency, which is very likely to occur during the 20-year life of *Plan Santa Barbara*.

Nevertheless, the GHG emissions forecasts presented here represent a reasonable worst-case scenario for GHG emissions within the City in the year 2030. Under *Plan Santa Barbara*, GHG emissions could increase to a level that would not be consistent with AB 32 and have the potential to conflict with attainment of as-yet-undefined regional GHG emission targets. It is likely that even with the application of extremely vigorous Transportation Control Measures like those in MM TRANS-2 (Reduce Traffic Demand), GHG emissions under *Plan Santa Barbara* could still exceed AB 32 goals of reducing emissions to 1990 levels by 2020. This exemplifies the challenges facing the State and local municipalities in reducing GHG emissions; it is likely that other cities in California with greater growth rates and less developed alternative transportation programs may fare much worse in their efforts to comply with the law.

Additional recommended measures which would partially offset GHG emissions associated with *Plan Santa Barbara* are RM CLIMATE-1 (Carbon Sequestration), RM CLIMATE-3 (Energy-Efficient City Facilities) and RM CLIMATE-4 (Renewable City Energy Sources) listed below in Section 18.10. RM ENERGY-2 (Residential, Commercial and Industrial Energy Consumption) in Section 17.0, *Energy* would further increase energy efficiency and resultant GHG emissions of buildings in the City.

## 18.6 Regional GHG Implications

Potential future development under the *Plan Santa Barbara* General Plan Update would incrementally contribute to regional increases in GHG emissions associated with energy consumption, including increased consumption of electricity, natural gas and non-renewable petroleum products used for transportation fuel. In addition to growth directly associated with *Plan Santa Barbara*, an additional 403 new homes and 178,202 sf of non-residential growth are also projected to occur in the City's sphere of influence, either through annexation to the City or as unincorporated area development.

Growth and development within the City's sphere of influence in such areas as the Las Positas Valley and the foothills could tend to consist of more single-family homes and thereby to be more energy-intensive than that for the City as a whole, resulting in greater GHG emissions from development in those areas. In addition, development in these outlying areas could tend to rely more heavily on the automobile for transportation, have longer average trip lengths, and be less served by transit (Refer to Appendix I, *Transportation*). As such, new growth in the sphere could also contribute more to increased GHG emissions from transportation. While existing and proposed policies as well as new technologies could help to reduce these new emissions, per capita GHG emissions are not forecast to drop significantly and overall GHG emissions, particularly those associated with use of fossil fuels would be expected to continue to increase with growth.

Growth in the South Coast will also contribute additional waste to Tajiguas landfill, resulting in additional GHG emission from waste decomposition. Expansion of the methane fuel cell at the landfill would potentially offset some of these increased emissions, but the extent of that offset is not yet clear.

Increased demand for energy associated with *Plan Santa Barbara* would combine with increased regional growth within the sphere, cities of Goleta and Carpinteria, County unincorporated areas, and UCSB to substantially increase overall GHG emissions across the South Coast. Similar to growth within the City, regional growth would likely display variations in direct and indirect GHG emissions, with in-fill development at UCSB and along the Hollister Avenue corridor in Goleta consisting of lower energy consuming multiple-family units in areas well served by transit, while growth in outlying areas, particularly unincorporated communities, would consist of larger single-family homes in areas underserved by transit. Any increased development on the South Coast would result in increased energy demand associated with water pumping from groundwater supplies, surface water supplies (e.g., Lake Cachuma), and SWP water.

Overall growth and development on the South Coast would also contribute to ongoing long-distance commuting associated with the jobs-housing imbalance and insufficient amount of local affordable housing. As currently projected, although *Plan Santa Barbara* would achieve a rough balance between jobs and housing growth, affordable housing production would not meet the needs of new workers, potentially contributing to increased long-distance commuting.

Existing and proposed regional and City policies that encourage energy conservation, such as the Traffic Solutions Program, regional bus services coordinated by SBCAG (e.g., Coastal Express), and energy efficiency standards required for new development would reduce but not halt projected substantial increases in

regional GHG emissions. Existing plans and policies, when combined with the mitigation measures outlined below, could reduce the City contribution to regional cumulative impacts to GHG emissions and global climate change, particularly those associated with increased demand for electricity and natural gas. The process now underway by SBCAG to establish countywide and City-specific targets for GHG emissions reductions (in compliance with AB 32) will provide a key planning framework around which major regional efforts can be organized. The SBCAPCD also provides recommended transportation, energy reduction and land use measures intended to be incorporated into projects to reduce air quality impacts, including emission of GHGs.

However, the continued reliance of regional growth on non-renewable fossil fuels for transportation would be expected to result in a significant cumulative effect of additional GHG emissions, contributing to global climate change.

The City contribution to the generation of regional GHG emissions would be expected to be cumulatively considerable (refer to Section 18.10 for recommended measures to lessen GHG emissions).

## 18.7 GHG Emissions of Alternatives and Effects on Climate Change

The three alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following identifies comparable effects of GHG emissions on global climate change. Table 18.4 presents a comparison of GHG emissions for *Plan Santa Barbara* and the project alternatives.

### 18.7.1 No Project/Existing Policies Alternative

Potential future development if existing General Plan policies continued is projected at up to an estimated 2,795 new units and approximately 2.3 million sf of non-residential space by 2030, with total non-residential development slightly greater than that projected for *Plan Santa Barbara*. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 sf of non-residential development.

Development would continue under the existing City policy framework, variable density ordinance, and Land Use Map, as well as policies and programs that manage the City's public utilities. Historic in-fill and mixed-use development trends would continue. Development is anticipated to consist of generally larger multiple-family homes in the urban core, and some potential for development of single-family homes in outlying areas to meet housing demand.

The No Project Alternative is projected to result in total GHG emissions that are 23 percent (301,650 metric tons CO<sub>2</sub>e) greater than existing levels, and 2.0 percent (30,867 metric tons CO<sub>2</sub>e) greater than those forecast under *Plan Santa Barbara*.

Direct and indirect GHG emissions from electricity and natural gas consumption would be increased by 10.4 percent (30,243 metric tons CO<sub>2</sub>e) compared to existing conditions, and would be 0.8 percent (2,572 metric tons CO<sub>2</sub>e) greater than under *Plan Santa Barbara* (refer to Table 18.4). These GHG emissions could be incrementally greater than those projected to occur under *Plan Santa Barbara*, due to potentially larger average unit sizes and more non-residential development. Emissions from sphere of influence growth would add additional incremental increases in emissions to this total but are not included in these calculations as it is unclear under which agency such development would occur.

**Table 18.4: Citywide GHG Emissions Under the Project and Alternatives, 2030, metric tons of CO<sub>2</sub> equivalents**

Emission Source	<i>Plan Santa Barbara</i> (2,795 units, 2.0 mil sf non-residential)		No Project (2,795 units, 2.3 mil sf non-residential)		Lower Growth (~2,000 units, 1.0 mil sf non-residential)		Additional Housing (~4,360 units, 1.0 mil sf non-residential)		
	Total	Per Capita	Total	Per Capita	Total	Per Capita	Total	Per Capita	
<b>Electricity Consumption <sup>1</sup> (Indirect)</b>									
Residential	58,754	0.606	58,754	0.606	57,539	0.605	60,959	0.604	
Commercial	87,222	0.900	88,803	0.915	82,343	0.866	82,343	0.816	
Industrial	32,057	0.327	32,057	0.333	30,024	0.316	30,024	0.298	
<i>Total GHG From Electricity Consumption</i>	<i>178,033</i>	<i>1.835</i>	<i>179,644</i>	<i>1.852</i>	<i>169,906</i>	<i>1.786</i>	<i>173,326</i>	<i>1.718</i>	
<b>Natural Gas (Direct)<sup>1</sup></b>									
Residential	85,999	0.885	85,999	0.885	84,469	0.888	88,777	0.880	
Commercial	52,468	0.542	53,429	0.551	49,526	0.521	49,526	0.491	
Industrial	733	0.007	733	0.007	686	0.007	686	0.007	
<i>Total GHG From Natural Gas Consumption</i>	<i>139,200</i>	<i>1.435</i>	<i>140,161</i>	<i>1.443</i>	<i>134,681</i>	<i>1.416</i>	<i>138,989</i>	<i>1.377</i>	
<b>Construction Vehicles (primarily diesel)</b>	<b>241</b>	<b>0.002</b>	<b>253</b>	<b>0.003</b>	<b>202</b>	<b>0.002</b>	<b>445</b>	<b>0.004</b>	
<b>Petroleum for Transportation</b>									
Internal City Trips	Gasoline	172,517	1.78	175,121	1.81	169,244	1.78	169,233	1.68
	Diesel	35,526	0.37	36,062	0.37	34,852	0.37	34,850	0.35
Commute Trips	Gasoline	198,107	2.04	200,663	2.07	183,714	1.93	153,892	1.52
	Diesel	40,796	0.42	41,322	0.43	37,832	0.40	31,691	0.31
Other Non-Internal Trips	Gasoline	574,234	5.92	594,690	6.13	549,952	5.78	462,095	4.58
	Diesel	120,858	1.24	122,463	1.26	113,250	1.19	95,158	0.94
Aircraft Jet Fuel Consumption		51,219	0.53	51,219	0.53	50,165	0.53	53,278	0.53
Aircraft Aviation Fuel Consumption		3,367	0.03	3,367	0.03	3,301	0.03	3,502	0.03
<i>Total GHG From Transportation</i>		<i>1,196,624</i>	<i>12.33</i>	<i>1,224,907</i>	<i>12.63</i>	<i>1,142,310</i>	<i>11.90</i>	<i>1,003,699</i>	<i>9.95</i>
<b>Public Utilities<sup>2</sup></b>									
Solid Waste Decomposition		59,397	0.612	59,397	0.612	58,228	0.612	61,784	0.612
Potable Water Delivery <sup>3</sup>		656	0.007	656	0.007	643	0.007	682	0.007
<i>Total GHG from Public Utilities</i>		<i>60,053</i>	<i>0.619</i>	<i>60,053</i>	<i>0.619</i>	<i>58,871</i>	<i>0.619</i>	<i>62,466</i>	<i>0.619</i>
<b>TOTAL ANNUAL GHG EMISSIONS, 2030</b>		<b>1,574,151</b>	<b>16.22</b>	<b>1,605,018</b>	<b>16.54</b>	<b>1,505,970</b>	<b>15.83</b>	<b>1,378,925</b>	<b>13.66</b>

<sup>1</sup> Assumes that future construction will have the same energy consumption rates as the current building stock; while this may not be accurate it provides a conservative estimate.

<sup>2</sup> Indirect GHGs from electricity consumed for wastewater treatment and internal City potable and recycled water pumping are captured under commercial and or industrial electricity consumption.

<sup>3</sup> Includes pumping from SWP deliveries.

This Alternative could be expected to increase annual transportation GHG emissions by 28.3 percent (270,498 metric tons CO<sub>2</sub>e), including emissions from growth in the sphere of influence, roughly 2.4 percent (28,283 metric tons CO<sub>2</sub>e) greater than GHG emissions from transportation under *Plan Santa Barbara*. This Alternative would be assumed to continue but not expand existing parking and transportation demand management programs and those that promote alternative transportation. New development would also incrementally increase both new vehicle trips and trip lengths when compared to *Plan Santa Barbara*.

Thus, impacts to GHG emissions associated with the No Project Alternative would be more severe than those anticipated under *Plan Santa Barbara*. Existing plans and policies would reduce this alternative's potential energy demand and associated direct and indirect GHG emissions, particularly those associated with increased demand for electricity and natural gas. Nevertheless, a substantial increase in use of fossil fuels for transportation and associated GHG emissions is projected to result, resulting in significant impacts. Similar to the *Plan Santa Barbara* scenario, this alternative would be expected to also have a considerable contribution to cumulative GHG generation on the South Coast.

### 18.7.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve up to approximately 2,000 new units and 1.0 million sf of non-residential space by 2030, a lower amount of growth than permitted under the proposed project. Additional growth within the City's sphere of influence is projected to include 403 new homes and 178,202 sf of non-residential development.

Development would be assumed to continue under many of the existing City policies for land use, as well as existing programs and policies for energy conservation and vehicle trip reduction. The existing Land Use Map would remain in effect, and the variable density ordinance would be amended to reduce unit sizes, but not increase densities in the MODA. Anticipated development could consist of smaller multiple-family homes in the urban core, while more development of single- and multiple-family homes in outlying areas could occur.

The Lower Growth Alternative is projected to result in total GHG emissions that are 15.5 percent (202,602 metric tons CO<sub>2</sub>e) greater than existing levels, but 4.3 percent (68,181 metric tons CO<sub>2</sub>e) less than those forecast under *Plan Santa Barbara*.

Direct and indirect GHG emissions from electricity and natural gas consumption would be increased by 5.2 percent (15,025 metric tons CO<sub>2</sub>e) compared to existing conditions, and would be 4.0 percent (12,646 metric tons CO<sub>2</sub>e) less than under *Plan Santa Barbara* (refer to Table 18.4). It can be anticipated that per unit energy consumption and GHG emissions could be somewhat higher than that projected to occur under *Plan Santa Barbara*. However, because the level of residential and non-residential development would be substantially lower than under *Plan Santa Barbara*, overall consumption of electricity and natural gas and resultant GHG emissions would be substantially lower than *Plan Santa Barbara*. Emissions from sphere of influence growth would add additional incremental increases in emissions to this total but are not included in these calculations as it is unclear under which agency such development would occur.

This Alternative could be expected to increase annual transportation GHG emissions by 16.4 percent (187,901 metric tons CO<sub>2</sub>e), including emissions from growth in the sphere of influence, roughly 4.5 percent (54,314 metric tons CO<sub>2</sub>e) lower than GHG emissions from transportation under *Plan Santa Barbara*. Less residential and commercial development under the Lower Growth Alternative would generate fewer vehicle trips than *Plan Santa Barbara*, lowering overall VMT. This Alternative is assumed to continue but not expand existing parking and transportation demand management programs and those that promote alternative

transportation. Thus, this Alternative could exhibit higher rates of trip generation per unit of development than those projected to occur under *Plan Santa Barbara*. New residential development could also be lower density and more spread out, and have incrementally higher rates of both new vehicle trips and average vehicle trip lengths when compared to *Plan Santa Barbara*.

This Alternative would lower GHG emissions than those forecast for *Plan Santa Barbara* due to the lower amount of development. Existing plans and policies, when combined with the recommended measures outlined below, would reduce this Alternative's energy demand and GHG emissions, particularly those associated with increased demand for electricity and natural gas. However, the increase in citywide transportation fuel use would be expected to result in a substantial increase in GHG emissions and impacts would remain significant, although the emissions would be lower than under *Plan Santa Barbara*. The City GHG emissions under this alternative would be considered a considerable contribution to cumulative emissions on the South Coast.

### 18.7.3 Additional Housing Alternative

The Additional Housing Alternative is assumed to involve up to an estimated 4,360 new units and 1.0 million sf of non-residential space by 2030, a substantially greater amount of residential growth than under *Plan Santa Barbara* and a lower level of non-residential growth. Additional growth within the City's sphere of influence is projected to include 443 new homes and 178,202 sf of non-residential development.

Development would continue under many existing City policies, and the revised Land Use Map. The variable density ordinance would be amended to restrict unit size and allowable densities within the MODA would be greater than the changes under *Plan Santa Barbara*. Development would be anticipated to consist of smaller multiple-family homes in the MODA, while development of single-family homes in outlying areas could also occur to provide additional housing.

Overall, the Additional Housing Alternative is projected to result in total GHG emissions that are 6.1 percent (78,800 metric tons CO<sub>2</sub>e) greater than existing levels, but 12.4 percent (195,226 metric tons CO<sub>2</sub>e) less than those forecast under *Plan Santa Barbara*. This total GHG emission level would be only 1.5 percent (21,038 metric tons CO<sub>2</sub>e) above estimated 1990 GHG emission levels.

Direct and indirect GHG emissions from electricity and natural gas consumption would be increased by 7.9 percent (22,753 metric tons CO<sub>2</sub>e) compared to existing conditions, but would be 1.5 percent (4,918 metric tons CO<sub>2</sub>e) less than under *Plan Santa Barbara* despite the major increase in housing (refer to Table 18.4). Per unit demand for electricity and natural gas could be similar to those projected to occur under *Plan Santa Barbara*, with per unit increases in demand on utilities associated with outlying development offset by substantial development of smaller in-fill units using less energy. Due to the increased number of units projected, the Additional Housing Alternative could substantially increase overall residential demand for energy and associated GHG emissions. Energy consumption and GHG emissions from non-residential development could be substantially lower than under *Plan Santa Barbara*. Emissions from sphere of influence growth would add incremental increases in emissions to this total but are not included in these calculations as it is unclear under which agency such development would occur.

This Alternative could be expected to increase annual transportation GHG emissions by 5.2 percent (49,290 metric tons CO<sub>2</sub>e), including emissions from sphere of influence growth, roughly 16.1 percent (192,925 metric tons CO<sub>2</sub>e) lower than GHG emissions from transportation under *Plan Santa Barbara* despite the substantially greater population increase. This Alternative would be assumed to strongly expand parking and transportation demand management programs and those that promote alternative transportation. Thus, this

Alternative would exhibit substantially lower rates of trip generation per unit of new development than those projected to occur under *Plan Santa Barbara* and would also substantially decrease commuter trips associated with *existing* development, especially within Downtown. Due to greater densities of development within the MODA, new development could also have incrementally lower rates of new vehicle trips on average when compared to *Plan Santa Barbara*. However, average trip length could incrementally increase as more short range trips would be met by walking, biking, and transit. Therefore, although residential development could substantially increase under this alternative, compared to *Plan Santa Barbara*, consumption of nonrenewable fossil fuels for transportation would be expected to drop due to strong trip reduction strategies. Further, improvements to the jobs-housing balance could result in a smaller percentage of commuter trips into the City.

Although almost doubling population growth, this Alternative would substantially lower overall GHG emissions than those forecast for *Plan Santa Barbara* due to inclusion of vigorous trip reduction programs and reduced non-residential growth. Existing plans and policies would reduce this Alternative's energy demand and GHG emissions, particularly those associated with increased demand for electricity and natural gas. While this Alternative would have the lowest GHG emissions of any alternative, in order to bring GHG emissions from this Alternative back to 1990 levels, far reaching measures would be required; for example, a reduction of approximately 35 million annual VMT would be required. Accomplishing this would be equivalent of eliminating approximately 5,900 round trips per day<sup>16</sup>. Because this Alternative already includes a very rigorous set of Transportation Control Measures, such a reduction would be difficult to achieve. Therefore, this Alternative would have a substantially lesser but still significant and unmitigable impact on GHG emissions. The City GHG emissions under this Alternative would also be considered a considerable contribution to cumulative emissions on the South Coast.

## 18.8 Extended Range (2050) GHG Emissions and Effects on Climate Change

Development of the City through 2050 would effectively represent full build-out under proposed land use and zoning plans. The Extended Range Forecast assumes non-residential growth of up to 3.2 million sf and residential growth of up to approximately 8,620 units could occur over this approximately 40-year time frame. Development through 2050 is assumed to proceed under the existing City policy framework as amended by the proposed policies of *Plan Santa Barbara*, including existing and proposed policies and programs to reduce GHG emissions through reduction of trip generation and improvement of building energy efficiency. Development would be assumed to be consistent with the revised Land Use Element and Map, including the amended variable density ordinance that reduces unit sizes and increases allowable densities within the MODA. Anticipated development would be expected to consist of smaller multiple-family homes in the MODA, while development of additional single-family homes in more outlying areas could be expected to occur as less developable land remains within the City and sphere. It can be anticipated that per unit GHG emissions could be similar to those projected to occur under *Plan Santa Barbara*, although under existing regulations and initiatives (e.g., AB 32) it can also be anticipated direct and indirect GHG emissions of new buildings will continue to improve.

However, because the amount of development projected during this period could be approximately double that occurring to 2030 under *Plan Santa Barbara*, associated GHG emissions would be substantially higher

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<sup>16</sup> Assuming an average one-way trip length of 9.0 miles.

(Table 18.5). Potential changes in climate could also increase regional demand for heating and cooling, further increasing GHG emissions from building energy consumption.

Overall, GHG emissions from electricity and natural gas consumption by the year 2050 are projected to increase by 20.5 percent (59,311 metric tons CO<sub>2</sub>e), more than double the increase forecasted under *Plan Santa Barbara*.

GHG emissions from transportation fuel consumption could increase by 42 percent (401,758 metric tons CO<sub>2</sub>e) as compared to existing consumption, roughly 13 percent (159,543 metric tons CO<sub>2</sub>e) more than forecast under *Plan Santa Barbara* (refer to Table 18.5). Transportation GHG emissions are heavily influenced by long-term transportation modes and patterns and associated energy demand, which are currently difficult to forecast as new State and Federal initiatives to meet the challenges of potential peak oil production and global climate change have yet to be fully implemented. For example, over this 40-year period, new measures to improve rail service, create hybrid, electric or alternative fuel vehicles, and change patterns of urbanization may all significantly change transportation modes and patterns. These measures, the possible advent of peak oil production, and global climate change all have potential to greatly affect GHG emissions in the decades leading up to 2050.

**Table 18.5: Annual Greenhouse Gas Production From Development in the City under *Plan Santa Barbara* in the Year 2050 By Source (tons of CO<sub>2</sub>e<sup>1</sup>)**

	2050			
	Total	Per Capita	Change from Existing	
<i>Electricity Consumption</i> <sup>2</sup>				
Residential	67,458	0.608	12,905	
Commercial	93,115	0.839	15,651	
Industrial	34,513	0.311	4,893	
<i>Natural Gas Consumption</i>				
Residential	96,963	0.874	16,256	
Commercial	56,035	0.505	9,457	
Industrial	789	0.007	149	
<i>Construction Equipment (primarily diesel)</i> <sup>3</sup>	425	0.004	7	
<i>Landfill Decomposition</i> <sup>4</sup>	67,927	0.612	12,802	
<i>Water Pumping (State Water Project)</i> <sup>5</sup>	752	0.006	141	
<b>Non-Transportation Subtotal</b>	<b>417,977</b>	<b>3.77</b>	<b>72,261</b>	
<i>Internal City Trips</i>	Gasoline	195,429	1.76	24,126
	Diesel	40,244	0.36	7,390
<i>Commute Trips</i>	Gasoline	224,418	2.02	47,843
	Diesel	46,214	0.42	12,349
<i>Other Non-Internal Trips</i>	Gasoline	650,500	5.86	240,167
	Diesel	136,909	1.23	58,211
<i>Aircraft Jet Fuel Consumption</i>	58,600	0.53	10,946	
<i>Aircraft Aviation Fuel Consumption</i>	3,853	0.03	726	
<b>Transportation Subtotal</b>	<b>1,356,167</b>	<b>12.22</b>	<b>52,799</b>	
<b>TOTAL ANNUAL GHG EMISSIONS, 2050</b>	<b>1,774,144</b>	<b>15.98</b>	<b>474,019</b>	

However, within the framework of what is under City control during the Extended Range Forecast, programs to manage parking and transportation demand and promote alternative transportation as set forth in *Plan Santa Barbara* could be expanded. Further concentration of development within the City’s core could foster use of alternative modes of transportation. If current trends continue, the use of techniques such as telecommuting and virtual conferencing could materially affect commuting patterns. In addition, actions by the City, State and Federal governments to improve rail service could substantially increase use of this mode to connect the City to outlying communities such as Ventura. Therefore, although overall development



could substantially increase over this period, GHG emissions from consumption of nonrenewable fossil fuels for transportation could peak and begin to decrease.

Existing plans and policies, when combined with those in *Plan Santa Barbara* and the identified mitigation measures and recommended measures for Transportation, Energy, and Climate Change, could lessen long-term GHG emissions, particularly those associated with increased demand for electricity and natural gas. However, if reliance on non-renewable fossil fuels for transportation continues, the increase of GHG emissions would be substantial.

The Extended Range Forecast contribution to regional cumulative GHG emissions generation associated with increased electricity and natural gas consumption and transportation fuel could be reduced to less than significant with application of City and State conservation measures, new energy supply initiatives, and alternative travel technologies and modes. However, continued or increased reliance on fossil fuels for transportation in the longer-term would be expected to result in a substantial City contribution to South Coast GHG generation.

## 18.9 Mitigation Measures

Mitigation required to offset projected increases in transportation GHG emissions is listed as MM TRANS-2 (Reduce Traffic Demand) in Section 16.0, *Transportation*. Recommended measures RM ENERGY-1 (Transportation Fuel Consumption) and RM AQ-1 (Reduce Sources of Air Pollutants) would also contribute to mitigation of these increases.

### 18.10 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

#### ***RM CLIMATE-1 CARBON SEQUESTRATION***

*The City should consider adding the following policies to Plan Santa Barbara Environmental Resources Element:*

- *Pursue carbon sequestration through the planting of additional trees, with a goal of 1,000 new trees by 2030.*
- *Contribute to regional efforts toward carbon sequestration, such as revegetation of burned areas and brownfield conversions.*
- *Consider other carbon sequestration technologies as they become available.*

#### ***RM CLIMATE-2 LANDFILL FUEL CELL***

*The City should consider adding the following policy to Plan Santa Barbara Public Services and Safety Element:*

- *Work with regional partners toward the further development of methane-fuel cell, methane capture, and energy generation at Tajiguas Landfill.*

**RM CLIMATE-3 ENERGY-EFFICIENT CITY FACILITIES**

*The City should consider adding the following policy to Plan Santa Barbara Public Services and Safety Element:*

*Continue to implement programs through Sustainable Santa Barbara for retrofitting of municipal systems with energy efficient motors, pumps, and other equipment.*

**RM CLIMATE-4 RENEWABLE CITY ENERGY SOURCES**

*The City should consider adding the following policies to the Plan Santa Barbara Environmental Resources Element:*

- *Consider installation of low-wind speed wind turbines to supply electricity for City operations; interest-free funding could be sourced from Federal Clean Renewable Energy Bonds (CREBs).*
- *Consider installation of solar hot water heaters on City facilities.*
- *Monitor progress of ocean power (e.g., wave energy) pilot projects in the County and elsewhere on the West Coast, and consider pursuing installation of an ocean power project for City use if such projects become commercially feasible during the life of Plan Santa Barbara.*

**RM CLIMATE-5 STRONGER SOLAR ENERGY OBJECTIVE**

*The City should consider adding the following text to ER9-Solar Energy:*

- *Establish a citywide goal of 30 MW of new public and private solar energy capacity by 2030.*

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## 19.0 POPULATION AND JOBS/HOUSING BALANCE

**Summary:** *The central issues associated with growth inducement, jobs, and housing will be how to foster sustained economic vitality while improving the City and regional jobs/housing balance (especially that between jobs and affordable housing), through maintaining or increasing the City's historic achievement of providing 30 percent of all new residential construction as affordable housing. Approaches include:*

- *Securing sufficient long-term replacement funding to continue to subsidize high-priority affordable housing projects and to offset loss of Redevelopment Agency funding;*
- *Implementing City incentive/disincentive policies such as the Variable Density Ordinance to provide the maximum amount of workforce and affordable housing from privately sponsored development projects;*
- *Improving regional cooperation on the provision of affordable housing on the South Coast; and*
- *Fostering balanced economic activity that provides a mix of high wage and more modestly paid employment opportunities provide new workers the ability to afford housing on the South Coast.*

### 19.1 Existing Jobs/Housing Balance

This section describes the existing balance between jobs and housing within the city of Santa Barbara and in the larger South Coast region, with particular attention to affordable housing.

Identification of a ratio of jobs to housing (i.e., jobs/housing balance) measures how well a jurisdiction achieves providing a roughly equal number of jobs and housing units. However, a jobs/housing balance is a regional issue and not one that can be addressed by any one jurisdiction within a regional housing market (Clarke 2009; SBCAG 2004; City of Santa Barbara 2005). The South Coast of Santa Barbara County is recognized as a single housing market which extends from the City of Carpinteria west to the City of Goleta, including the city of Santa Barbara and all of the region's unincorporated communities (SBCAG 2004).



*Large institutions such as Santa Barbara County, with over 2,450 employees on the South Coast, are major contributors to the region's job base and resultant jobs/housing imbalance.*

Maintenance of a rough balance between jobs and housing in a region can address key sustainable development and environmental issues, including limiting long-distance commuting and regional traffic congestion, energy consumption, air pollution, and contribution to climate change. Additionally, when workers live in the same community where they work, they are more likely to be involved in the community, to be available to respond to emergencies, and to spend money in the local economy.

Ideally, the jobs available in a community should match the skills of the workforce, and housing should be available at prices, sizes, and locations for workers who wish to live in the area (SBCAG 2004).

A balance between jobs and housing in a region involves the overall number of residents to jobs, the number of employed residents to available jobs, and the relationship between housing costs and local wages and the affordability of housing for the region's workforce. Different approaches exist for measuring a jobs/housing balance; measuring the number of jobs to houses in an area, or the number of jobs to employed residents, with the second method potentially more accurate for communities such as Santa Barbara with large numbers of retirees and students.

On the South Coast, Santa Barbara County and the cities of Goleta, Carpinteria, and Santa Barbara are agencies with authority to address the region's jobs/housing balance through regulation of housing and job growth and provision of affordable housing. The Santa Barbara County Association of Governments (SBCAG) has responsibility for regional planning issues, including identification of regional housing needs, regional transportation, and climate change planning. The University of California at Santa Barbara (UCSB) and Santa Barbara City College (SBCC) also play a role in regional jobs/housing issues through enrollment or employment decisions and provision of student, faculty or employee housing.

A central policy issue of the region's jobs/housing balance is housing affordability relative to the number of jobs and available wages (Clarke 2009). The balance between affordable housing and jobs affects retention of critical service workers (e.g., police, firefighters, nurses, and teachers) and workers with low, moderate, or median incomes (SBCAG 2004). The current imbalance of jobs and affordable housing on the South Coast has substantial environmental and social impacts, including energy consumption, air pollution, and greenhouse gas generation from the estimated 30,000 long-distance commuters to the South Coast from North County and Ventura (Clarke 2009; SBCAG 2007b). Long-distance commuting also contributes to required commitment of limited governmental funds for projects such as the widening of U.S. Highway 101 between Santa Barbara and Ventura, and provision of enhanced rail service to western Ventura County (ECP 2003; Los Angeles Times 2006).

High housing costs have caused relocation of some manufacturing jobs and businesses to other communities, while long-distance commuting decreases the desirability of the South Coast for some businesses and employees (ECP 2003). Between 2004 and 2006, several major corporate headquarters moved out of Santa Barbara, including Fidelity Title and Tenet Health Care, resulting in a loss of 615 jobs. In response to these trends, major South Coast employers such as UCSB, Cottage Health System, Westmont College, and the Santa Barbara Elementary and High School Districts have proposed building or acquiring substantial amounts of employee housing. In order to recruit and retain employees, Cottage Hospital is building 115 townhomes at the site of the former Saint Francis Hospital (SBCHF 2007).

#### **Secondary Effects of a Jobs/Housing Imbalance**

An imbalance between jobs and housing, particularly affordable housing, may result in a range of undesirable impacts, including:

- Increased commute distances and time;
- Increased energy consumption, greenhouse gas, and air pollutant emissions from additional commuters;
- Critical service workers living outside the area (e.g., firefighters, nurses, school teachers);
- Increased business costs and difficulty retaining and recruiting employees;
- Change in demographic composition and impacts to the quality of life and community participation; and
- Indirect impacts on other communities that build housing, such as loss of habitat.

(SBCAG 2004; ECP 2003; Clark 2009; AMEC 2009).

### 19.1.1 Existing Population

**Regional Setting:** Santa Barbara County had an estimated population of 428,658 residents in 2008 with an estimated 218,576 residents on the South Coast and 210,000 residents in North County, concentrated in larger cities such as Santa Maria and Lompoc. With over 90,000 residents, the city of Santa Barbara is the County's second largest city, and is the jurisdiction with the largest population on the South Coast.

**Unincorporated Areas:** South Coast unincorporated areas support approximately 83,600 residents, with approximately 27,000 residents in eastern Goleta Valley, 18,000 in Isla Vista, 10,000 in Montecito, 1,700 in Toro Canyon, 1,500 in Summerland, and additional population concentrations in Mission Canyon and Carpinteria Valley (Leachman 2009; County of Santa Barbara 2007; Census 2000).



UCSB's recently constructed Manzanita Village and San Clemente supply 1,773 beds for student housing. The University has approval to construct 312 more units of housing, with plans for an additional 4,339 units by 2025.

**UCSB:** Located within County unincorporated area, UCSB enrolls approximately 21,000 students and supports 9,700 employees. An estimated 6,500 students are housed on campus, primarily undergraduates in dormitories on the Main and North campuses. The University also provides 65 units of faculty housing on the West Campus, as well as family student housing on North Campus. The majority of UCSB students reside in the adjacent community of Isla Vista, with lesser numbers in other nearby communities. Of the campus' 9,700 employees, approximately 46 and 25 percent live in the cities of Santa Barbara and Goleta respectively and 25 percent in unincorporated South Coast neighborhoods. Approximately 4 percent of the workforce lives outside of the South Coast (UCSB 2009).

**Goleta:** The City of Goleta was incorporated in 2002 and supports an estimated population of approximately 30,400 residents (California Department of Finance 2008).

**Carpinteria:** The population of the City of Carpinteria has remained relatively constant over the past 20 years with a population of approximately 14,000 (California Department of Finance 2008).

**Santa Barbara:** The city of Santa Barbara's population was 90,305 as of January 1, 2008, comprising 21.1 percent of the County's population and 45 percent of that on the South Coast (California Department of Finance 2008). Between 1990 and 2000, the City's population grew by an estimated 6,306 persons. However, between 2000 and 2008, estimates show the City population decreasing by 2,020 persons, an average decline over that period of 2.2 percent per year (Table 19.1; California Department of Finance 2008). However, while providing useful data for periods between the formal nationwide Censuses, such estimates may not as fully account for all populations (e.g., with language and/or socioeconomic barriers) as a formal Census.

The 2007 median age within the City was 36.5 years, compared to the County median of 34.2 years (U.S. Census Bureau 2000). In 2000, slightly fewer than 20 percent of City residents were less than 18 years old and 13.8 percent were senior citizens over 65 years old. In 2000, approximately 75 percent of the City's population was considered white with no other race identified in their heritage. The largest ethnic minority

**Table 19.1: Regional and Statewide Population Growth, 1980 – 2006**

	Population <sup>1</sup>				Annual Growth Rate (percent)		
	1980	1990	2000	2008	1980–1990	1990–2000	2000–2006
City of Santa Barbara	74,542	86,019	92,325	90,305	15.4	7.3	-2.2
County of Santa Barbara	298,915	371,400	400,923	428,658	19.5	8.0	6.9
State	23,770,855	29,760,021	33,871,648	36,756,666	2.5	1.4	1.7

<sup>1</sup> California Department of Finance 2008.

was the Hispanic community with just over 35 percent of the population, followed by Asians, making up 2.7percent of the population. Approximately 4 percent of the population had a mixed racial heritage (U.S. Census Bureau 2000).

Average household size declined from 2.46 persons per household in 2000 to 2.40 in 2008 (U.S. Census Bureau 2000; California Department of Finance 2008). Santa Barbara also had a lower proportion of family households (52.7 percent for the City compared to 65.5 percent for the County), due largely to a higher number of retirees and college students than are found in surrounding communities (UCSB 2008).

**19.1.2 Existing Employment**

**Regional Setting:** In February 2009, the labor force in Santa Barbara County was estimated at 222,600, while actual employment was 204,100 (EDD 2009). There are an estimated 110,312 jobs on the South Coast; about 48 percent are located within the City (UCSB 2008). Thus, the City with 45 percent of the South Coast’s population supports 48 percent of the region’s jobs. Top employment sectors are services, government, and retail trades. Seven of the South Coast’s ten largest employers are in the public sector, including UCSB, Santa Barbara County, SBCC, the Santa Barbara School District, and the city of Santa Barbara. The top four employers on the South Coast cumulatively employ 17,100 people (Table 19.2; UCSB 2008)<sup>1</sup>.

<b>Table 19.2: Top Ten Employers on the South Coast</b>	
<b>Employer</b>	<b>2008 Employment<sup>1,2</sup></b>
UCSB	9,723
Santa Barbara Cottage Hospital	2,762
County of Santa Barbara <sup>3</sup>	2,450
SBCC	2,157
Santa Barbara School District	1,618
Raytheon Electronic Systems	1,613
City of Santa Barbara	1,539
Sansum Clinic	1,100
Santa Barbara County Education Office	1,048
Bacara Resort	830

<sup>1</sup>UCSB 2008.  
<sup>2</sup> Includes part time workers  
<sup>3</sup>The County of Santa Barbara employs a total of 4,269 full-time employees countywide.

From 2001-2005, employment in the County grew by 3.1 percent or 5,566 jobs, primarily in the services, government, retail trade, and agriculture sectors; these are the County’s four lowest income sectors with average annual wages of approximately \$36,000, \$38,000, \$21,000, and \$20,000 respectively (SBCAG 2004).

The current recession, which began in 2007, has decreased property values, caused a decline in construction activity, and increased job losses (UCSB 2008). Job losses increased in 2008 and 2009, resulting in the loss of an estimated 7,000 jobs in Santa Barbara County. The unemployment rate in the County increased to 8.3

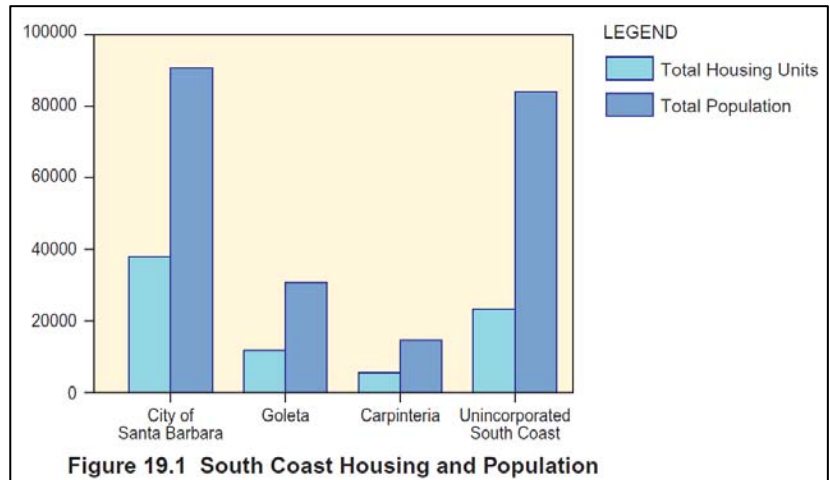
<sup>1</sup> The County’s total workforce of 4,269 employees is assigned to a number of campuses or offices. Approximately 57 percent (2,450) of the County’s employees are based on the South Coast, with primary employment centers being the County Administration complex and Courthouse in Downtown Santa Barbara and the “County Campus” located on approximately 300 acres of unincorporated land along Calle Real and Cathedral Oaks Road in eastern Goleta Valley.

percent in 2009, lower than the State and national averages of 11.4 percent and 9.4 percent respectively in mid-2009 (EDD 2009).

**Santa Barbara:** The City’s largest job sectors are services, government, and retail trade, with Cottage Hospital being the largest employer in the City followed by the County of Santa Barbara, SBCC, and the Santa Barbara School District (City of Santa Barbara 2004b; UCSB 2008). Total work force in the City is estimated at 56,000 while employment was estimated to be 52,700 jobs. The City’s unemployment rate was 5.8 percent in 2009, considerably lower than County, State, and national averages (EDD 2009).

**19.1.3 Existing Housing**

**Regional Setting:** Over the 40 years between 1960 and 2000, South Coast home supply increased from 34,000 to over 75,000, and development expanded outside of the City into Goleta, transitioning the region from rural to urban. In 2008, the South Coast had 78,000 housing units, with approximately 48 percent (37,675) of these units in the City, the largest number of housing units of the region’s jurisdictions (Figure 19.1, California Department of Finance 2008).<sup>2</sup>



Sixty percent of South Coast homes are single-family and 28 percent are multiple-family, including apartments, townhomes, and condominiums (Table 19.3). The city of Santa Barbara supports approximately 60 percent (16,974) of the South Coast’s 28,784 multiple-family homes. While single-family homes are the South Coast’s dominant urban land use, concentrations of multiple-family units occur in the city of Santa Barbara, Isla Vista, the Ellwood and Old Town areas in the City of Goleta, and portions of Carpinteria. Such multiple-family homes are typically more affordable than single-family homes, with rental apartments being the most affordable of all.

In 2007, the median housing value on the South Coast was over \$1,130,000 (UCSB 2008). Within this housing market, median housing prices vary substantially by city or region, with a low of \$745,000 in Carpinteria, to \$1,211,970 in the city of Santa Barbara (refer to Table 19.3) (UCSB 2008).<sup>3</sup> These prices are generally not affordable to most South Coast households; only a small percentage of residents can afford the median home price. High rents also prevail along the South Coast.

<sup>2</sup> The State Department of Finance provides housing-type statistics for each jurisdiction, but not for sub-areas, within jurisdictions such as County unincorporated communities (e.g., eastern Goleta Valley); recently available data for unincorporated communities includes the Isla Vista Master Plan and information gathered for the Goleta Community Plan Update. Data is unavailable for the mix of multiple-family vs. single-family homes in some areas of the County (e.g., Summerland).

<sup>3</sup> More recent comparable data for all South Coast jurisdictions is not readily available. Recent data for 2009 indicates that the median home value is just over \$1 million in the city of Santa Barbara, consistent with the slight decline in housing prices across the South Coast (City of Santa Barbara 2009c).



**Table 19.3: 2008 Overview of South Coast Housing Supply**

	City of Santa Barbara	Goleta	Carpinteria	Unincorporated South Coast <sup>1</sup>	South Coast Total
Total Housing Units	37,675	11,516	5,551	23,120	77,862
Single Family Units/% of total	20,183/53.5	7,458/64.8	2,593/46.7	15,821/68.4	46,055
Multiple Family Units/% of total	16,974/45.1	3,437/29.8	2,018/36.4	6,3552/27.5	28,784
Mobile Homes/% of total	518/1.4	621/5.3	940/16.9	944/4.1	3,023
Vacancy rate (%)	3.8	2.5	8.7	Unknown	-
Persons per Household	2.40	2.68	2.79	2.72	-
Est. Median Home Value (2007) <sup>3</sup>	\$1,211,970	\$972,698	\$745,171	Unknown	\$1,131,425

<sup>1</sup> County of Santa Barbara 2007; Leachman 2009.

<sup>2</sup> Includes multiple-family units in Isla Vista and eastern Goleta Valley. Estimates for multi-family units in Montecito and Summerland and rural unincorporated areas were not available, but are expected to be limited.

<sup>3</sup> UCSB 2008.

Source: California Department of Finance 2008.

**Housing Affordability:** The insufficient amount of affordable housing on the South Coast is a regional concern and only 5.1 percent of area households can afford the median home value (SBCAG 2004; UCSB 2008; AMEC 2009). High property values and limited supply also affect area rents which are well above the ability of low- and moderate-income households to afford under accepted standards of income percentage (Table 19.4)(City of Santa Barbara 2009c).

High housing costs have increased the importance of government mandates and programs to produce affordable housing. However, government-sponsored affordable housing is limited and comprises less than 7 percent of the region’s housing supply. Production of government-sponsored affordable housing is also limited due to lack of funding, regulations, citizen opposition, high construction costs, and land scarcity.

**Table 19.4: 2009 Rental Prices in the Cities of Santa Barbara and Goleta**

	Studio	1-Bedroom	2-Bedroom	3-Bedrooms
Average Monthly Rent <sup>1</sup> (2009)	\$995	\$1,442	\$1,700	\$2,300
Average Annual Rent (2009)	\$11,940	\$17,304	\$20,400	\$27,600

<sup>1</sup> Average is based on a sample of six apartment buildings (five in Santa Barbara, one in Goleta).

Source: City of Santa Barbara 2009c.

Affordable housing is that which is affordable for rent or purchase by households of low or moderate incomes which earn up to 120 percent of the area’s median income (City of Santa Barbara 2009c). On the South Coast, a family of four earning less than \$56,300<sup>4</sup> is a low-income household, while one earning between \$70,400 and \$84,500 is moderate-income household. High housing costs have caused local governments to recognize the importance of “workforce housing”, which is housing affordable to households making up to 200 percent of the median income (\$140,800 per year) (City of Santa Barbara 2009c). South Coast affordable housing programs are sponsored by local government agencies, private non-profit housing developers, Federal government rental subsidies, and limited privately-owned less expensive housing.

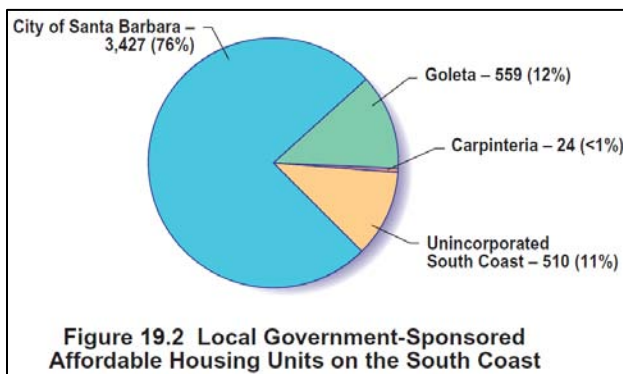
The city of Santa Barbara’s Redevelopment Agency is the largest source of funds for affordable housing construction on the South Coast.

<sup>4</sup> Median income is subject to economic fluctuation and is tracked and revised regularly by the HUD.

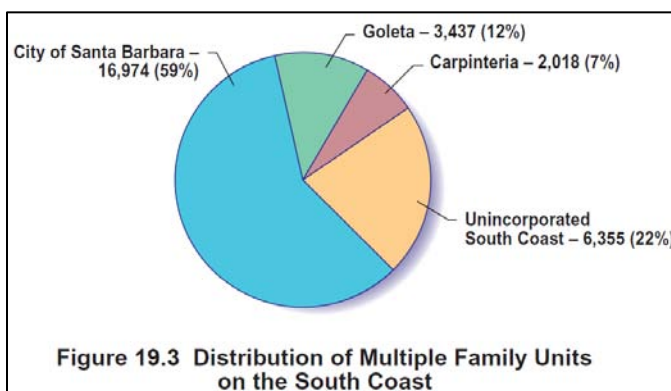
Local government-sponsored affordable housing programs include rental units constructed and/or managed by city or county housing authorities, owner-occupied homes and privately-owned rental units with government-required restricted sale covenants, and non-profit built units (e.g., Habitat for Humanity, special needs housing). Government funding for affordable housing construction is very limited; funding sources include Federal and State grants such as the Community Development Block Grant (CDBG) and Home Investment Partnerships (HOME) Programs. Local city and county redevelopment agencies are required to provide tax increment “set asides” of 20 percent to fund affordable housing. The city of Santa Barbara’s Redevelopment Agency (RDA) is the largest area source of affordable housing construction funds, contributing over \$20 million since 2005.

Local government affordable housing programs also include “inclusionary” housing; a requirement to provide affordable homes on larger developments. These programs typically require that 15 to 25 percent of new units be sold or rented at affordable prices, with price restrictions typically in place for 25 or more years<sup>5</sup>. Inclusionary programs typically allow payment of “in lieu fees” as a one-time fee to public agencies instead of constructing on-site units. These fees are used by local governments and non-profit organizations, in combination with other funding sources to construct new affordable or special needs housing.

Local government programs provide approximately 4,516 units of affordable housing on the South Coast; the city of Santa Barbara is the region’s leading affordable housing provider, supplying 76 percent of local agency-sponsored affordable units (Table 19.5 and Figure 19.2).



Non-profit organizations also own and operate affordable and special needs housing on the South Coast. For example, Peoples’ Self-Help Housing Corporation owns and manages 290 units of housing at nine locations on the South Coast (Trigueiro 2009). These organizations typically receive local, State, and Federal funding. The Federal government’s Section 8 Rental Voucher Program pays private rental unit owners the difference between 30 percent of a low-income household’s income and 80 to 100 percent of the local fair market rent. Although participation varies, the program currently subsidizes 1,800 households in the city of Santa Barbara and 800 households in other South Coast jurisdictions (HACSB 2009; HASBARCO 2009).



Multiple-family townhomes, condominiums, and rental apartments are generally the most affordable market rate homes (Figure 19.3). Such multiple-family housing meets the needs of rental households and those entering the home ownership market.

<sup>5</sup> Various inclusionary housing programs have different requirements and have also changed over time. For example, the County of Santa Barbara currently requires that units be affordable for at least 30 years, with roll over provisions that require extension of the restriction under certain circumstances. In the past, such controls have been applied for as little as 15 years, leading to a gradual loss of affordable units.

**Table 19.5: South Coast Local Government Sponsored Affordable Housing by Jurisdiction**

Jurisdiction	Popula- tion <sup>1</sup>	Total Housing Units	Affordable Housing Un- its <sup>a</sup>	Affordable Units Percentage (%) of Total Units	Affordable Unit to Resident Ratio (Unit: Residents)
City of Santa Barbara	90,305	37,675 <sup>1</sup>	3,427 <sup>2,b</sup>	9.1	1:26
City of Goleta	30,400	11,516 <sup>3</sup>	559 <sup>4,c,d</sup>	4.9	1:54
Unincorporated South Coast	83,600 <sup>5</sup>	23,120 <sup>6</sup>	510 <sup>7,8,e,f</sup>	2.2	1:164
City of Carpinteria	14,271	5,551 <sup>1</sup>	24 <sup>9,g</sup>	0.4	1:680
<b>Total South Coast</b>	<b>218,576</b>	<b>77,862</b>	<b>4,517</b>	<b>5.8</b>	<b>1:48</b>

<sup>a</sup> Does not include Section 8 Housing. The number of units represents the best estimate available based on thorough analysis of South Coast affordable housing programs.

<sup>b</sup> The city of Santa Barbara has an additional 104 units approved or pending approval (City of Santa Barbara 2007; 2008a)

<sup>c</sup> This includes 140 units owned and managed by the Housing Authority of Santa Barbara County.

<sup>d</sup> The City of Goleta has an additional 71 approved affordable housing projects not yet constructed.

<sup>e</sup> Housing Authority of the City of Santa Barbara (HACSB) manages 146 units on the unincorporated South Coast; the County of Santa Barbara manages 364 units on the unincorporated South Coast.

<sup>f</sup> HACSB has an additional 154 affordable housing units in development in the unincorporated areas. The proposed MTD project (402 affordable units) was not included as it is conceptual at this time and may be 5 to 10 years away from potential development.

<sup>g</sup> The City of Carpinteria also has 11 affordable housing units approved but not yet built. The City of Carpinteria also has nearly 100 very low- and low-income houses in various stages of development.

Sources: (1) California Department of Finance 2008; (2) City of Santa Barbara 2009b; (3) City of Goleta 2009; (4) City of Goleta 2009; (5) Lackie 2009; U.S. Census Bureau 2000; (6) SBCAG 2008; (7) HACSB 2004. (8) Wong 2009; (9) Campbell 2009.

Mobile homes are another source of less expensive housing; the median price for a mobile home on the South Coast surveyed in 2009 was \$226,000, compared with \$635,000 for a condominium (City of Santa Barbara 2008c). Mobile homes constitute less than 4 percent of South Coast housing supply, but meet part of the demand for affordable housing, such as in the City of Carpinteria where mobile homes are an important component of the housing supply.

Older homes and long-time rentals also provide affordable housing. Dilapidated units provide affordable housing as well, but raise health and safety concerns.

Historically, most large institutions such as UCSB and SBCC have not provided employee housing<sup>6</sup>. Students were housed in high-density development in Isla Vista, Westside, or Mesa neighborhoods adjacent to SBCC. Workers lived throughout the South Coast. However, South Coast municipalities are now unable to meet housing demand of large institutions due to limited land, funding and the political climate. Local jurisdictions and institutions will need to cooperate to meet large institutions housing demands (SBCAG 2008). For example, UCSB's Draft 2025 Long Range Development Plan proposes development of 4,339 units of employee and student housing. With over 20,000 students and 2,157 employees, SBCC does not provide either student or substantial employee housing.

**City of Santa Barbara:** As of January 2008, the city of Santa Barbara had an estimated 37,675 housing units<sup>7</sup>; approximately 54 percent were multiple-family homes and 45 percent were single-family homes (Figure 19.4) (California Department of Finance 2008).

<sup>6</sup> Westmont College and Cottage Hospital have provided limited amounts of employee housing.

<sup>7</sup> The California Department of Finance data show 37,720 housing units for the City of Santa Barbara for January 2009. Data was not available at time of analysis of this EIR.

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**Figure 19.4: Jobs Housing on the South Coast**

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Since 1990, 1,409 new homes, multiple-family units, have been developed in the City. From 2000 through January 2008, 599 units have been added to the housing stock, an increase of 1.7 percent (U.S. Census Bureau 2000, California Department of Finance 2008). The average year of construction for Santa Barbara homes is 1958, with nearly 77 percent of existing housing developed between 1940 and 1979 (U.S. Census Bureau 2000).

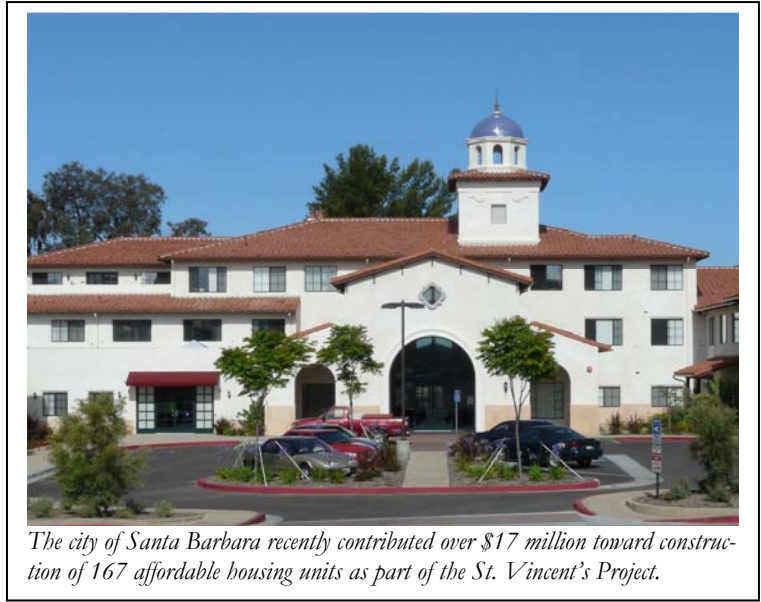
Because the City is largely built out, the majority of new residential development consists of small multi-family, in-fill development projects and mixed-use redevelopment projects (City of Santa Barbara 2008b). Over

50 mixed-use projects have been approved or constructed increasing the City housing supply by over 300 units since 1990. Although these developments increased housing supply, demolition and loss of older, more affordable rental stock associated with these developments is a concern (City of Santa Barbara 2004b).

**Housing Affordability and Costs:** The median value for a two-bedroom home in the city of Santa Barbara was estimated at \$881,000 in March 2009, while a four-bedroom home was \$1.01 million (Zillow 2009)<sup>8</sup>. These prices are not affordable to the majority of existing City residents (City of Santa Barbara 2004b). Only 1.7 percent of single-family houses on the market in the City in 2003 to 2004 sold at prices affordable to households earning the median income (AMI) or less. Conversely, 97 percent of houses on the market sold at price levels that only households earning 200 percent of the AMI or higher could afford (City of Santa Barbara 2004b). Even with price declines in 2008 and 2009, home values remain higher in the City than in Carpinteria and Goleta, and substantially higher than State and national averages (City of Santa Barbara 2009c).

An estimated 41.9 percent of Santa Barbara residents live in owner-occupied housing compared to 68.8 percent and 58.8 percent for the cities of Goleta and Carpinteria, respectively (UCSB 2008). The City has historically supported a high proportion of renter population; generally about 60 percent rental households compared to 40 percent ownership. The city of Santa Barbara also has more multiple-family housing than other jurisdictions (refer to Table 19.3).

High rent in the City may also strain the budgets of low- and moderate-income households. Average rent for apartment in the South Coast commute area (i.e., Santa Barbara and northern Ventura counties) increased by an average of 38 percent from 2001 to 2008. Rent in Santa Barbara and Goleta are substantially higher than those in northern Santa Barbara County, and 24 percent higher than those in Ventura County. Rent declined by an average of 2 percent from 2008 to 2009 (City of Santa Barbara 2009c). Average rent in Santa Barbara and Goleta were \$1,727 per month, with one-bedroom units renting for an average of \$1,442 per month, and



*The city of Santa Barbara recently contributed over \$17 million toward construction of 167 affordable housing units as part of the St. Vincent's Project.*

The city of Santa Barbara is the leading provider of affordable housing on the South Coast, with 76 percent of the region's affordable housing supply.

<sup>8</sup> The City's recent Draft Development Feasibility Study found the median sale price of homes in Santa Barbara to be just over \$1 million, a decline of 15 percent from 2008. For Goleta, the study shows a median sale price of approximately \$815,000, a decline of 20 percent from 2008. Data for the South Coast is not available for comparison purposes.

two-bedroom units for over \$1,700 per month. Rental vacancy rates in the City increased to 5 percent in 2009 compared to less than 3 percent in 2004 (City of Santa Barbara 2009c). Still, the average rent for a one-bedroom unit exceeds the accepted standard of 30 percent for a low-income household.

Currently there are approximately 3,427<sup>9</sup> affordable units in the City, comprising 9.1 percent of a total housing stock estimated at 37,675 units. Of this, approximately 2,900 affordable units are either owned by non-profit housing corporations or are subject to recorded affordability covenants that require that the housing remain affordable long-term. The Housing Authority of the city of Santa Barbara (HACSB) constructs and/or manages many of these units. The City uses a variety of local, State, and Federal funding sources to finance construction of new units, particularly City RDA grants and loans which have provided over \$20 million for affordable housing construction and upgrade since 2005. The RDA has an estimated \$2.75 million for 2010 expenditures for the Agency's Housing Program Fund (City of Santa Barbara 2009d). The City operates a Housing Rehabilitation Loan Program and a Housing Development and Preservation Program which have assisted in the construction of hundreds of condominium units and single-family homes for gible low, moderate, middle, and upper middle income homebuyers (City of Santa Barbara 2009b).

The HACSB administers the Federal Section 8 rental assistance program which provides rental subsidies to 1,955 households, or approximately 70 percent of such households receiving Section 8 assistance on the South Coast.

The City Community Development Department also administers development incentive and exactions programs to increase provision of affordable housing. The variable density provisions and density bonus program permit housing development in commercial zones and increased densities when affordable housing is provided, as prescribed by the City Density Bonus Ordinance and State Density Bonus Law. An Inclusionary Housing Ordinance requires new development of 10 or more units to set aside 15 percent of units as affordable to middle-income households, with in-lieu fees for projects of two or more units.

#### **19.1.4 Past and Present Jobs/Housing Balance**

##### ***Historical Overview***

The South Coast's imbalance between jobs and housing has been a regional planning issue since at least the 1970s (City of Santa Barbara 2005). The 1975 Impacts to Growth Study found that limited resources and population growth could result in "significant effects on the quality of life" and that "positive programs to satisfy the demand for low- and moderate-income housing" were needed (Santa Barbara Planning Task Force 1974). Despite local agency efforts to provide affordable housing, increased housing prices, modest income growth and limited increases in housing supply have resulted in a regional jobs/housing imbalance, particularly for affordable housing (ECP 2003).

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<sup>9</sup> This does not include Section 8 rental agreements. There are 1,955 Section 8 certificates and vouchers currently in use in the City (City of Santa Barbara 2009b).

In 1960, the population of the South Coast was roughly 93,000. Average household income in the region was nearly \$44,000 (in constant 2000 dollars) and affordable housing units represented 21 percent of the housing stock, with an estimated jobs/housing ratio of 1.27<sup>10</sup>. Commuters were limited to about 2,700 from across the South Coast (ECP 2003). However, housing construction did keep pace with job supply and in-migration due to the attractiveness of the area (Figure 19.5). Increased demand drove up home values, further limiting the ability of workers to purchase housing (County of Santa Barbara 1985). Local government development policies favored job creation over housing production, and employment at UCSB also expanded.

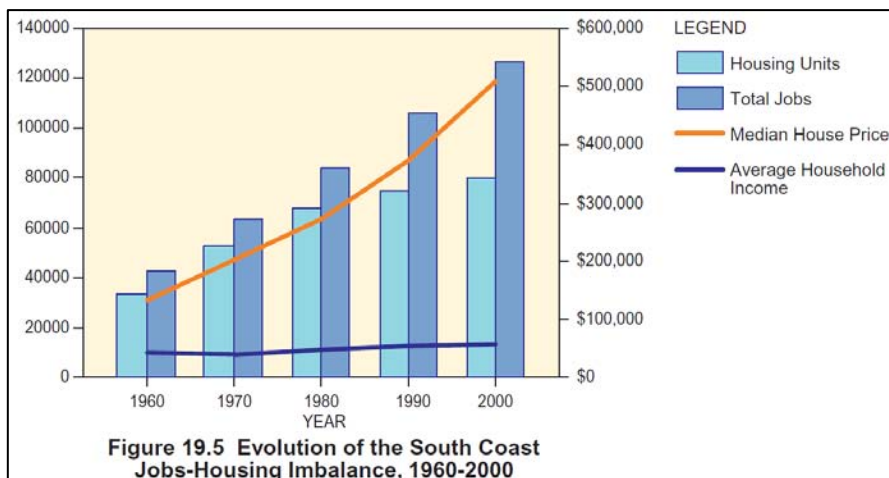


Figure 19.5 Evolution of the South Coast Jobs-Housing Imbalance, 1960-2000

During this time, the jobs/housing ratio increased from 1.27 in 1960, to 1.57 in 2000 on the South Coast. Commuting increased to an estimated 30,000 trips per day from outside of the housing market area (ECP 2003). Median home values increased by 77 percent from 2001 to 2007 (UCSB 2008; City of Santa Barbara 2009c). During the same time, household median incomes increased by only 17.5 percent, reducing average household ability to afford the region’s housing (UCSB 2008; BEA 2009).

**Existing Jobs/Housing Balance**

The present jobs/housing balance on the South Coast is an outcome of the interaction between economic and development trends, local government decisions, environmental constraints, and citizen concerns over the past 40 years. The existing overall ratio of jobs to housing on the South Coast is estimated at 1.42. There is also a regional average of 24.6 jobs for every local government-controlled affordable housing unit (Table 19.6). Thus, the South Coast is a net importer of labor from outside the area (e.g., Santa Maria, Lompoc, Ventura) which is reflected in the daily commutes of some 32,000 employees<sup>11</sup> to the South Coast (refer to Section 16.0, Transportation). The city of Santa Barbara has a jobs-to-housing ratio of 1.43 jobs per housing unit, while the unincorporated South Coast has the lowest ratio in the region with 1.37 jobs per housing unit (California Department of Finance 2008; EDD 2009). The City has the region’s best ratio of jobs to controlled affordable housing units, with 15.7 jobs for each of these affordable units (refer to Table 19.6).

<sup>10</sup> The jobs/housing balance concept is a comparison of the number of jobs provided in an area to the number of housing units in that same area (one job for each housing unit is a 1:1 ratio).

<sup>11</sup> Of this South Coast total, approximately 14,000 commute via automobile to the City from the north, and 17,000 commute to the City from the south. An additional 800 use long-distance transit.



**Table 19.6: Jobs-to-Housing ratio**

Jurisdiction	2008 Population <sup>1</sup>	June 2009 Jobs <sup>2</sup>	Housing Units <sup>3</sup>	Jobs to Housing Units Ratio	Jobs to Controlled Affordable Units Ratio
City of Santa Barbara	90,305	53,900	37,675	1.43	15.7:1
City of Goleta	30,400	17,100	11,516	1.48	30.6:1
City of Carpinteria*	14,271	8,300	5,551	1.49	395.2:1
Unincorporated South Coast	83,600	31,600	23,120	1.37	61.9:1
<b>Total South Coast</b>	<b>218,576</b>	<b>110,900</b>	<b>77,862</b>	<b>1.42</b>	<b>24.6:1</b>

<sup>1</sup> California Department of Finance 2008.  
<sup>2</sup> EDD 2009.  
<sup>3</sup> Refer to Table 19.5 for references.  
 \*The City of Carpinteria's housing stock supports a high percentage of mobile homes which are generally more affordable than condominiums or single-family homes; a relatively large number of apartments in Carpinteria are also enrolled in the Federal Section 8 housing program.

The most widely used method to measure the jobs/housing balance is the ratio of jobs-to-housing within a jurisdiction or region, which compares the number of jobs in an area to the number of workers in that same area (one job for each housing unit is a 1:1 ratio). The California EDD estimates 2009 employment in the City at 53,900, compared to 37,675 housing units. This creates a jobs-to-housing ratio of 1.43, which is comparable to other South Coast jurisdictions (Table 19.7). Debate exists over what constitutes a desirable jobs-to-housing ratio, which may depend upon the geographic area and socioeconomic make up of the workforce.

**Table 19.7: 2000 U.S. Census Estimated Daytime Employment-Residence and Jobs/Housing Balance**

Jurisdiction	Total Resident Population	Total Workers Working in Place	Total Workers Living in Place	Employment-Residence Ratio	Employed Residents to Affordable Units Ratio
City of Santa Barbara	92,325	60,307	46,866	1.29	14:1
Goleta CDP <sup>1</sup>	55,204	27,655	27,515	0.99	49:1
City of Carpinteria	14,194	6,813	7,075	0.96	471:1
Santa Barbara County	399,347	188,900	179,445	1.05	--

<sup>1</sup>The city of Goleta was not incorporated at the time of the 2000 Census. The Goleta Census Defined Place (CDP) includes the area between the current City of Goleta boundaries and the city of Santa Barbara, including Hope Ranch. Isla Vista is not included as it has its own CDP.  
 Source: U.S. Census Bureau 2000.

A second method is to compare the ratio of jobs to employed residents. This method may be more precise in that it takes into account variations in labor force participation, an issue for jurisdictions such as Santa Barbara, where a larger portion of the population have atypical labor force participation, such as more retirees or students. Data on “workers working in place” is only gathered during the decadal U.S. Census. The 2000 Census data, “Estimated Daytime Population and Employment to Resident Ratio” for the city of Santa Barbara, shows the total number of workers “working in place” were estimated at 60,307, while the total “workers living in place” were estimated at 46,866; providing a 1.29 ratio of jobs to residents<sup>12</sup>.

<sup>12</sup> The jobs-to-employed residents ratio is a more refined measure than the jobs-to-housing ratio since it takes into account variations in labor force participation (City of Goleta 2009).

## 19.2 Existing Plans and Policies

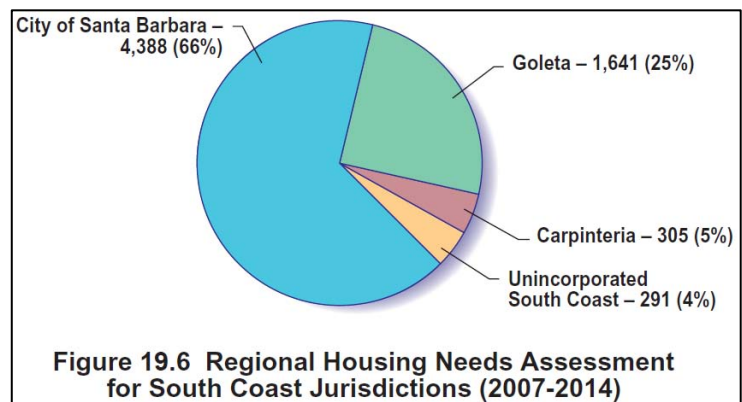
The balance of jobs and housing on the South Coast and within the City is addressed by regional and local plans, as well as State regulations and recent legislation as discussed below.

### 19.2.1 Regional Housing Needs Assessment

California law requires cities and counties to prepare a general plan housing element that includes policies and programs to address housing needs for all income groups. The amount of housing planned for is based on a regional housing needs allocation. The housing element must demonstrate that land use designations put forth in the element allow the types and amount of housing that would adequately address each jurisdiction's needs.

On the South Coast, the housing needs of jurisdictions are assessed and allocated by the SBCAG. SBCAG identifies 7-year housing needs for the region and identifies the fair share for each jurisdiction in the Regional Housing Needs Allocation (RHNA) Plan. The RHNA allocates housing to each jurisdiction based on projected job growth, demographics, housing, and land use within the each jurisdiction rather than on existing population or considering the South Coast as a single job and housing market area, as was done for decades<sup>13</sup>.

The 2008 RHNA projects the need for 11,600 new units countywide by 2014, with the South County receiving 57 percent of this countywide allocation (6,624 new units) (Figure 19.6). The city of Santa Barbara with 45 percent of the South Coast's population and 76 percent of the region's affordable housing, received approximately 66 percent of the region's housing allocation for the 2007 to 2014 period, 4,388 housing units<sup>14</sup>. The County's incorporated communities which have 40 percent of the region's population and 11.2 percent of the existing affordable housing received 4.4 percent of the region's housing allocation, with the remaining 30 percent assigned to the cities of Carpinteria and Goleta (SBCAG 2008).



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The City last updated its Housing Element in 2004. This document demonstrates that City plans comply with State law, and addresses local and regional housing and community planning issues. The Housing Element also details housing market history, needs, trends, and constraints, and includes a land inventory, goals, policies, and strategies for meeting housing needs (City of Santa Barbara 2004a).

<sup>13</sup> The University's 1,600 housing units for students, faculty, and staff proposed in UCSB's Long Range Development Plan were accounted for in the RHNA by reducing the requirements of local jurisdictions by a similar amount (SBCAG 2008).

<sup>14</sup> With 21 percent of the County's total population, the City received an allocation of 38 percent of the countywide total (4,388 new units), the largest allocation of any jurisdiction.

Part of the *Plan Santa Barbara* General Plan Update is an update of the City Housing Element. The proposed 2009 Housing Element demonstrates that 4,388 additional housing units could be accommodated within the City during the 2007 to 2014 planning period. The housing targets are intended to assure that adequate sites, land use designations, and zoning exist to address anticipated housing demand during the planning period, and that programs and density designations are in place to allow the provision of a variety of housing types, particularly higher-density homes of 20 or more units per acre (SBCAG 2008). The City’s proposed allocation is further broken down into anticipated income categories, with approximately 57 percent of the required homes (2,501 units) to be planned as affordable to specified income groups, and the remaining 43 percent (1,887 units) affordable to households making more than 120 percent of the AMI (Table 19.8).

<b>Income Category</b>	<b>Units</b>	<b>Percent</b>
<i>Very Low Income</i>	1,009	23
<i>Low Income</i>	746	17
<i>Moderate Income</i>	746	17
<i>Above Moderate</i>	1,887	43
<b>Total</b>	<b>4,388</b>	<b>100</b>

The City has multiple ordinance provisions, plans, policies, and programs that address the balance between jobs and housing. The existing Land Use and Housing elements of the General Plan include policies that require and encourage retention and production of housing for low-, moderate- or middle-income households, and recognize the negative effects of not enough affordable housing (Land Use Element, page 67). Housing Element Goal 6 identifies implementation strategies for improving the jobs/housing balance, and emphasizes regional cooperation in housing planning efforts. The City Municipal Code contains regulations that require developers to provide affordable housing or pay fees to an affordable housing fund in certain instances. City Charter section 1508 (Measure E) limits new non-residential growth to 3 million square feet (sf) through 2010 and helps maintain the balance between jobs and housing.

The State of California recently enacted Senate Bill (SB) 375, which aims to reduce greenhouse gas emissions through coordinating and use of transportation planning, reducing commute distances and associated vehicle emissions, and by limiting urban sprawl. SB 375 provides emissions-reduction goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new development patterns. The intent of the bill is to reshape California communities into more sustainable, walkable communities, with alternative transportation options.

**Relevant Plans and Regulations**

- **SB 375** - provides greenhouse gas emissions-reduction goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new development patterns.
- **State Housing Element Law** - mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community.
- **SBCAG 2008 Regional Housing Needs Plan** - Projects the total number of units needed to accommodate housing demand in the City between 2007 and 2014, including housing needed to accommodate the City’s existing and future workforce.
- **SBCAG 2007 Regional Growth Forecast** - Presents forecasts of population and employment between 2005 and 2040 for Santa Barbara County.
- **SBCAG 2008 Regional Transportation Plan** - provides a regional transportation planning document that reflects regional needs, a 20-year transportation improvement plan, and short-term improvements.

### Relevant Plans and Regulations (Continued)

- **SBCAPCD 2007 Clean Air Plan** - provides guidelines for air quality improvement measures to attain and exceed State and Federal requirements.
- **City Charter Section 1508 (Measure E)** - Limits the amount of new non-residential development and associated production of jobs within the City to 3 million sf until 2010 (proposed for extensions as part of *Plan Santa Barbara*).
- **City Charter Section 1507** - requires that the City balance development with available resources and maintain the established character of the City
- **General Plan Amendment 1-90-** provides policies and plans for living within the City's resources, providing affordable housing, and providing convenient local transportation.
- **2004 City General Plan Housing Element** - Provides an assessment of City Housing Stock and identifies quantified objectives for housing retention and production from 2004 to 2009 through policies which encourage retention and production of affordable housing and which seek to improve the balance between jobs and housing in the City and region.
- **Inclusionary Housing Ordinance** - Requires that all residential projects with 10 or more market rate units provide 15 percent of units as affordable to middle-income households, and in-lieu fees for projects of two units or more.
- **Mixed-Use Ordinance Standards** - This policy encourages mixed-use projects by reducing setbacks and parking requirements for mixed-use buildings in the City's commercial zones.
- **Bonus Density Ordinance** - This ordinance applies to ownership development and allows the City to approve increased density developments on the condition that all density bonus units are affordable for sale to middle-income homebuyers. All density bonus rentals must be affordable to low-income households.
- **Redevelopment Agency Funded Affordable Units** - This program provides low-interest loans and grants to developers of new affordable housing units for low-income renters and moderate-income first-time home buy-

## 19.3 Population Growth and Jobs/Housing Evaluation Methodology

### 19.3.1 Project Components

*Plan Santa Barbara* would permit incremental increases in development through the year 2030, with residential and commercial development in the City and its sphere of influence projected to increase from existing levels by up to 8 and 13 percent respectively. Under *Plan Santa Barbara*, approximately 2,795 new homes and 2.3 million sf of non-residential development would be developed over the next 20 years. In addition, up to 403 units and 178,202 sf of additional non-residential growth is projected to occur within the City sphere of influence, either within the City through annexations or in areas that remain under County jurisdiction.

Policies and programs addressing the jobs/housing balance and increased production of affordable housing include Policies LG1-Resource Allocation Priority; LG2-Limit Non-Residential Growth; LG11-Community Benefit Residential Land Uses; LG-14 Regional Land Use Blueprint; H3-Average Multi-Family Residential Unit Size; H5- Incentives for Affordable-By-Design Units; H6-Promote Affordable and Workforce Housing Production; H8-Educational Institutions Housing Provision Encouragement Guidelines; H9-Inclusionary Affordable Housing Amendments; H13-Residential Density Standards; H14 Second Unit Incentives; H15 Preserve Existing Affordable Housing; H16-Property Transfer Tax; and H17-Redevelopment Funding for

Affordable Housing acquisition (refer to Appendix A). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 19.3.2 Evaluation Approach

The evaluation of impacts to the balance of jobs and housing in the City and region considers the amount, type, and distribution of projected growth to the year 2030 and beyond under the proposed Land Use Element Map designations and *Plan Santa Barbara* policies. The Draft Housing Element (HE) and Land Use and Growth Management Element (LG) updates would limit non-residential development, while encouraging higher-density in-fill residential and mixed-use development within the MODA, and limited residential development in more outlying areas (see Section 3.3, *Project Components* and Appendix D).

The State CEQA Guidelines require an EIR to analyze potential growth-inducing impacts, including the ways in which a proposal could foster economic or population growth, or the construction of additional housing. In addition, Appendix G of the State CEQA Guidelines (14 CCR 15000 et seq.) identifies that a proposed project may have a significant impact on population and housing if the project would induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

Existing population, employment, and housing is quantitatively assessed to identify demographic and economic issues and trends within the South Coast and the city of Santa Barbara (see Section 19.1 above). This review considers population growth, types of employment, housing types and amounts, affordability, regulatory status, and jobs/housing balance within the context of both City and regional communities. Future development under *Plan Santa Barbara* policies is evaluated quantitatively to consider whether it would substantially affect the jobs/housing balance and housing affordability within the City, or cause growth-inducing impacts.

The analysis considers potential effects of the implementation of *Plan Santa Barbara* policies on population, jobs/housing ratio, and affordable housing within the City, sphere of influence, and South Coast region. Direct effects considered include effects on housing stock, job creation, housing demand, population increase, localized overcrowding of housing, rents, use of substandard units for housing and/or long-distance commuting from more affordable communities. Indirect or secondary physical impacts from increased population are also discussed, such as the health and welfare of residents, employees, and their families, loss of sensitive habitats, open space, and agricultural land in surrounding communities, regional congestion, and energy use and air quality and associated impacts to global climate change.

Regional cumulative implications consider citywide growth effects together with growth effects in the City sphere of influence and South Coast. Growth-inducing effects under alternative growth and policy scenarios are considered compared to the existing setting and compared with the *Plan Santa Barbara* effects. Longer-term growth-inducing, population, and jobs/housing implications through the year 2050 programmatically analyze full build-out of the City's General Plan and longer-term trends (e.g., retirement, economy, institution growth).

Existing City, State, and Federal policies and regulatory processes that serve to avoid and reduce impacts related to population, housing, and employment issues are identified. City and regional policies in the General Plan, City Charter, Municipal Code, and design guidelines, City programs, and State and Federal regulatory processes are identified in the *Existing Policies and Regulations* discussion (see Section 19.2 above), and considered in the analysis below. City Charter Section 1508 limits non-residential growth with the goal that it does not exceed resources, including the South Coast affordable housing supply.

Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce impacts to the jobs/housing balance are also identified as part of the analysis.

Additional recommended measures are identified that could feasibly lessen potential growth and housing effects. These are identified as amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards. General approaches proposed in *Plan Santa Barbara* policies are to minimize growth inducement by limiting job growth, and increase provision of housing by providing incentives and requirements to increase housing density, reduce unit size, require provision of affordable housing, preserve existing affordable housing, explore new funding sources for affordable housing, and increase regional cooperation.

## 19.4 Implications of Population Growth and Jobs/Housing Balance

These growth estimates are based on long-term historic development trends, economic cycles, and continued growth controls. Actual future growth is dependent upon the economy, resource availability, individual property owner decisions, public agency regulations, and new policies proposed in *Plan Santa Barbara*.

### 19.4.1 Citywide Job Growth and Housing Availability

Job generation and employment growth within the city of Santa Barbara are important factors in the continued vitality of the South Coast and regional economy. This is exhibited by the City's low unemployment rate compared to County and statewide levels, and the creation of housing demand, new construction, and related employment opportunities in outlying communities such as Ventura, Lompoc, and the Santa Ynez and Santa Maria valleys. Continuing economic vitality also contributes to continued population diversity in terms of age groups and income levels.

However, employment growth can contribute to regional housing demand and associated secondary environmental effects. The City is anticipated to experience employment growth over the next 20 years, with SBCAG projecting over 5,200 new workers in the labor force (SBCAG 2007a). Non-residential development projected under *Plan Santa Barbara* would be the major contributor to future job creation. Additional sources of employment growth could include potential secondary job growth from residential development (e.g., construction and service jobs); however these jobs are expected to be filled primarily by existing workers. In addition, the ongoing remodeling of existing aging commercial and industrial buildings with higher value uses could create more employment intensive offices. Residential growth to meet the housing demand created by this non-residential growth in employment is projected to consist of 2,795 new units within the City.

Under *Plan Santa Barbara* policies and programs, non-residential development is projected to continue at rates similar to recent historic rates, particularly in the service commercial, office, institutional, and retail job sectors (Table 19.9). The 2.0 million sf of non-residential growth allowed under *Plan Santa Barbara* would gradually increase the number of jobs by up to 4,264 positions within the City with most of these jobs being for low- and moderate-income workers. This would represent an increase in employment of over 7 percent above the existing 54,000 jobs that currently exist within the City.

**Table 19.9: Employment Induced by Non-Residential Growth Under *Plan Santa Barbara***

Future Use	Building Area Per Employee	Pending, Approved, and Permitted Projects	Projected Build-out Under <i>Plan Santa Barbara</i> Policies	Gross New Employment
Service Commercial	300 sf	149,722	205,231	1,183
Retail	500 sf	578	285,823	573
Office	250 sf	58,666	239,635	1,193
Industrial	800 sf	236,634	164,850	252
Institutional	500 sf	325,964	136,556	925
Hotel	1,800 sf	193,314	55,228	138
<b>Total</b>	--	<b>764,928</b>	<b>1,087,323<sup>1</sup></b>	<b>4,264</b>

<sup>1</sup> Does not include build-out projected associated with the airport.

Source: City of Santa Barbara 2009e; employment can be calculated based on average employee per square foot (sf) of non-residential development use.

Residential growth can also increase housing demand due to secondary job creation from increased construction, spending at retail businesses, increased demand for domestic service (e.g., house cleaners, gardeners, nannies), etc. Such secondary job generation is dependent on household incomes. Large expensive estate homes may generate a high demand for services, while less expensive multi-family homes may require lower per capita levels of service. New household location of origin can also affect secondary job growth. Wealthier retirees moving to the area may demand higher levels of service and spend more in the local economy than working- or middle-class residents who have less disposable income (City of Santa Barbara 2009e).

Existing construction, retail, and domestic businesses provided provide services to many clients and existing firms and workers would be expected to provide services for much of new development, lowering the net job multiplier effect of residential development. No reliable data currently exists on the number of secondary jobs created by residential development on the South Coast (City of Santa Barbara 2009e). However, low residential growth rates are not anticipated to induce substantial construction job growth, with such jobs likely to be filled by existing workers. Similarly, many retail and service companies are not working at 100 percent capacity and could take on new customers.

It is recognized that increased population growth could spur some retail, institutional, and service commercial job growth, however this secondary employment growth is reflected in the overall job growth for these particular sectors, and is included as part of the forecasted non-residential growth and additional employment associated with it (refer also to Table 19.9) (City of Santa Barbara 2009e).

In addition, the nature of housing growth promoted under *Plan Santa Barbara* would tend to dampen the secondary job creation effects of new residential development. The policies and programs of *Plan Santa Barbara* strongly emphasize creation of affordable housing and smaller “affordable by design” market rate units. Such smaller in-fill development units occupied by working- and middle-class families and individuals would tend to have lower secondary employment consequences than wealthier households. Such wealthier households would tend to occupy the 410 single-family homes projected for development under the *Plan Santa Barbara* scenario or a relatively small number of luxury townhomes that came to typify in-fill development over the last decade.

Remodeling of older existing buildings is ongoing within the City. Estimates for associated job growth and related increased housing demand are not available. Generally such interior remodel projects do not require

discretionary permits from the City and such employment intensifications projects and associated employment generation are not tracked. Gradually increasing property values are anticipated to continue some displacement of lower-value businesses in favor of often more employment-intensive, higher-value uses. Such employment growth would contribute incrementally to increased housing demand.

The job creation from household growth during the *Plan Santa Barbara* time frame is highly dependent on the number of high-income households generated and the origin of the new households (outside the South Coast or within the South Coast). This information is impossible to project. However, based on the data available, the total number of new jobs created by new household growth would be substantially lower than the number of jobs generated from commercial development (City of Santa Barbara 2009e). Estimated growth from intensification and residential generation is included within *Plan Santa Barbara* job growth projections.

Limited residential and non-residential growth under *Plan Santa Barbara* policies is projected to maintain jobs/housing balance in the City through 2030. Employment and residential growth projections indicate a slight improvement in the jobs/housing balance may even occur over the next 20 years, with the City jobs/housing ratio declining from 1.431 jobs per housing unit, to 1.437 (Table 19.10).

The balance between employed residents and jobs is also projected to stay roughly in balance. Approximately 4,264 new jobs are projected to be created, compared to an estimated 3,370 employed residents housed in new development<sup>15</sup>. This would result in a jobs-to-employed resident ratio of 1.49 for projected growth under *Plan Santa Barbara*<sup>16</sup>. Although this number of new jobs is estimated to be greater than the number of new employed residents, a jobs-to-employed resident ratio of 1.2 to 1.6 indicates a balance between the two variables and takes into account that not every resident will hold a job (Clarke 2009). Using these projections, the City’s current jobs-to-employed resident ratio of 1.29 would remain relatively constant, falling slightly to 1.27 under *Plan Santa Barbara*. However, this ratio does not account for housing affordability, size, or location, and may not accurately represent the ratio of employees able to afford the new housing developed within the City (see Section 19.4.2, *Citywide Job Growth and Housing Affordability* below).

*Existing Policies:* Existing policies limit non-residential growth and promote new housing development.

*Proposed Policies:* *Plan Santa Barbara* policies provide strong direction to limit non-residential growth in favor of new residential development, and to seek regional solutions to the existing jobs/housing imbalance (LG1-Resource Allocation Priority; LG2-Limit Non-Residential Growth; LG11-Community Benefit Residential Land Uses; LG14-Regional Land Use Blueprint). The policies also provide direction to increase production of affordable and workforce-oriented housing within the MODA (Policies H4-Unit Size and Density, H10-Density Incentive for Sustainable Resource Use, H13-Residential Density Standards, and H14-

<b>Year</b>	<b>2009</b>	<b>2030</b>
Employment	53,900	58,164
Change in Employment Under <i>Plan Santa Barbara</i>	--	4,264
Housing Units	37,675	40,470
Change in Housing Under <i>Plan Santa Barbara</i>	--	2,795
<b>Jobs/housing Balance</b>	<b>1.431</b>	<b>1.437</b>
<b>Jobs-Employed Residents</b>	<b>1.29<sup>a</sup></b>	<b>1.27</b>

<sup>a</sup> Year 2000 ratio.  
 Source: City of Santa Barbara 2009e. AMEC 2009.

<sup>15</sup> Assuming 1.27 employed residents per new residential unit (SBCAG 2007a) and a 95 percent occupancy rate for new units, the increment of additional employed residents would be about 3,370.

<sup>16</sup> This method is utilized by the City of Goleta FEIR Update (2009).



Second Unit Incentives). Additional policies encourage major South Coast employers to provide subsidies or employee housing (H7-Regional Employee Housing and H8-Educational Institutions).

*Summary:* Existing policies limit non-residential growth and promote new housing development. Proposed *Plan Santa Barbara* policies also prioritize residential development over non-residential development and support production of affordable housing. As a result, growth, residential development, and job creation associated with non-residential development would not result in a substantial change in the existing jobs/housing balance within the City.

#### 19.4.2 Citywide Job Growth and Housing Affordability

Potential future growth under the *Plan Santa Barbara* General Plan Update is projected to substantially increase demand for affordable housing due to the largely low and moderate wages of new jobs. In addition, production of affordable housing is anticipated to fall substantially behind demand and may decline from historic levels. Although the overall growth of jobs and housing would remain roughly in balance, the majority of the new work force could be unable to afford market rate rents or prices of the majority of new housing. A lack of new homes available at prices, sizes, and locations for the new workers could contribute substantially to the jobs/housing imbalance on the South Coast (SBCAG 2004)<sup>17</sup>.

Over the next 20 years, the difficulty of providing affordable housing is expected to increase, as funding for affordable housing declines, and little vacant, easily developable land remains (County of Santa Barbara 2000; City of Santa Barbara 2009e). Funding for affordable housing would decline significantly as the City loses its major funding source for construction of affordable housing with the expiration of the City's RDA tax increment housing set aside in 2015. The City would still receive funding from debt collection and service bonds for a few years (e.g., \$800,000 HOME Program), however, not the 20 percent RDA set aside. Therefore, the City would need to increasingly rely upon development incentives such as increased densities and regulatory exactions to provide affordable housing. This represents a major policy shift from financing and constructing the largest amount of affordable housing on the South Coast to a system that relies far more heavily on incentives and regulations to provide such housing. The proposed *Plan Santa Barbara* General Plan Update contains potentially far reaching policies and programs to address this issue, including pursuit of additional funding sources. These matters are discussed below.

##### *Projected Wages and Employment*

Increases in employment under the *Plan Santa Barbara* General Plan policies and Land Use Element Map are projected to be in services, office, and retail sectors, which are among the lower paying employment sectors. The service industry is projected to gain of 1,183 jobs (City of Santa Barbara 2009e). While precise breakdowns of data are unavailable, the largest service groups in the City in 2007 included building/grounds maintenance, food preparation and serving, personal care and service, and healthcare support (City of Santa Barbara 2009f). Additionally, the Office and Institutional sectors are projected to grow, largely based on expansion of mid-sized businesses, Cottage Hospital, SBCC, and UCSB (City of Santa Barbara 2009e).

The loss of higher paying positions is projected to continue as baby boomers retire and businesses struggle to fill new middle- to upper-middle income positions due to the high costs of housing and living (SBCAG 2004). Over 55 percent of new job growth (2,345 jobs) is projected to be for low- and very-low-income wage earners, with annual wages of less than \$20,000 to up to \$30,000 per year. An additional 20 percent of the new jobs could be in the wage categories from \$30,000 to \$60,000 (City of Santa Barbara 2009e). This

<sup>17</sup> This problem may be exacerbated as wages are projected to decline considerably in real dollars, while the price of housing is projected to increase much more, with housing prices projected to increase by 66 percent by 2020 (in constant dollars), fully seven times the increase in household median incomes (SBCAG 2004).

shift from middle- to low-wage jobs is a reflection of the dominant role of retail and service commercial jobs in future job growth. Less than 20 percent of the total jobs created are projected to have annual wages in excess of the \$70,400 median income on the South Coast, leaving these households struggling to afford area rents and home prices<sup>18</sup>.

*Existing Policies:* Existing City policies recognize the importance of economic development and provision of living- or high-wage jobs, while also limiting non-residential development to live within available resources and protect the quality of life of City residents.

*Proposed Policies:* Plan Santa Barbara policies that affect employment growth include ER3-Economic Development Plan and Special Studies, to prepare plans to aid start up and green businesses; EF9-Livable Wages, to recruit or retain businesses that provide livable wages; EF10-Infrastructure Improvements, to prioritize capital improvements to retain or expand businesses; EF11-Technology, to encourage and invest in technology to support local business; EF15-Protect Industrial Zoned Areas, to retain land to support well paid jobs in trades, product development and green businesses and EF19-Coordinate with SBCC, to provide a skilled and knowledgeable labor pool. Plan Santa Barbara policies would also limit non-residential development, particularly, LG2-Limit Non-Residential Growth, to limit non-residential development to limit the number of potential new, lower-income jobs; LG14-Regional Land Use Blueprint, would promote cooperation and planning with neighboring jurisdictions, including for the provision of affordable housing. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Summary:* Taken together, existing policies and those contained in Plan Santa Barbara policies would generally promote development of green and other local businesses and would limit non-residential development and partially offset increased demand for affordable housing. However, proposed Plan Santa Barbara policies do not address the disproportionate number of lower-wage jobs created as part of future growth. Therefore, although existing and Plan Santa Barbara policies would limit future non-residential, they would not directly focus on providing a balanced mix of low-, moderate- and higher-income jobs. Partially as a result, the larger number of low- and moderate-income jobs created could create demand for housing which could substantially exceed the number of housing units affordable to the workforce that would be created over the next 20 years by economic trends and under Plan Santa Barbara General Plan policies and the Land Use Element Map. This could be partially addressed by recommended addition of a Plan Santa Barbara policy to promote creation of a different mix of low-, moderate- and higher-income jobs (refer to Section 19.8, Recommended Measures below).

**Increased Demand for Affordable Housing**

Non-residential growth is projected to generate up to 4,264 new jobs within the City over the next 20 years, with approximately 75 percent of these jobs being filled by workers earning lower and moderate incomes (Table 19.11). It is unclear what percentage of these workers could constitute new households comprised of newcomers (in-migrants) to the area, newly forming households for graduates of local schools and universities, children moving out of parent’s homes, etc. County studies from the 1980s

<b>Income Category</b>	<b>Total Workers</b>	<b>Units Needed<sup>1</sup></b>
Very Low (<\$20,000)	1,296	1,020
Low (<\$30,000)	1,040	818
Low-moderate (<\$60,000)	870	685
Upper-moderate (<~\$80,000)	307	241
<b>Total</b>	<b>3,780</b>	<b>2,764</b>

<sup>1</sup> Based on 1.27 workers per household.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

<sup>18</sup> Even if dual income households are assumed, the vast majority of these new households would struggle to afford market rate rental or for sale housing on the South Coast.

identified a net in-migration of up to 21 percent for lower-income service and retail workers (County of Santa Barbara 1980, 1985). In addition, such households typically support an average of 1.27 workers, which could further affect demand for new housing. Many of the part-time or retail sector jobs could be filled by existing residents such as university students. These factors would all tend to reduce the absolute number of new affordable units required to house the anticipated increase in area workforce. However, based on the mix of jobs projected, employment growth forecasted for the City over the next 20 years could create demand for up to 2,764 new affordable units<sup>19</sup>.

The 2008 RHNA also identified demand for approximately 1,755 low- and very-low-income housing units in the City through 2014, less than half way through the *Plan Santa Barbara* 20-year planning horizon. These projections were based on existing jobs (50 percent), projected job growth (25 percent), and projected household growth (25 percent) using a County-recommended housing and workforce scenario that allocates housing where the existing jobs are (SBCAG 2008). While these projections did not acknowledge the City's dominant role in provision of affordable housing on the South Coast, they reaffirm the significant future demand for affordable housing.

Increased demand for affordable housing would be partially offset by projected construction of up to 2,795 new homes in the City over the next 20 years. The City has historically provided approximately 30 percent of all new homes as affordable housing, which would equate to 840 units out of the total of 2,795 new homes. However the City's ability to meet this historic production rate for affordable housing would be constrained by lack of funding, high land values and construction costs, etc. Even if the City achieved historic affordable housing production rates, this would only meet 28 percent of the projected demand for affordable housing, leaving a potential unmet need for 2,137 affordable units.<sup>20</sup>

This potential increase in demand for affordable housing could substantially exceed projected affordable housing supply, and could create both direct and indirect physical impacts on people and the environment. Insufficient affordable housing could adversely affect public health, safety, and welfare through localized overcrowding, occupancy of substandard housing, and overpayment of rents, which in turn could deprive families of adequate funds for other necessities. Growth of low- and moderate-income jobs without provision of adequate affordable housing could lead to incremental increases in long-distance commuting, with associated secondary effects to energy consumption, regional congestion, air quality degradation, and loss of open land and resources in outlying communities such as Ventura and Santa Maria. Growth in commuting may also be inconsistent with SB 375 and its goals to balance regional jobs and housing, minimize long-distance commuting, and reduce energy consumption, air quality degradation, and generation of greenhouse gases.

*Existing Policies:* The City Charter requires that individual projects not create significant effects on affordable housing supply, and restricts the rate and overall amount of new non-residential development. The City Housing Element (2005) provides for use of bonus density to stimulate provision of affordable housing, and the Variable Density Ordinance promotes residential mixed-use projects in commercial zones. The City's Inclusionary Housing Ordinance also requires provision of workforce housing in ownership projects of 10 or more units, plus in-lieu fees for projects of two or more units. Most importantly, the City and the HACSB maintain an active financing program that greatly assists in construction and rehabilitation of affordable housing. However, while this effort would continue, the eventual loss of the RDA and associated tax increment financing would diminish the City's ability to subsidize affordable housing.

<sup>19</sup> Assumes 1.27 workers per household (SBCAG 2007a). Based on historic County studies from the 1980s, up to 1,056 new workers could move to the area to fill these jobs.

<sup>20</sup> Calculations assume 1.27 workers per household.

*Proposed Policies:* Plan Santa Barbara policies would limit non-residential development, particularly Policy LG1-Resource Allocation Priority, which would prioritize scarce resources for affordable housing; Policy LG2-Limit Non-Residential Growth would limit the construction of non-residential development to limit the number of potential new, lower income jobs; LG14-Regional Land Use Blueprint would promote cooperation and planning with neighboring jurisdictions, including for the provision for affordable housing. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Summary:* Existing policies and those contained in Plan Santa Barbara would limit non-residential development and partially address increased demand for affordable housing. However the number of low- and moderate- income jobs created could create demand for housing which could substantially exceed the number of affordable units that would be developed under the policies and programs of Plan Santa Barbara. Recommended incentives for affordable housing production (see Section 19.8, *Recommended Measures* below) to assure continued funding for affordable housing and improved regional development of affordable housing would partially, but not fully address this citywide and regional issue.

### ***Provision of New Affordable Housing***

In place of historic reliance upon subsidizing affordable housing construction, Plan Santa Barbara policies reflect a shift to rely on increased housing densities combined with regulatory exactions to provide affordable housing. Although the City would continue to have a relatively robust funding base for affordable housing construction, the loss of the majority of such funding by 2015 would substantially limit the City's ability to meet rising demand for affordable housing. Increased density combined with incentives and restrictions such as limiting unit sizes and reduced parking requirements would help spur affordable housing construction. Proposed increased exactions to require new development to provide greater percentages of affordable housing would also help increase production. However, economic analysis indicates that in-fill development with a mix of market, workforce, and affordable units become more feasible at densities in excess of 40- to 50 units per acre (City of Santa Barbara 2009c). While this density is consistent with some recent subsidized housing projects, it is approximately double the density of most recently constructed market rate projects.

Provision of affordable housing to meet future demand using the combination of increased density, new incentives and restrictions, increased regulatory exactions and more modest subsidies would present a major challenge to meeting the City's historic commitment to providing affordable housing. Even if these programs achieve the City's historic record of providing 30 percent of newly constructed units as affordable, a very substantial unmet need would continue to exist for affordable housing over the 20-year horizon of Plan Santa Barbara. However, given dramatic declines in funding, the probability exists that production of affordable housing would decline under Plan Santa Barbara, with associated impacts to low-, moderate-, and middle-income households previously described.

*Existing Policies:* The City Charter requires that individual projects not create significant effects on affordable housing supply, and restricts the rate and overall amount of new non-residential development. The City Housing Element (2005) provides for use of bonus density to stimulate provision of affordable housing, and the Variable Density Ordinance permits substantial residential development as mixed-use projects in commercial zones. The City's Inclusionary Housing Ordinance also requires provision of workforce housing in ownership projects of 10 or more units, plus in-lieu fees for projects of two or more units. Most importantly, the City and the HACSB maintain an active financing program that greatly assists in construction and rehabilitation of affordable housing. However, while this effort would continue, the eventual loss of the RDA tax increment financing would diminish the City's ability to subsidize affordable housing.

*Proposed Policies:* *Plan Santa Barbara* policies would promote development of affordable housing. Particularly policies: LG1-Resource Allocation Priority, would prioritize development of affordable housing over all other new development; LG11-Community Benefit Residential Land Uses would include affordable housing in new multi-family and mixed-use development; LG14-Regional Land Use Blueprint would promote cooperation and planning for affordable housing with neighboring jurisdictions; H3-Average Multi-Family Residential Unit Size could increase density to facilitate affordable housing; H5-Incentives for Affordable-By-Design Units would provide incentives to increase density and affordable housing production; H6-Promote Affordable and Workforce Housing Production would revise the variable density ordinance; H8-Educational Institutions would encourage UCSB and SBCC to provide affordable housing for students, faculty, and staff; H9-Inclusionary Affordable Housing Amendments would explore the increasing required provision of affordable housing in new residential ownership developments; H13-Residential Density Standards would revise standards to permit greater density; and, H14-Second Unit Incentives would encourage second units in single-family developments in the MODA and allow second units outside of the MODA. Particularly, critical policies would set in motion processes that may replace the loss of RDA funding for affordable housing. Policy H16-Property Transfer Tax would increase property transfer tax to provide funding for price-restricted affordable housing, and H17-Redevelopment Funding for Affordable Housing would pursue potential legislative amendments or other opportunities for the extension of RDA funding. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

*Summary:* Based on preliminary economic analysis (City of Santa Barbara 2009e), the combination of existing and *Plan Santa Barbara* policies would face major difficulties in sustaining the City's historic rate of providing 30 percent of all new housing as affordable, absent major new sources of subsidies to replace the RDA after 2015. Even if the combination of *Plan Santa Barbara* policies are successful in achieving the 30 percent historic affordable housing production percentage, a significant shortfall of affordable housing could still result. Existing policies in combination with proposed *Plan Santa Barbara* policies would substantially increase the amount of affordable housing than would be developed without such policies; however, during the planning period of *Plan Santa Barbara*, the provision of affordable housing would likely continue to fall substantially short of demand, with potentially substantial implications for the City's economy and low-, moderate- and middle-income households.

### 19.4.3 Growth Inducement

Future development within the City under City General Plan policies would result in population growth; however; other factors also influence population growth, including the region's natural beauty, climate, vibrant economy -including institutions (UCSB, SBCC) and high-tech research and development firms, and public services (good schools, low crime, etc.). Population within the City under the *Plan Santa Barbara* policies and planning period is projected to grow by up to an additional 6,700 people<sup>21</sup> - an increase of less than 8 percent. This estimate may be high, as future growth may be limited by resource constraints, government regulations, the already developed character of the City, high land values, economic cycles, and other factors. Due to these factors, the past Regional Growth Forecast identified more limited increases in population in the City of up to 2.8 percent (to 92,800) by 2030 (SBCAG 2007a). Subsequently, the Regional Housing Needs Allocation identified a higher number for the City for the period from 2007 to 2014. Population growth of 6,700 new residents has the potential to create a range of physical effects to the environment as discussed throughout this EIR. In addition, such growth has the potential to exacerbate the existing

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<sup>21</sup> City population growth projections are based on an average of 2.43 residents per new unit while SBCAG and other population growth projections are based on historic growth, demographic, and economic factors. Therefore, these data are provided for informational purposes only.

jobs/housing imbalance within the City and on the South Coast, if non-residential growth and associated job creation outpaces residential growth.

The proposed *Plan Santa Barbara* policies address these issues by fostering in-fill development within the MODA at smaller unit sizes, potentially higher-density, and with stronger standards for building size and design, and by planning for a rough balance between jobs creation and provision of new housing for the additional increment of growth. As discussed above, these efforts may address jobs/housing imbalance impacts and some potential secondary issues such as vehicle trip generation and associated local and regional traffic congestion, air quality degradation, increased energy demand, and greenhouse gas generation (see Section 16.0, *Transportation*; Section 6.0, *Air Quality*; Section 18.0, *Global Climate Change*; and Section 13.0, *Open Space and Visual Resources*).

Population growth inducement could create a number of potential potentially significant indirect impacts as described in other sections of this EIR (e.g., air quality, traffic congestion); almost all of these effects are subject to feasible mitigation. Additional direct socioeconomic effects of population growth on jobs and housing are discussed above.

## 19.5 Regional Implications of Growth and Jobs/Housing Balance

Potential new development and associated population growth of up to 6,700 new residents projected to gradually occur under *Plan Santa Barbara* within the City by 2030 could contribute to projected increases in population along the South Coast and within the County. Countywide population is forecasted to increase by 75,300 persons or 18 percent by 2040 due to net in-migration and natural increase (more births than deaths), while the South Coast is forecast to grow by 12,200 residents or 6 percent during this period<sup>22</sup> (SBCAG 2008). Growth and development within the City sphere of influence in such areas as the Las Positas Valley and the foothills is projected to consist of approximately 403 new units, with approximately 980 new residents or about 13 percent of the growth associated with *Plan Santa Barbara*.

Forecasted growth within the City could also contribute to regional employment growth and housing demand on the South Coast, which has the potential to worsen the region's balance between jobs and housing. As discussed above, new non-residential development within the City is projected to generate up to 5,030 new jobs, which would be approximately 33 percent of the 15,170 new jobs projected to be created on the South Coast through 2030 (SBCAG 2007a; Appendix L). Approximately 350 new jobs could be created within the City's sphere of influence.

Increased growth in the City could combine with increased regional growth within the cities of Goleta and Carpinteria, County unincorporated areas, and at UCSB to substantially increase overall housing demand along the South Coast, especially for affordable housing. The general plans for local agencies such as the cities of Carpinteria and Goleta, the County, as well as UCSB indicate that these agencies' long-term plans could result in development of a mix of employment opportunities and new housing that would achieve a balance between jobs and housing, with UCSB proposing the most significant expansion of housing opportunities. Based on the analysis contained in this EIR and the long-range plans of other South Coast agencies, regional growth could create less than considerable effects to the overall imbalance between jobs and housing on the South Coast (City of Carpinteria 2003, City of Goleta 2009, UCSB 2009, SBCAG 2008).

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<sup>22</sup> The SBCAG Regional Growth Forecast is updated regularly, and projections for population growth may change between updates during the proposed planning period.

However, all of these local agencies face similar challenges to that faced by the city of Santa Barbara in providing affordable housing for the additional workforce that would be anticipated under their long-term growth plans. Shortages of developable land, high land values, strict regulations, high construction costs, and a lack of secure local funding sources for construction of affordable housing would continue to limit production of affordable housing to substantially less than the demand. In particular, the loss of the City RDA tax increment set aside for affordable housing construction would deprive the region of its single largest source of funding for affordable housing construction. Planned increases in density in the MODA, along the Hollister Avenue corridor in the city of Goleta and at UCSB, along with local agency inclusionary housing programs would help meet this need. However, unmet regional affordable housing needs could likely continue to grow, with potential secondary impacts to the public due to localized overcrowding, use of substandard units for housing, and overpayment with related decreases in the ability of households to purchase necessities such as health care, food, and education. A continued and growing imbalance between job creation and affordable housing production could also contribute to increases in long-distance commuting, with associated indirect impacts to energy use, air pollutant emissions, and greenhouse gases/global climate change. Although growth under *Plan Santa Barbara* would result in a rough parity between jobs and housing, production of affordable housing would fall far short of demand. Therefore, the City's contribution to the imbalance between jobs and affordable housing along the South Coast would be cumulatively considerable (see Section 19.8, *Recommended Measures* for additional recommended measures to lessen jobs/housing balance effects).

Recommended measures would promote increased coordination between jurisdictions in the region that can better address the imbalance of housing affordability for workers both currently working in the area and those that could result from ongoing non-residential development within the city of Santa Barbara and the South Coast.

## 19.6 Comparative Analysis of Alternatives

The alternatives to the proposed project analyzed are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following provides a comparative analysis of potential implications of future development to population growth and the jobs/housing balance under each of the alternative growth and policy scenarios.

### 19.6.1 No Project/Existing Policies Alternative

The No Project Alternative would involve additional development of up to an estimated 2,795 new residential units and 2.3 million sf of non-residential development, with a resultant population increase of up to 6,700 residents and creation of approximately 5,716 new jobs over the project's 20-year planning horizon.

Potential future development is assumed to continue under the existing City policy framework, including limitation to non-residential development, providing financial aid for affordable housing construction, use of the Variable Density Ordinance, density bonus policies, and the Inclusionary Housing Ordinance and RDA funding to provide affordable housing, which has historically included approximately 30 percent of all units constructed in the City. However, the expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction under this scenario. Substantial decreases in available funding and reliance on the existing provisions of the Variable Density and Inclusionary Housing Ordinances would

result in a steep decline in the provision of affordable housing, decreasing the ability to provide such housing under this scenario.

The No Project Alternative would continue policies promoting in-fill, mixed-used development, but would have less emphasis on small unit, in-fill development than under *Plan Santa Barbara*. Projected additional employment of approximately 5,716 new jobs could be greater than that projected to occur under *Plan Santa Barbara*, while housing growth would be similar. The jobs/housing imbalance could gradually worsen under this scenario, as the number of employed residents to new units declines to a projected ratio of 2.04 jobs per housing unit for development during the planning horizon. When combined with projected steep declines in provision of affordable housing, the jobs/affordable housing balance would be substantially worse under this Alternative and would result in increased commuting with associated secondary impacts. The No Project Alternative could be expected to have increased growth-inducing effects and effects on the jobs/housing balance than those anticipated under *Plan Santa Barbara*. Under this alternative, the City contribution to regional cumulative growth effects would be considerable, including on jobs/housing balance, insufficient supply of affordable housing opportunities, long-distance commuting and traffic congestion, and associated energy, air quality, and greenhouse gas effects.

### 19.6.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve gradual addition of up to an estimated 2,000 new units and 1.0 million sf of non-residential space by 2030. This level of growth could result in a projected population increase of 4,800 new residents and creation of approximately 1,800 new jobs over the 20-year planning horizon, less than under the *Plan Santa Barbara* scenario. Many existing City policies would be assumed to continue, including the Land Use Map, density bonus provisions, Inclusionary Housing Ordinance, and programs to provide more affordable housing. The Variable Density Ordinance would be amended to restrict unit size, but not increase potential densities within the MODA. Anticipated development could consist of smaller, multiple-family homes in the urban core, but substantially fewer than under *Plan Santa Barbara* due to lower densities, difficult economics for such lower density projects, and fewer incentives to provide affordable housing. As a result, more development of single- and multiple-family homes could occur in outlying areas to meet housing needs.

The creation of fewer new jobs under this Alternative, particularly in the Service and Retail sectors, could decrease the number of very low- and low-income jobs created. This could substantially reduce demand for affordable housing. However, this Alternative would also result in construction of fewer new residential units. In addition, lower-density provisions could substantially decrease the production of affordable housing, as it remains unclear if the combination of low-density and small unit construction could be economically feasible. Expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction. When combined with proposed low densities, this could greatly decrease the City's ability to provide affordable housing under this scenario.

The projected overall increase in employment of approximately 1,800 new jobs and the addition of 2,000 new units of housing would be less than those projected to occur under *Plan Santa Barbara*. This change in the ratio between jobs and housing could substantially improve the projected jobs/housing balance, with an average of 0.90 jobs per unit. In addition, the jobs-to-employed resident ratio could decline to 0.71 under this scenario for development occurring in the planning period.



However, the projected shortfall of affordable housing could be substantially greater under this alternative due to less residential in-fill development, combined with the uncertainty surrounding the financial feasibility of low-density, small unit, urban in-fill projects. Thus, while this alternative could improve the jobs/housing balance of development under proposed policies when compared to *Plan Santa Barbara*, inadequate amount of affordable housing could continue to adversely affect low-, moderate- and middle-income households. Future growth under the Lower Growth Alternative could therefore result in a substantial effect on the ability of the workforce to find affordable housing within the City, similar to that under *Plan Santa Barbara*. Application of recommended measures to promote the development of affordable housing could reduce the impact.

As noted above, the Lower Growth Alternative would improve the jobs/housing balance. However, this Alternative could have a considerable contribution to regional cumulative effects of growth associated with inadequate amount of affordable housing opportunities, increased long-distance commuting and traffic congestion, and associated energy, air quality, and greenhouse gas impacts.

### 19.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to include development of up to an estimated 4,360 new units and 1.0 million sf of non-residential development by 2030, a substantially higher amount of residential growth than under the *Plan Santa Barbara* scenario, and a lower level of non-residential growth. This level of growth would result in a projected population increase of up to 10,464 new residents and creation of approximately 1,800 new jobs over the project's 20-year planning horizon. In addition, growth within the City's sphere of influence is projected to include 443 new homes and 178,202 sf of non-residential development. It is unclear if this growth would occur through annexation to the City or as County unincorporated area development.

The policy set associated with this Alternative assumes the proposed *Plan Santa Barbara* Land Use Map, with variable density amendments for reduced unit sizes but allowing greater residential densities within the MODA. The Inclusionary Housing Ordinance would be revised to increase affordable housing requirements to at least 25 percent. The majority of potential development would be anticipated to consist of smaller multiple-family homes in the MODA which could potentially improve the proportion of housing developed as affordable to workers with low- and moderate-income wages. Additional single- and multiple-family developments could also proceed in more outlying areas to meet projected housing demand.

The creation of substantially fewer new jobs under this Alternative, particularly in the Service and Retail sectors, could result in fewer very low- and low-income jobs created compared to the project scenario. This could create comparatively less demand for affordable housing associated with net new employment. However, this Alternative could also result in construction of substantially more new residential units and affordable units. If this set of alternative policies met historic City rates of producing 30 percent of all new housing as affordable, 1,308 units of affordable housing could be produced, exceeding the demand of 1,167 affordable units associated with the 1,800 new workers projected for this scenario.

However, the expiration of the City Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction and increase the difficulty of producing this amount of affordable housing. Nevertheless, this alternative could substantially improve the jobs/housing balance within the City and contribute to gradual improvements of the South Coast jobs/housing balance.

This major change in the ratio between jobs and housing could result in an improved jobs/housing balance averaging 0.43 jobs per unit created during the planning period, substantially better than the *Plan Santa Barbara* scenario. In addition, the employed resident-to-jobs ratio for new development could decline to 0.33 under this alternative. Further, this alternative could potentially erase the projected shortfall of affordable housing and incrementally improve the balance between affordable housing and jobs in the City and on the South Coast.

This Alternative would begin to improve the regional jobs/housing balance, as well as the availability of affordable housing, reducing cumulative effects of regional growth on insufficient affordable housing. Potential adverse secondary impacts such as loss of open space and agricultural resources, increased long-distance commuting, increased regional congestion, and associated energy and air quality impacts would be substantially less than those associated with *Plan Santa Barbara* and would constitute a beneficial effect on the regional jobs/housing balance, incrementally improving this balance and reducing potential secondary impacts.

A comparison of population growth, employment, and housing growth under *Plan Santa Barbara* and each alternative is provided in Table 19.12.

	<i>Plan Santa Barbara</i>	No Project	Lower Growth	Additional Housing
Population Growth	6,700	6,700	4,800	10,464
Employment Growth	5,030	5,716	1,800	1,800
New Housing Units	2,795	2,795	2,000	4,360
Affordable Housing Demand <sup>1</sup>	2,764	3,375	1,167	1,167
<b>Jobs/housing Balance</b>	<b>1.437</b>	<b>2.04</b>	<b>0.90</b>	<b>0.41</b>
<b>Jobs-Employed Residents<sup>2</sup></b>	<b>1.27</b>	<b>1.61</b>	<b>0.71</b>	<b>0.33</b>

<sup>1</sup>Calculated assuming a similar income breakdown as the Project, with 75 percent of jobs providing moderate income or less and 1.27 workers per household.  
<sup>2</sup>This ratio represents jobs creation to the number of people that can be housed under each alternative.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

## 19.7 Extended Range Implications of Population Growth and Jobs/Housing Balance

Development of the City through 2050 would effectively represent full build-out of the City under the proposed *Plan Santa Barbara* land use and zoning plans. The Extended Range Forecast assumes that non-residential growth of up to 3 million sf and residential growth of up to approximately 8,600 units would gradually occur over this approximately 40-year time frame. This projected development through 2050 could result in a population increase of up to 20,900 additional residents and creation of up to approximately 7,500 new jobs.

Development is assumed to occur under the proposed *Plan Santa Barbara* policy framework, including the revised Land Use Map. The Inclusionary Housing Ordinance is assumed to be revised to increase the affordable housing requirements. The Variable Density Ordinance would be amended to restrict unit size and increase allowable densities within the MODA along with improved design guidance to protect historic and visual resources and community character. The majority of development would be anticipated to consist of

smaller multiple-family units in the MODA which could potentially improve the proportion of housing developed as affordable to workers with low- and moderate-income wages. Increased single- and multiple-family developments would also be assumed to proceed in outlying areas as the City approaches full build-out.

Forecasting employment and housing trends over such an extended timeframe can be affected by a wide range of variables, such as alterations in the national, State, or regional economies, and changes in housing preferences, household sizes, and types. However, in general, increases in employment of approximately 7,500 new jobs and the addition of 8,600 new units of housing could result in gradual improvements in the jobs/housing balance over this longer horizon. The additional increment of residential development, when compared to allowable non-residential uses could essentially keep the status quo regarding the projected jobs/housing balance, with an average of 1.32 jobs per residential unit. However, the jobs-to-employed resident ratio would decline to 0.69 using 2009 assumptions.

With policies to increase potential densities and reduce unit sizes, and with the amount of potential housing development over the 40 years, the production of substantial additional affordable housing could result, which could assist many lower-income workers in obtaining local housing. If the Extended Range Forecast produced 30 percent of all new housing as affordable consistent with City historical production, 2,580 units of affordable housing would be produced, which could fall short of the demand of 4,429 units associated with the long-term projection of 7,500 new workers. Additionally, the expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction and increase the difficulty of producing affordable housing.

As such, it is likely that under the Extended Range scenario, the City could continue to experience insufficient affordable housing within the City, and contribute to a decline of the jobs/housing balance on the South Coast. Potential adverse secondary effects associated with increased long-distance commuting, increased regional congestion, and associated energy and air quality impacts could occur under this longer-range development scenario. In addition, as discussed in Section 18.0, *Global Climate Change*, Federal and State legislation, as well as economic conditions, could substantially affect the City and State's existing approach to providing housing and transportation. Increased alternative transportation such as commuter rail may be available in the longer-term, as well as increasingly fuel-efficient or alternative fuel vehicles, which could result in alteration of commuting patterns and associated environmental impacts. Land use development patterns may be affected by new legislation, sea level rise, changing land values, etc. However, to the extent foreseeable, the policies and programs contained in *Plan Santa Barbara* reflect the current trends in land use, transportation, and climate change planning, and are designed to address evolving changes in State and Federal legislation.

## 19.8 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

**RM POP-1 IMPROVED JOBS/HOUSING BALANCE****1.a. Growth Monitoring.**

*The City should consider adding the following new policies to the Plan Santa Barbara Land Use and Growth Management Element and/or Adaptive Management Program:*

- **Monitor Jobs/Housing Balance and Affordable Housing Supply.** *Continue to monitor the amount of non-residential growth and consider it in relation to residential growth to assess changes in the jobs/housing balance and supply of affordable housing, and report findings to the Planning Commission on a regular basis.*
- **Growth Pacing.** *If needed, consider adoption of formal pacing mechanisms (to ensure continued progress on improving the jobs/ housing balance).*

**1.b. Job Creation**

*The City should consider adding the following new policy to the Plan Santa Barbara Economy and Fiscal Health Element:*

- **Creation of Higher Wage Jobs.** *Emphasize programs, incentives, and land use changes that would prioritize creation of high-wage jobs in order to improve the balance between low-, middle-, and high-income wage employment opportunities.*

**1.c. Locations for Affordable Housing**

*The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:*

- **Regional Coordination on Affordable Housing.** *Continue to coordinate with other South Coast agencies to identify available land for residential development and consider partnerships between local agencies to develop housing for the South Coast workforce. Inventory and consider publicly-owned sites throughout the South Coast's urban areas with good transit accessibility for such development.*
- **City Affordable Housing Locations.** *Identify locations appropriate for new affordable housing, and consider the locations for higher-density land use overlays. Utilize policy direction of Plan Santa Barbara in locating appropriate sites, including Housing Element Policies (Policies H1-In-Fill and Opportunity Sites; H6-Promote Affordable and Workforce Housing Production; H11-Mixed Use Housing at Shopping Centers; H12-Rental Incentives; H13-Residential Density Standards; H14-Second Unit Incentives) and Policy LG15-Sustainable Neighborhood Plans.*
- **Student/Faculty Housing.** *Discuss with SBCC and other interested organizations the potential and obstacles to development of student housing on campus or within walking distance of campus. Provide encouragement and assistance to SBCC in pursuit of any needed legislative or Local Coastal Plan Amendments. Provide assistance in permitting and design of such housing and consider providing financial assistance for construction.*

**1.d. Incentives for Affordable Housing**

*The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:*

- **Streamline Permit Process.** *Revise development standards and procedures to streamline the permit process for mixed-use/residential projects that provide more affordable housing than standard City requirements (e.g., 40 percent or more) and that provide a smaller non-residential component (e.g., less than 25 percent of total floor area).*
- **Redevelopment Funding for Affordable Housing.** *Pursue legislation that would extend the life of the Redevelopment Agency to 2030, and expand the Redevelopment Project Area only for providing affordable housing.*

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## 19.0 POPULATION AND JOBS/HOUSING BALANCE

**Summary:** *The central issues associated with growth inducement, jobs, and housing will be how to foster sustained economic vitality while improving the City and regional jobs/housing balance (especially that between jobs and affordable housing), through maintaining or increasing the City's historic achievement of providing 30 percent of all new residential construction as affordable housing. Approaches include:*

- *Securing sufficient long-term replacement funding to continue to subsidize high-priority affordable housing projects and to offset loss of Redevelopment Agency funding;*
- *Implementing City incentive/disincentive policies such as the Variable Density Ordinance to provide the maximum amount of workforce and affordable housing from privately sponsored development projects;*
- *Improving regional cooperation on the provision of affordable housing on the South Coast; and*
- *Fostering balanced economic activity that provides a mix of high wage and more modestly paid employment opportunities provide new workers the ability to afford housing on the South Coast.*

### 19.1 Existing Jobs/Housing Balance

This section describes the existing balance between jobs and housing within the city of Santa Barbara and in the larger South Coast region, with particular attention to affordable housing.

Identification of a ratio of jobs to housing (i.e., jobs/housing balance) measures how well a jurisdiction achieves providing a roughly equal number of jobs and housing units. However, a jobs/housing balance is a regional issue and not one that can be addressed by any one jurisdiction within a regional housing market (Clarke 2009; SBCAG 2004; City of Santa Barbara 2005). The South Coast of Santa Barbara County is recognized as a single housing market which extends from the City of Carpinteria west to the City of Goleta, including the city of Santa Barbara and all of the region's unincorporated communities (SBCAG 2004).



*Large institutions such as Santa Barbara County, with over 2,450 employees on the South Coast, are major contributors to the region's job base and resultant jobs/housing imbalance.*

Maintenance of a rough balance between jobs and housing in a region can address key sustainable development and environmental issues, including limiting long-distance commuting and regional traffic congestion, energy consumption, air pollution, and contribution to climate change. Additionally, when workers live in the same community where they work, they are more likely to be involved in the community, to be available to respond to emergencies, and to spend money in the local economy.

Ideally, the jobs available in a community should match the skills of the workforce, and housing should be available at prices, sizes, and locations for workers who wish to live in the area (SBCAG 2004).

A balance between jobs and housing in a region involves the overall number of residents to jobs, the number of employed residents to available jobs, and the relationship between housing costs and local wages and the affordability of housing for the region's workforce. Different approaches exist for measuring a jobs/housing balance; measuring the number of jobs to houses in an area, or the number of jobs to employed residents, with the second method potentially more accurate for communities such as Santa Barbara with large numbers of retirees and students.

On the South Coast, Santa Barbara County and the cities of Goleta, Carpinteria, and Santa Barbara are agencies with authority to address the region's jobs/housing balance through regulation of housing and job growth and provision of affordable housing. The Santa Barbara County Association of Governments (SBCAG) has responsibility for regional planning issues, including identification of regional housing needs, regional transportation, and climate change planning. The University of California at Santa Barbara (UCSB) and Santa Barbara City College (SBCC) also play a role in regional jobs/housing issues through enrollment or employment decisions and provision of student, faculty or employee housing.

A central policy issue of the region's jobs/housing balance is housing affordability relative to the number of jobs and available wages (Clarke 2009). The balance between affordable housing and jobs affects retention of critical service workers (e.g., police, firefighters, nurses, and teachers) and workers with low, moderate, or median incomes (SBCAG 2004). The current imbalance of jobs and affordable housing on the South Coast has substantial environmental and social impacts, including energy consumption, air pollution, and greenhouse gas generation from the estimated 30,000 long-distance commuters to the South Coast from North County and Ventura (Clarke 2009; SBCAG 2007b). Long-distance commuting also contributes to required commitment of limited governmental funds for projects such as the widening of U.S. Highway 101 between Santa Barbara and Ventura, and provision of enhanced rail service to western Ventura County (ECP 2003; Los Angeles Times 2006).

High housing costs have caused relocation of some manufacturing jobs and businesses to other communities, while long-distance commuting decreases the desirability of the South Coast for some businesses and employees (ECP 2003). Between 2004 and 2006, several major corporate headquarters moved out of Santa Barbara, including Fidelity Title and Tenet Health Care, resulting in a loss of 615 jobs. In response to these trends, major South Coast employers such as UCSB, Cottage Health System, Westmont College, and the Santa Barbara Elementary and High School Districts have proposed building or acquiring substantial amounts of employee housing. In order to recruit and retain employees, Cottage Hospital is building 115 townhomes at the site of the former Saint Francis Hospital (SBCHF 2007).

#### **Secondary Effects of a Jobs/Housing Imbalance**

An imbalance between jobs and housing, particularly affordable housing, may result in a range of undesirable impacts, including:

- Increased commute distances and time;
- Increased energy consumption, greenhouse gas, and air pollutant emissions from additional commuters;
- Critical service workers living outside the area (e.g., firefighters, nurses, school teachers);
- Increased business costs and difficulty retaining and recruiting employees;
- Change in demographic composition and impacts to the quality of life and community participation; and
- Indirect impacts on other communities that build housing, such as loss of habitat.

(SBCAG 2004; ECP 2003; Clark 2009; AMEC 2009).



### 19.1.1 Existing Population

**Regional Setting:** Santa Barbara County had an estimated population of 428,658 residents in 2008 with an estimated 218,576 residents on the South Coast and 210,000 residents in North County, concentrated in larger cities such as Santa Maria and Lompoc. With over 90,000 residents, the city of Santa Barbara is the County's second largest city, and is the jurisdiction with the largest population on the South Coast.

**Unincorporated Areas:** South Coast unincorporated areas support approximately 83,600 residents, with approximately 27,000 residents in eastern Goleta Valley, 18,000 in Isla Vista, 10,000 in Montecito, 1,700 in Toro Canyon, 1,500 in Summerland, and additional population concentrations in Mission Canyon and Carpinteria Valley (Leachman 2009; County of Santa Barbara 2007; Census 2000).



UCSB's recently constructed Manzanita Village and San Clemente supply 1,773 beds for student housing. The University has approval to construct 312 more units of housing, with plans for an additional 4,339 units by 2025.

**UCSB:** Located within County unincorporated area, UCSB enrolls approximately 21,000 students and supports 9,700 employees. An estimated 6,500 students are housed on campus, primarily undergraduates in dormitories on the Main and North campuses. The University also provides 65 units of faculty housing on the West Campus, as well as family student housing on North Campus. The majority of UCSB students reside in the adjacent community of Isla Vista, with lesser numbers in other nearby communities. Of the campus' 9,700 employees, approximately 46 and 25 percent live in the cities of Santa Barbara and Goleta respectively and 25 percent in unincorporated South Coast neighborhoods. Approximately 4 percent of the workforce lives outside of the South Coast (UCSB 2009).

**Goleta:** The City of Goleta was incorporated in 2002 and supports an estimated population of approximately 30,400 residents (California Department of Finance 2008).

**Carpinteria:** The population of the City of Carpinteria has remained relatively constant over the past 20 years with a population of approximately 14,000 (California Department of Finance 2008).

**Santa Barbara:** The city of Santa Barbara's population was 90,305 as of January 1, 2008, comprising 21.1 percent of the County's population and 45 percent of that on the South Coast (California Department of Finance 2008). Between 1990 and 2000, the City's population grew by an estimated 6,306 persons. However, between 2000 and 2008, estimates show the City population decreasing by 2,020 persons, an average decline over that period of 2.2 percent per year (Table 19.1; California Department of Finance 2008). However, while providing useful data for periods between the formal nationwide Censuses, such estimates may not as fully account for all populations (e.g., with language and/or socioeconomic barriers) as a formal Census.

The 2007 median age within the City was 36.5 years, compared to the County median of 34.2 years (U.S. Census Bureau 2000). In 2000, slightly fewer than 20 percent of City residents were less than 18 years old and 13.8 percent were senior citizens over 65 years old. In 2000, approximately 75 percent of the City's population was considered white with no other race identified in their heritage. The largest ethnic minority

**Table 19.1: Regional and Statewide Population Growth, 1980 – 2006**

	Population <sup>1</sup>				Annual Growth Rate (percent)		
	1980	1990	2000	2008	1980–1990	1990–2000	2000–2006
City of Santa Barbara	74,542	86,019	92,325	90,305	15.4	7.3	-2.2
County of Santa Barbara	298,915	371,400	400,923	428,658	19.5	8.0	6.9
State	23,770,855	29,760,021	33,871,648	36,756,666	2.5	1.4	1.7

<sup>1</sup> California Department of Finance 2008.

was the Hispanic community with just over 35 percent of the population, followed by Asians, making up 2.7percent of the population. Approximately 4 percent of the population had a mixed racial heritage (U.S. Census Bureau 2000).

Average household size declined from 2.46 persons per household in 2000 to 2.40 in 2008 (U.S. Census Bureau 2000; California Department of Finance 2008). Santa Barbara also had a lower proportion of family households (52.7 percent for the City compared to 65.5 percent for the County), due largely to a higher number of retirees and college students than are found in surrounding communities (UCSB 2008).

**19.1.2 Existing Employment**

**Regional Setting:** In February 2009, the labor force in Santa Barbara County was estimated at 222,600, while actual employment was 204,100 (EDD 2009). There are an estimated 110,312 jobs on the South Coast; about 48 percent are located within the City (UCSB 2008). Thus, the City with 45 percent of the South Coast’s population supports 48 percent of the region’s jobs. Top employment sectors are services, government, and retail trades. Seven of the South Coast’s ten largest employers are in the public sector, including UCSB, Santa Barbara County, SBCC, the Santa Barbara School District, and the city of Santa Barbara. The top four employers on the South Coast cumulatively employ 17,100 people (Table 19.2; UCSB 2008)<sup>1</sup>.

<b>Table 19.2: Top Ten Employers on the South Coast</b>	
<b>Employer</b>	<b>2008 Employment<sup>1,2</sup></b>
UCSB	9,723
Santa Barbara Cottage Hospital	2,762
County of Santa Barbara <sup>3</sup>	2,450
SBCC	2,157
Santa Barbara School District	1,618
Raytheon Electronic Systems	1,613
City of Santa Barbara	1,539
Sansum Clinic	1,100
Santa Barbara County Education Office	1,048
Bacara Resort	830

<sup>1</sup>UCSB 2008.  
<sup>2</sup> Includes part time workers  
<sup>3</sup>The County of Santa Barbara employs a total of 4,269 full-time employees countywide.

From 2001-2005, employment in the County grew by 3.1 percent or 5,566 jobs, primarily in the services, government, retail trade, and agriculture sectors; these are the County’s four lowest income sectors with average annual wages of approximately \$36,000, \$38,000, \$21,000, and \$20,000 respectively (SBCAG 2004).

The current recession, which began in 2007, has decreased property values, caused a decline in construction activity, and increased job losses (UCSB 2008). Job losses increased in 2008 and 2009, resulting in the loss of an estimated 7,000 jobs in Santa Barbara County. The unemployment rate in the County increased to 8.3

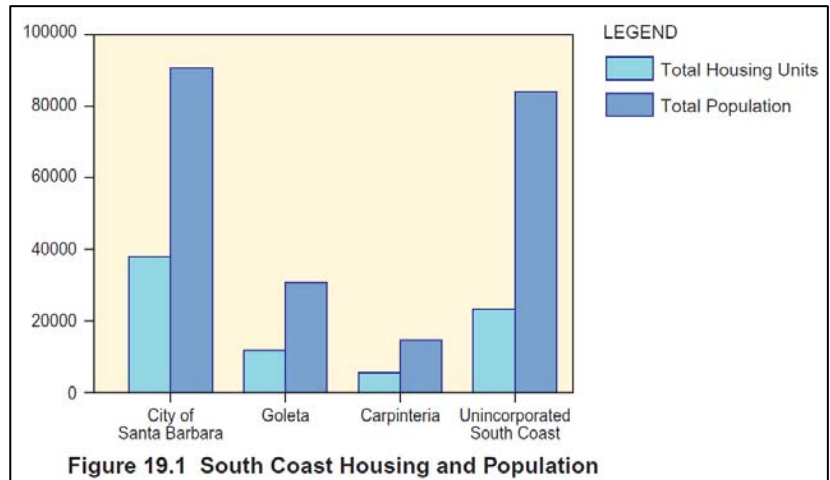
<sup>1</sup> The County’s total workforce of 4,269 employees is assigned to a number of campuses or offices. Approximately 57 percent (2,450) of the County’s employees are based on the South Coast, with primary employment centers being the County Administration complex and Courthouse in Downtown Santa Barbara and the “County Campus” located on approximately 300 acres of unincorporated land along Calle Real and Cathedral Oaks Road in eastern Goleta Valley.

percent in 2009, lower than the State and national averages of 11.4 percent and 9.4 percent respectively in mid-2009 (EDD 2009).

**Santa Barbara:** The City’s largest job sectors are services, government, and retail trade, with Cottage Hospital being the largest employer in the City followed by the County of Santa Barbara, SBCC, and the Santa Barbara School District (City of Santa Barbara 2004b; UCSB 2008). Total work force in the City is estimated at 56,000 while employment was estimated to be 52,700 jobs. The City’s unemployment rate was 5.8 percent in 2009, considerably lower than County, State, and national averages (EDD 2009).

**19.1.3 Existing Housing**

**Regional Setting:** Over the 40 years between 1960 and 2000, South Coast home supply increased from 34,000 to over 75,000, and development expanded outside of the City into Goleta, transitioning the region from rural to urban. In 2008, the South Coast had 78,000 housing units, with approximately 48 percent (37,675) of these units in the City, the largest number of housing units of the region’s jurisdictions (Figure 19.1, California Department of Finance 2008).<sup>2</sup>



Sixty percent of South Coast homes are single-family and 28 percent are multiple-family, including apartments, townhomes, and condominiums (Table 19.3). The city of Santa Barbara supports approximately 60 percent (16,974) of the South Coast’s 28,784 multiple-family homes. While single-family homes are the South Coast’s dominant urban land use, concentrations of multiple-family units occur in the city of Santa Barbara, Isla Vista, the Ellwood and Old Town areas in the City of Goleta, and portions of Carpinteria. Such multiple-family homes are typically more affordable than single-family homes, with rental apartments being the most affordable of all.

In 2007, the median housing value on the South Coast was over \$1,130,000 (UCSB 2008). Within this housing market, median housing prices vary substantially by city or region, with a low of \$745,000 in Carpinteria, to \$1,211,970 in the city of Santa Barbara (refer to Table 19.3) (UCSB 2008).<sup>3</sup> These prices are generally not affordable to most South Coast households; only a small percentage of residents can afford the median home price. High rents also prevail along the South Coast.

<sup>2</sup> The State Department of Finance provides housing-type statistics for each jurisdiction, but not for sub-areas, within jurisdictions such as County unincorporated communities (e.g., eastern Goleta Valley); recently available data for unincorporated communities includes the Isla Vista Master Plan and information gathered for the Goleta Community Plan Update. Data is unavailable for the mix of multiple-family vs. single-family homes in some areas of the County (e.g., Summerland).

<sup>3</sup> More recent comparable data for all South Coast jurisdictions is not readily available. Recent data for 2009 indicates that the median home value is just over \$1 million in the city of Santa Barbara, consistent with the slight decline in housing prices across the South Coast (City of Santa Barbara 2009c).

**Table 19.3: 2008 Overview of South Coast Housing Supply**

	City of Santa Barbara	Goleta	Carpinteria	Unincorporated South Coast <sup>1</sup>	South Coast Total
Total Housing Units	37,675	11,516	5,551	23,120	77,862
Single Family Units/% of total	20,183/53.5	7,458/64.8	2,593/46.7	15,821/68.4	46,055
Multiple Family Units/% of total	16,974/45.1	3,437/29.8	2,018/36.4	6,3552/27.5	28,784
Mobile Homes/% of total	518/1.4	621/5.3	940/16.9	944/4.1	3,023
Vacancy rate (%)	3.8	2.5	8.7	Unknown	-
Persons per Household	2.40	2.68	2.79	2.72	-
Est. Median Home Value (2007) <sup>3</sup>	\$1,211,970	\$972,698	\$745,171	Unknown	\$1,131,425

<sup>1</sup> County of Santa Barbara 2007; Leachman 2009.

<sup>2</sup> Includes multiple-family units in Isla Vista and eastern Goleta Valley. Estimates for multi-family units in Montecito and Summerland and rural unincorporated areas were not available, but are expected to be limited.

<sup>3</sup> UCSB 2008.

Source: California Department of Finance 2008.

**Housing Affordability:** The insufficient amount of affordable housing on the South Coast is a regional concern and only 5.1 percent of area households can afford the median home value (SBCAG 2004; UCSB 2008; AMEC 2009). High property values and limited supply also affect area rents which are well above the ability of low- and moderate-income households to afford under accepted standards of income percentage (Table 19.4)(City of Santa Barbara 2009c).

High housing costs have increased the importance of government mandates and programs to produce affordable housing. However, government-sponsored affordable housing is limited and comprises less than 7 percent of the region’s housing supply. Production of government-sponsored affordable housing is also limited due to lack of funding, regulations, citizen opposition, high construction costs, and land scarcity.

**Table 19.4: 2009 Rental Prices in the Cities of Santa Barbara and Goleta**

	Studio	1-Bedroom	2-Bedroom	3-Bedrooms
Average Monthly Rent <sup>1</sup> (2009)	\$995	\$1,442	\$1,700	\$2,300
Average Annual Rent (2009)	\$11,940	\$17,304	\$20,400	\$27,600

<sup>1</sup> Average is based on a sample of six apartment buildings (five in Santa Barbara, one in Goleta).

Source: City of Santa Barbara 2009c.

Affordable housing is that which is affordable for rent or purchase by households of low or moderate incomes which earn up to 120 percent of the area’s median income (City of Santa Barbara 2009c). On the South Coast, a family of four earning less than \$56,300<sup>4</sup> is a low-income household, while one earning between \$70,400 and \$84,500 is moderate-income household. High housing costs have caused local governments to recognize the importance of “workforce housing”, which is housing affordable to households making up to 200 percent of the median income (\$140,800 per year) (City of Santa Barbara 2009c). South Coast affordable housing programs are sponsored by local government agencies, private non-profit housing developers, Federal government rental subsidies, and limited privately-owned less expensive housing.

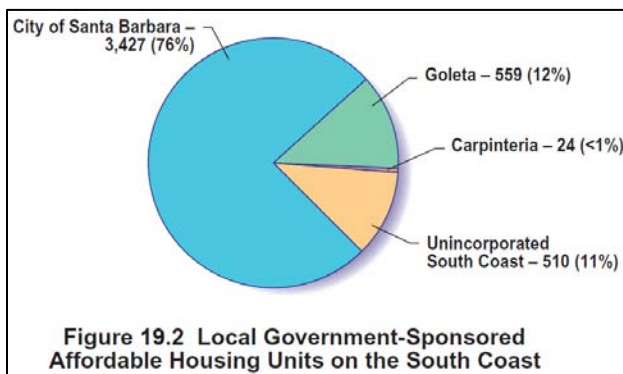
The city of Santa Barbara’s Redevelopment Agency is the largest source of funds for affordable housing construction on the South Coast.

<sup>4</sup> Median income is subject to economic fluctuation and is tracked and revised regularly by the HUD.

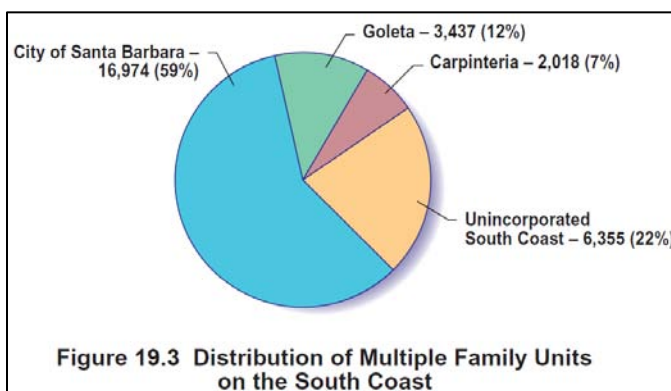
Local government-sponsored affordable housing programs include rental units constructed and/or managed by city or county housing authorities, owner-occupied homes and privately-owned rental units with government-required restricted sale covenants, and non-profit built units (e.g., Habitat for Humanity, special needs housing). Government funding for affordable housing construction is very limited; funding sources include Federal and State grants such as the Community Development Block Grant (CDBG) and Home Investment Partnerships (HOME) Programs. Local city and county redevelopment agencies are required to provide tax increment “set asides” of 20 percent to fund affordable housing. The city of Santa Barbara’s Redevelopment Agency (RDA) is the largest area source of affordable housing construction funds, contributing over \$20 million since 2005.

Local government affordable housing programs also include “inclusionary” housing; a requirement to provide affordable homes on larger developments. These programs typically require that 15 to 25 percent of new units be sold or rented at affordable prices, with price restrictions typically in place for 25 or more years<sup>5</sup>. Inclusionary programs typically allow payment of “in lieu fees” as a one-time fee to public agencies instead of constructing on-site units. These fees are used by local governments and non-profit organizations, in combination with other funding sources to construct new affordable or special needs housing.

Local government programs provide approximately 4,516 units of affordable housing on the South Coast; the city of Santa Barbara is the region’s leading affordable housing provider, supplying 76 percent of local agency-sponsored affordable units (Table 19.5 and Figure 19.2).



Non-profit organizations also own and operate affordable and special needs housing on the South Coast. For example, Peoples’ Self-Help Housing Corporation owns and manages 290 units of housing at nine locations on the South Coast (Trigueiro 2009). These organizations typically receive local, State, and Federal funding. The Federal government’s Section 8 Rental Voucher Program pays private rental unit owners the difference between 30 percent of a low-income household’s income and 80 to 100 percent of the local fair market rent. Although participation varies, the program currently subsidizes 1,800 households in the city of Santa Barbara and 800 households in other South Coast jurisdictions (HACSB 2009; HASBARCO 2009).



Multiple-family townhomes, condominiums, and rental apartments are generally the most affordable market rate homes (Figure 19.3). Such multiple-family housing meets the needs of rental households and those entering the home ownership market.

<sup>5</sup> Various inclusionary housing programs have different requirements and have also changed over time. For example, the County of Santa Barbara currently requires that units be affordable for at least 30 years, with roll over provisions that require extension of the restriction under certain circumstances. In the past, such controls have been applied for as little as 15 years, leading to a gradual loss of affordable units.

Table 19.5: South Coast Local Government Sponsored Affordable Housing by Jurisdiction

Jurisdiction	Popula- tion <sup>1</sup>	Total Housing Units	Affordable Housing Un- its <sup>a</sup>	Affordable Units Percentage (%) of Total Units	Affordable Unit to Resident Ratio (Unit: Residents)
City of Santa Barbara	90,305	37,675 <sup>1</sup>	3,427 <sup>2,b</sup>	9.1	1:26
City of Goleta	30,400	11,516 <sup>3</sup>	559 <sup>4,c,d</sup>	4.9	1:54
Unincorporated South Coast	83,600 <sup>5</sup>	23,120 <sup>6</sup>	510 <sup>7,8,e,f</sup>	2.2	1:164
City of Carpinteria	14,271	5,551 <sup>1</sup>	24 <sup>9,g</sup>	0.4	1:680
<b>Total South Coast</b>	<b>218,576</b>	<b>77,862</b>	<b>4,517</b>	<b>5.8</b>	<b>1:48</b>

<sup>a</sup> Does not include Section 8 Housing. The number of units represents the best estimate available based on thorough analysis of South Coast affordable housing programs.

<sup>b</sup> The city of Santa Barbara has an additional 104 units approved or pending approval (City of Santa Barbara 2007; 2008a)

<sup>c</sup> This includes 140 units owned and managed by the Housing Authority of Santa Barbara County.

<sup>d</sup> The City of Goleta has an additional 71 approved affordable housing projects not yet constructed.

<sup>e</sup> Housing Authority of the City of Santa Barbara (HACSB) manages 146 units on the unincorporated South Coast; the County of Santa Barbara manages 364 units on the unincorporated South Coast.

<sup>f</sup> HACSB has an additional 154 affordable housing units in development in the unincorporated areas. The proposed MTD project (402 affordable units) was not included as it is conceptual at this time and may be 5 to 10 years away from potential development.

<sup>g</sup> The City of Carpinteria also has 11 affordable housing units approved but not yet built. The City of Carpinteria also has nearly 100 very low- and low-income houses in various stages of development.

Sources: (1) California Department of Finance 2008; (2) City of Santa Barbara 2009b; (3) City of Goleta 2009; (4) City of Goleta 2009; (5) Lackie 2009; U.S. Census Bureau 2000; (6) SBCAG 2008; (7) HACSB 2004. (8) Wong 2009; (9) Campbell 2009.

Mobile homes are another source of less expensive housing; the median price for a mobile home on the South Coast surveyed in 2009 was \$226,000, compared with \$635,000 for a condominium (City of Santa Barbara 2008c). Mobile homes constitute less than 4 percent of South Coast housing supply, but meet part of the demand for affordable housing, such as in the City of Carpinteria where mobile homes are an important component of the housing supply.

Older homes and long-time rentals also provide affordable housing. Dilapidated units provide affordable housing as well, but raise health and safety concerns.

Historically, most large institutions such as UCSB and SBCC have not provided employee housing<sup>6</sup>. Students were housed in high-density development in Isla Vista, Westside, or Mesa neighborhoods adjacent to SBCC. Workers lived throughout the South Coast. However, South Coast municipalities are now unable to meet housing demand of large institutions due to limited land, funding and the political climate. Local jurisdictions and institutions will need to cooperate to meet large institutions housing demands (SBCAG 2008). For example, UCSB's Draft 2025 Long Range Development Plan proposes development of 4,339 units of employee and student housing. With over 20,000 students and 2,157 employees, SBCC does not provide either student or substantial employee housing.

**City of Santa Barbara:** As of January 2008, the city of Santa Barbara had an estimated 37,675 housing units<sup>7</sup>; approximately 54 percent were multiple-family homes and 45 percent were single-family homes (Figure 19.4) (California Department of Finance 2008).

<sup>6</sup> Westmont College and Cottage Hospital have provided limited amounts of employee housing.

<sup>7</sup> The California Department of Finance data show 37,720 housing units for the City of Santa Barbara for January 2009. Data was not available at time of analysis of this EIR.

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**Figure 19.4: Jobs Housing on the South Coast**

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Since 1990, 1,409 new homes, multiple-family units, have been developed in the City. From 2000 through January 2008, 599 units have been added to the housing stock, an increase of 1.7 percent (U.S. Census Bureau 2000, California Department of Finance 2008). The average year of construction for Santa Barbara homes is 1958, with nearly 77 percent of existing housing developed between 1940 and 1979 (U.S. Census Bureau 2000).

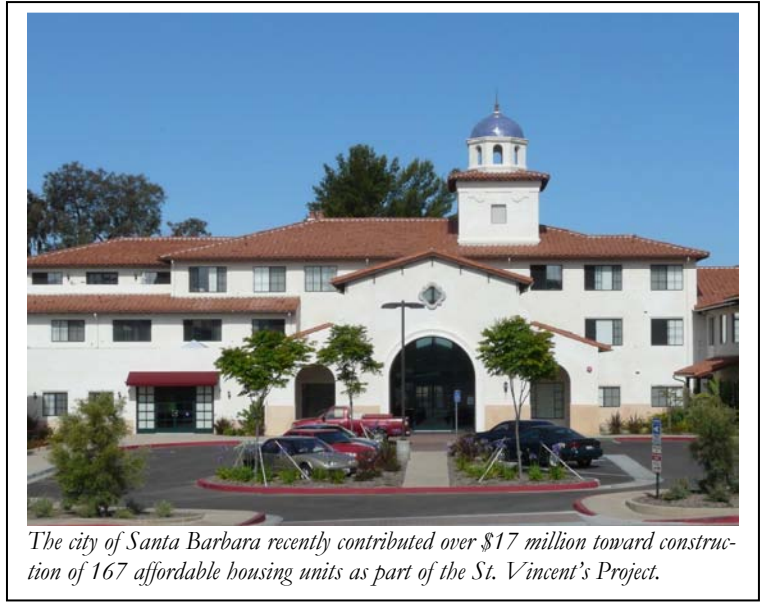
Because the City is largely built out, the majority of new residential development consists of small multi-family, in-fill development projects and mixed-use redevelopment projects (City of Santa Barbara 2008b). Over

50 mixed-use projects have been approved or constructed increasing the City housing supply by over 300 units since 1990. Although these developments increased housing supply, demolition and loss of older, more affordable rental stock associated with these developments is a concern (City of Santa Barbara 2004b).

**Housing Affordability and Costs:** The median value for a two-bedroom home in the city of Santa Barbara was estimated at \$881,000 in March 2009, while a four-bedroom home was \$1.01 million (Zillow 2009)<sup>8</sup>. These prices are not affordable to the majority of existing City residents (City of Santa Barbara 2004b). Only 1.7 percent of single-family houses on the market in the City in 2003 to 2004 sold at prices affordable to households earning the median income (AMI) or less. Conversely, 97 percent of houses on the market sold at price levels that only households earning 200 percent of the AMI or higher could afford (City of Santa Barbara 2004b). Even with price declines in 2008 and 2009, home values remain higher in the City than in Carpinteria and Goleta, and substantially higher than State and national averages (City of Santa Barbara 2009c).

An estimated 41.9 percent of Santa Barbara residents live in owner-occupied housing compared to 68.8 percent and 58.8 percent for the cities of Goleta and Carpinteria, respectively (UCSB 2008). The City has historically supported a high proportion of renter population; generally about 60 percent rental households compared to 40 percent ownership. The city of Santa Barbara also has more multiple-family housing than other jurisdictions (refer to Table 19.3).

High rent in the City may also strain the budgets of low- and moderate-income households. Average rent for apartment in the South Coast commute area (i.e., Santa Barbara and northern Ventura counties) increased by an average of 38 percent from 2001 to 2008. Rent in Santa Barbara and Goleta are substantially higher than those in northern Santa Barbara County, and 24 percent higher than those in Ventura County. Rent declined by an average of 2 percent from 2008 to 2009 (City of Santa Barbara 2009c). Average rent in Santa Barbara and Goleta were \$1,727 per month, with one-bedroom units renting for an average of \$1,442 per month, and



*The city of Santa Barbara recently contributed over \$17 million toward construction of 167 affordable housing units as part of the St. Vincent's Project.*

The city of Santa Barbara is the leading provider of affordable housing on the South Coast, with 76 percent of the region's affordable housing supply.

<sup>8</sup> The City's recent Draft Development Feasibility Study found the median sale price of homes in Santa Barbara to be just over \$1 million, a decline of 15 percent from 2008. For Goleta, the study shows a median sale price of approximately \$815,000, a decline of 20 percent from 2008. Data for the South Coast is not available for comparison purposes.

two-bedroom units for over \$1,700 per month. Rental vacancy rates in the City increased to 5 percent in 2009 compared to less than 3 percent in 2004 (City of Santa Barbara 2009c). Still, the average rent for a one-bedroom unit exceeds the accepted standard of 30 percent for a low-income household.

Currently there are approximately 3,427<sup>9</sup> affordable units in the City, comprising 9.1 percent of a total housing stock estimated at 37,675 units. Of this, approximately 2,900 affordable units are either owned by non-profit housing corporations or are subject to recorded affordability covenants that require that the housing remain affordable long-term. The Housing Authority of the city of Santa Barbara (HACSB) constructs and/or manages many of these units. The City uses a variety of local, State, and Federal funding sources to finance construction of new units, particularly City RDA grants and loans which have provided over \$20 million for affordable housing construction and upgrade since 2005. The RDA has an estimated \$2.75 million for 2010 expenditures for the Agency's Housing Program Fund (City of Santa Barbara 2009d). The City operates a Housing Rehabilitation Loan Program and a Housing Development and Preservation Program which have assisted in the construction of hundreds of condominium units and single-family homes for gible low, moderate, middle, and upper middle income homebuyers (City of Santa Barbara 2009b).

The HACSB administers the Federal Section 8 rental assistance program which provides rental subsidies to 1,955 households, or approximately 70 percent of such households receiving Section 8 assistance on the South Coast.

The City Community Development Department also administers development incentive and exactions programs to increase provision of affordable housing. The variable density provisions and density bonus program permit housing development in commercial zones and increased densities when affordable housing is provided, as prescribed by the City Density Bonus Ordinance and State Density Bonus Law. An Inclusionary Housing Ordinance requires new development of 10 or more units to set aside 15 percent of units as affordable to middle-income households, with in-lieu fees for projects of two or more units.

#### **19.1.4 Past and Present Jobs/Housing Balance**

##### ***Historical Overview***

The South Coast's imbalance between jobs and housing has been a regional planning issue since at least the 1970s (City of Santa Barbara 2005). The 1975 Impacts to Growth Study found that limited resources and population growth could result in "significant effects on the quality of life" and that "positive programs to satisfy the demand for low- and moderate-income housing" were needed (Santa Barbara Planning Task Force 1974). Despite local agency efforts to provide affordable housing, increased housing prices, modest income growth and limited increases in housing supply have resulted in a regional jobs/housing imbalance, particularly for affordable housing (ECP 2003).

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<sup>9</sup> This does not include Section 8 rental agreements. There are 1,955 Section 8 certificates and vouchers currently in use in the City (City of Santa Barbara 2009b).

In 1960, the population of the South Coast was roughly 93,000. Average household income in the region was nearly \$44,000 (in constant 2000 dollars) and affordable housing units represented 21 percent of the housing stock, with an estimated jobs/housing ratio of 1.27<sup>10</sup>. Commuters were limited to about 2,700 from across the South Coast (ECP 2003). However, housing construction did keep pace with job supply and in-migration due to the attractiveness of the area (Figure 19.5). Increased demand drove up home values, further limiting the ability of workers to purchase housing (County of Santa Barbara 1985). Local government development policies favored job creation over housing production, and employment at UCSB also expanded.

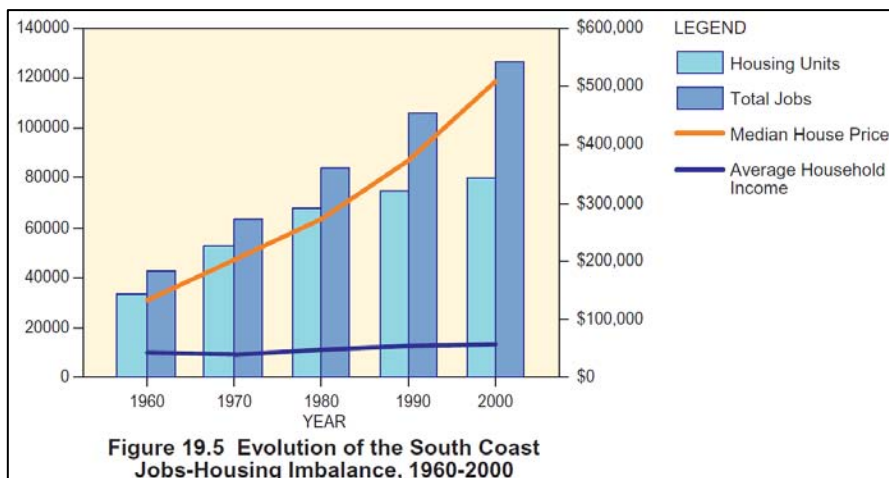


Figure 19.5 Evolution of the South Coast Jobs-Housing Imbalance, 1960-2000

During this time, the jobs/housing ratio increased from 1.27 in 1960, to 1.57 in 2000 on the South Coast. Commuting increased to an estimated 30,000 trips per day from outside of the housing market area (ECP 2003). Median home values increased by 77 percent from 2001 to 2007 (UCSB 2008; City of Santa Barbara 2009c). During the same time, household median incomes increased by only 17.5 percent, reducing average household ability to afford the region’s housing (UCSB 2008; BEA 2009).

**Existing Jobs/Housing Balance**

The present jobs/housing balance on the South Coast is an outcome of the interaction between economic and development trends, local government decisions, environmental constraints, and citizen concerns over the past 40 years. The existing overall ratio of jobs to housing on the South Coast is estimated at 1.42. There is also a regional average of 24.6 jobs for every local government-controlled affordable housing unit (Table 19.6). Thus, the South Coast is a net importer of labor from outside the area (e.g., Santa Maria, Lompoc, Ventura) which is reflected in the daily commutes of some 32,000 employees<sup>11</sup> to the South Coast (refer to Section 16.0, Transportation). The city of Santa Barbara has a jobs-to-housing ratio of 1.43 jobs per housing unit, while the unincorporated South Coast has the lowest ratio in the region with 1.37 jobs per housing unit (California Department of Finance 2008; EDD 2009). The City has the region’s best ratio of jobs to controlled affordable housing units, with 15.7 jobs for each of these affordable units (refer to Table 19.6).

<sup>10</sup> The jobs/housing balance concept is a comparison of the number of jobs provided in an area to the number of housing units in that same area (one job for each housing unit is a 1:1 ratio).

<sup>11</sup> Of this South Coast total, approximately 14,000 commute via automobile to the City from the north, and 17,000 commute to the City from the south. An additional 800 use long-distance transit.

**Table 19.6: Jobs-to-Housing ratio**

Jurisdiction	2008 Population <sup>1</sup>	June 2009 Jobs <sup>2</sup>	Housing Units <sup>3</sup>	Jobs to Housing Units Ratio	Jobs to Controlled Affordable Units Ratio
City of Santa Barbara	90,305	53,900	37,675	1.43	15.7:1
City of Goleta	30,400	17,100	11,516	1.48	30.6:1
City of Carpinteria*	14,271	8,300	5,551	1.49	395.2:1
Unincorporated South Coast	83,600	31,600	23,120	1.37	61.9:1
<b>Total South Coast</b>	<b>218,576</b>	<b>110,900</b>	<b>77,862</b>	<b>1.42</b>	<b>24.6:1</b>

<sup>1</sup> California Department of Finance 2008.  
<sup>2</sup> EDD 2009.  
<sup>3</sup> Refer to Table 19.5 for references.  
 \*The City of Carpinteria's housing stock supports a high percentage of mobile homes which are generally more affordable than condominiums or single-family homes; a relatively large number of apartments in Carpinteria are also enrolled in the Federal Section 8 housing program.

The most widely used method to measure the jobs/housing balance is the ratio of jobs-to-housing within a jurisdiction or region, which compares the number of jobs in an area to the number of workers in that same area (one job for each housing unit is a 1:1 ratio). The California EDD estimates 2009 employment in the City at 53,900, compared to 37,675 housing units. This creates a jobs-to-housing ratio of 1.43, which is comparable to other South Coast jurisdictions (Table 19.7). Debate exists over what constitutes a desirable jobs-to-housing ratio, which may depend upon the geographic area and socioeconomic make up of the workforce.

**Table 19.7: 2000 U.S. Census Estimated Daytime Employment-Residence and Jobs/Housing Balance**

Jurisdiction	Total Resident Population	Total Workers Working in Place	Total Workers Living in Place	Employment-Residence Ratio	Employed Residents to Affordable Units Ratio
City of Santa Barbara	92,325	60,307	46,866	1.29	14:1
Goleta CDP <sup>1</sup>	55,204	27,655	27,515	0.99	49:1
City of Carpinteria	14,194	6,813	7,075	0.96	471:1
Santa Barbara County	399,347	188,900	179,445	1.05	--

<sup>1</sup>The city of Goleta was not incorporated at the time of the 2000 Census. The Goleta Census Defined Place (CDP) includes the area between the current City of Goleta boundaries and the city of Santa Barbara, including Hope Ranch. Isla Vista is not included as it has its own CDP.  
 Source: U.S. Census Bureau 2000.

A second method is to compare the ratio of jobs to employed residents. This method may be more precise in that it takes into account variations in labor force participation, an issue for jurisdictions such as Santa Barbara, where a larger portion of the population have atypical labor force participation, such as more retirees or students. Data on “workers working in place” is only gathered during the decadal U.S. Census. The 2000 Census data, “Estimated Daytime Population and Employment to Resident Ratio” for the city of Santa Barbara, shows the total number of workers “working in place” were estimated at 60,307, while the total “workers living in place” were estimated at 46,866; providing a 1.29 ratio of jobs to residents<sup>12</sup>.

<sup>12</sup> The jobs-to-employed residents ratio is a more refined measure than the jobs-to-housing ratio since it takes into account variations in labor force participation (City of Goleta 2009).

## 19.2 Existing Plans and Policies

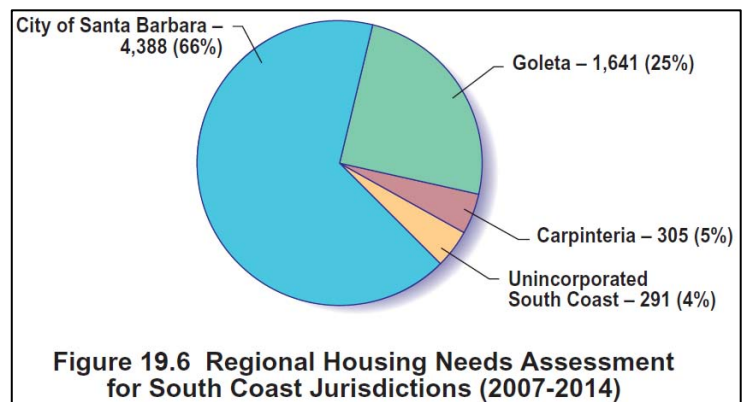
The balance of jobs and housing on the South Coast and within the City is addressed by regional and local plans, as well as State regulations and recent legislation as discussed below.

### 19.2.1 Regional Housing Needs Assessment

California law requires cities and counties to prepare a general plan housing element that includes policies and programs to address housing needs for all income groups. The amount of housing planned for is based on a regional housing needs allocation. The housing element must demonstrate that land use designations put forth in the element allow the types and amount of housing that would adequately address each jurisdiction's needs.

On the South Coast, the housing needs of jurisdictions are assessed and allocated by the SBCAG. SBCAG identifies 7-year housing needs for the region and identifies the fair share for each jurisdiction in the Regional Housing Needs Allocation (RHNA) Plan. The RHNA allocates housing to each jurisdiction based on projected job growth, demographics, housing, and land use within the each jurisdiction rather than on existing population or considering the South Coast as a single job and housing market area, as was done for decades<sup>13</sup>.

The 2008 RHNA projects the need for 11,600 new units countywide by 2014, with the South County receiving 57 percent of this countywide allocation (6,624 new units) (Figure 19.6). The city of Santa Barbara with 45 percent of the South Coast's population and 76 percent of the region's affordable housing, received approximately 66 percent of the region's housing allocation for the 2007 to 2014 period, 4,388 housing units<sup>14</sup>. The County's incorporated communities which have 40 percent of the region's population and 11.2 percent of the existing affordable housing received 4.4 percent of the region's housing allocation, with the remaining 30 percent assigned to the cities of Carpinteria and Goleta (SBCAG 2008).



#### *Santa Barbara*

The City last updated its Housing Element in 2004. This document demonstrates that City plans comply with State law, and addresses local and regional housing and community planning issues. The Housing Element also details housing market history, needs, trends, and constraints, and includes a land inventory, goals, policies, and strategies for meeting housing needs (City of Santa Barbara 2004a).

<sup>13</sup> The University's 1,600 housing units for students, faculty, and staff proposed in UCSB's Long Range Development Plan were accounted for in the RHNA by reducing the requirements of local jurisdictions by a similar amount (SBCAG 2008).

<sup>14</sup> With 21 percent of the County's total population, the City received an allocation of 38 percent of the countywide total (4,388 new units), the largest allocation of any jurisdiction.

Part of the *Plan Santa Barbara* General Plan Update is an update of the City Housing Element. The proposed 2009 Housing Element demonstrates that 4,388 additional housing units could be accommodated within the City during the 2007 to 2014 planning period. The housing targets are intended to assure that adequate sites, land use designations, and zoning exist to address anticipated housing demand during the planning period, and that programs and density designations are in place to allow the provision of a variety of housing types, particularly higher-density homes of 20 or more units per acre (SBCAG 2008). The City’s proposed allocation is further broken down into anticipated income categories, with approximately 57 percent of the required homes (2,501 units) to be planned as affordable to specified income groups, and the remaining 43 percent (1,887 units) affordable to households making more than 120 percent of the AMI (Table 19.8).

<b>Income Category</b>	<b>Units</b>	<b>Percent</b>
<i>Very Low Income</i>	1,009	23
<i>Low Income</i>	746	17
<i>Moderate Income</i>	746	17
<i>Above Moderate</i>	1,887	43
<b>Total</b>	<b>4,388</b>	<b>100</b>

The City has multiple ordinance provisions, plans, policies, and programs that address the balance between jobs and housing. The existing Land Use and Housing elements of the General Plan include policies that require and encourage retention and production of housing for low-, moderate- or middle-income households, and recognize the negative effects of not enough affordable housing (Land Use Element, page 67). Housing Element Goal 6 identifies implementation strategies for improving the jobs/housing balance, and emphasizes regional cooperation in housing planning efforts. The City Municipal Code contains regulations that require developers to provide affordable housing or pay fees to an affordable housing fund in certain instances. City Charter section 1508 (Measure E) limits new non-residential growth to 3 million square feet (sf) through 2010 and helps maintain the balance between jobs and housing.

The State of California recently enacted Senate Bill (SB) 375, which aims to reduce greenhouse gas emissions through coordinating and use of transportation planning, reducing commute distances and associated vehicle emissions, and by limiting urban sprawl. SB 375 provides emissions-reduction goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new development patterns. The intent of the bill is to reshape California communities into more sustainable, walkable communities, with alternative transportation options.

**Relevant Plans and Regulations**

- **SB 375** - provides greenhouse gas emissions-reduction goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new development patterns.
- **State Housing Element Law** - mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community.
- **SBCAG 2008 Regional Housing Needs Plan** - Projects the total number of units needed to accommodate housing demand in the City between 2007 and 2014, including housing needed to accommodate the City’s existing and future workforce.
- **SBCAG 2007 Regional Growth Forecast** - Presents forecasts of population and employment between 2005 and 2040 for Santa Barbara County.
- **SBCAG 2008 Regional Transportation Plan** - provides a regional transportation planning document that reflects regional needs, a 20-year transportation improvement plan, and short-term improvements.

### Relevant Plans and Regulations (Continued)

- **SBCAPCD 2007 Clean Air Plan** - provides guidelines for air quality improvement measures to attain and exceed State and Federal requirements.
- **City Charter Section 1508 (Measure E)** - Limits the amount of new non-residential development and associated production of jobs within the City to 3 million sf until 2010 (proposed for extensions as part of *Plan Santa Barbara*).
- **City Charter Section 1507** - requires that the City balance development with available resources and maintain the established character of the City
- **General Plan Amendment 1-90-** provides policies and plans for living within the City's resources, providing affordable housing, and providing convenient local transportation.
- **2004 City General Plan Housing Element** - Provides an assessment of City Housing Stock and identifies quantified objectives for housing retention and production from 2004 to 2009 through policies which encourage retention and production of affordable housing and which seek to improve the balance between jobs and housing in the City and region.
- **Inclusionary Housing Ordinance** - Requires that all residential projects with 10 or more market rate units provide 15 percent of units as affordable to middle-income households, and in-lieu fees for projects of two units or more.
- **Mixed-Use Ordinance Standards** - This policy encourages mixed-use projects by reducing setbacks and parking requirements for mixed-use buildings in the City's commercial zones.
- **Bonus Density Ordinance** - This ordinance applies to ownership development and allows the City to approve increased density developments on the condition that all density bonus units are affordable for sale to middle-income homebuyers. All density bonus rentals must be affordable to low-income households.
- **Redevelopment Agency Funded Affordable Units** - This program provides low-interest loans and grants to developers of new affordable housing units for low-income renters and moderate-income first-time home buy-

## 19.3 Population Growth and Jobs/Housing Evaluation Methodology

### 19.3.1 Project Components

*Plan Santa Barbara* would permit incremental increases in development through the year 2030, with residential and commercial development in the City and its sphere of influence projected to increase from existing levels by up to 8 and 13 percent respectively. Under *Plan Santa Barbara*, approximately 2,795 new homes and 2.3 million sf of non-residential development would be developed over the next 20 years. In addition, up to 403 units and 178,202 sf of additional non-residential growth is projected to occur within the City sphere of influence, either within the City through annexations or in areas that remain under County jurisdiction.

Policies and programs addressing the jobs/housing balance and increased production of affordable housing include Policies LG1-Resource Allocation Priority; LG2-Limit Non-Residential Growth; LG11-Community Benefit Residential Land Uses; LG-14 Regional Land Use Blueprint; H3-Average Multi-Family Residential Unit Size; H5- Incentives for Affordable-By-Design Units; H6-Promote Affordable and Workforce Housing Production; H8-Educational Institutions Housing Provision Encouragement Guidelines; H9-Inclusionary Affordable Housing Amendments; H13-Residential Density Standards; H14 Second Unit Incentives; H15 Preserve Existing Affordable Housing; H16-Property Transfer Tax; and H17-Redevelopment Funding for

Affordable Housing acquisition (refer to Appendix A). (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

### 19.3.2 Evaluation Approach

The evaluation of impacts to the balance of jobs and housing in the City and region considers the amount, type, and distribution of projected growth to the year 2030 and beyond under the proposed Land Use Element Map designations and *Plan Santa Barbara* policies. The Draft Housing Element (HE) and Land Use and Growth Management Element (LG) updates would limit non-residential development, while encouraging higher-density in-fill residential and mixed-use development within the MODA, and limited residential development in more outlying areas (see Section 3.3, *Project Components* and Appendix D).

The State CEQA Guidelines require an EIR to analyze potential growth-inducing impacts, including the ways in which a proposal could foster economic or population growth, or the construction of additional housing. In addition, Appendix G of the State CEQA Guidelines (14 CCR 15000 et seq.) identifies that a proposed project may have a significant impact on population and housing if the project would induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

Existing population, employment, and housing is quantitatively assessed to identify demographic and economic issues and trends within the South Coast and the city of Santa Barbara (see Section 19.1 above). This review considers population growth, types of employment, housing types and amounts, affordability, regulatory status, and jobs/housing balance within the context of both City and regional communities. Future development under *Plan Santa Barbara* policies is evaluated quantitatively to consider whether it would substantially affect the jobs/housing balance and housing affordability within the City, or cause growth-inducing impacts.

The analysis considers potential effects of the implementation of *Plan Santa Barbara* policies on population, jobs/housing ratio, and affordable housing within the City, sphere of influence, and South Coast region. Direct effects considered include effects on housing stock, job creation, housing demand, population increase, localized overcrowding of housing, rents, use of substandard units for housing and/or long-distance commuting from more affordable communities. Indirect or secondary physical impacts from increased population are also discussed, such as the health and welfare of residents, employees, and their families, loss of sensitive habitats, open space, and agricultural land in surrounding communities, regional congestion, and energy use and air quality and associated impacts to global climate change.

Regional cumulative implications consider citywide growth effects together with growth effects in the City sphere of influence and South Coast. Growth-inducing effects under alternative growth and policy scenarios are considered compared to the existing setting and compared with the *Plan Santa Barbara* effects. Longer-term growth-inducing, population, and jobs/housing implications through the year 2050 programmatically analyze full build-out of the City's General Plan and longer-term trends (e.g., retirement, economy, institution growth).

Existing City, State, and Federal policies and regulatory processes that serve to avoid and reduce impacts related to population, housing, and employment issues are identified. City and regional policies in the General Plan, City Charter, Municipal Code, and design guidelines, City programs, and State and Federal regulatory processes are identified in the *Existing Policies and Regulations* discussion (see Section 19.2 above), and considered in the analysis below. City Charter Section 1508 limits non-residential growth with the goal that it does not exceed resources, including the South Coast affordable housing supply.



Proposed *Plan Santa Barbara* policies and programs that would further avoid or reduce impacts to the jobs/housing balance are also identified as part of the analysis.

Additional recommended measures are identified that could feasibly lessen potential growth and housing effects. These are identified as amendments or additions to *Plan Santa Barbara* draft policies, programs, or standards. General approaches proposed in *Plan Santa Barbara* policies are to minimize growth inducement by limiting job growth, and increase provision of housing by providing incentives and requirements to increase housing density, reduce unit size, require provision of affordable housing, preserve existing affordable housing, explore new funding sources for affordable housing, and increase regional cooperation.

## 19.4 Implications of Population Growth and Jobs/Housing Balance

These growth estimates are based on long-term historic development trends, economic cycles, and continued growth controls. Actual future growth is dependent upon the economy, resource availability, individual property owner decisions, public agency regulations, and new policies proposed in *Plan Santa Barbara*.

### 19.4.1 Citywide Job Growth and Housing Availability

Job generation and employment growth within the city of Santa Barbara are important factors in the continued vitality of the South Coast and regional economy. This is exhibited by the City's low unemployment rate compared to County and statewide levels, and the creation of housing demand, new construction, and related employment opportunities in outlying communities such as Ventura, Lompoc, and the Santa Ynez and Santa Maria valleys. Continuing economic vitality also contributes to continued population diversity in terms of age groups and income levels.

However, employment growth can contribute to regional housing demand and associated secondary environmental effects. The City is anticipated to experience employment growth over the next 20 years, with SBCAG projecting over 5,200 new workers in the labor force (SBCAG 2007a). Non-residential development projected under *Plan Santa Barbara* would be the major contributor to future job creation. Additional sources of employment growth could include potential secondary job growth from residential development (e.g., construction and service jobs); however these jobs are expected to be filled primarily by existing workers. In addition, the ongoing remodeling of existing aging commercial and industrial buildings with higher value uses could create more employment intensive offices. Residential growth to meet the housing demand created by this non-residential growth in employment is projected to consist of 2,795 new units within the City.

Under *Plan Santa Barbara* policies and programs, non-residential development is projected to continue at rates similar to recent historic rates, particularly in the service commercial, office, institutional, and retail job sectors (Table 19.9). The 2.0 million sf of non-residential growth allowed under *Plan Santa Barbara* would gradually increase the number of jobs by up to 4,264 positions within the City with most of these jobs being for low- and moderate-income workers. This would represent an increase in employment of over 7 percent above the existing 54,000 jobs that currently exist within the City.

**Table 19.9: Employment Induced by Non-Residential Growth Under *Plan Santa Barbara***

Future Use	Building Area Per Employee	Pending, Approved, and Permitted Projects	Projected Build-out Under <i>Plan Santa Barbara</i> Policies	Gross New Employment
Service Commercial	300 sf	149,722	205,231	1,183
Retail	500 sf	578	285,823	573
Office	250 sf	58,666	239,635	1,193
Industrial	800 sf	236,634	164,850	252
Institutional	500 sf	325,964	136,556	925
Hotel	1,800 sf	193,314	55,228	138
<b>Total</b>	--	<b>764,928</b>	<b>1,087,323<sup>1</sup></b>	<b>4,264</b>

<sup>1</sup> Does not include build-out projected associated with the airport.

Source: City of Santa Barbara 2009e; employment can be calculated based on average employee per square foot (sf) of non-residential development use.

Residential growth can also increase housing demand due to secondary job creation from increased construction, spending at retail businesses, increased demand for domestic service (e.g., house cleaners, gardeners, nannies), etc. Such secondary job generation is dependent on household incomes. Large expensive estate homes may generate a high demand for services, while less expensive multi-family homes may require lower per capita levels of service. New household location of origin can also affect secondary job growth. Wealthier retirees moving to the area may demand higher levels of service and spend more in the local economy than working- or middle-class residents who have less disposable income (City of Santa Barbara 2009e).

Existing construction, retail, and domestic businesses provided provide services to many clients and existing firms and workers would be expected to provide services for much of new development, lowering the net job multiplier effect of residential development. No reliable data currently exists on the number of secondary jobs created by residential development on the South Coast (City of Santa Barbara 2009e). However, low residential growth rates are not anticipated to induce substantial construction job growth, with such jobs likely to be filled by existing workers. Similarly, many retail and service companies are not working at 100 percent capacity and could take on new customers.

It is recognized that increased population growth could spur some retail, institutional, and service commercial job growth, however this secondary employment growth is reflected in the overall job growth for these particular sectors, and is included as part of the forecasted non-residential growth and additional employment associated with it (refer also to Table 19.9) (City of Santa Barbara 2009e).

In addition, the nature of housing growth promoted under *Plan Santa Barbara* would tend to dampen the secondary job creation effects of new residential development. The policies and programs of *Plan Santa Barbara* strongly emphasize creation of affordable housing and smaller “affordable by design” market rate units. Such smaller in-fill development units occupied by working- and middle-class families and individuals would tend to have lower secondary employment consequences than wealthier households. Such wealthier households would tend to occupy the 410 single-family homes projected for development under the *Plan Santa Barbara* scenario or a relatively small number of luxury townhomes that came to typify in-fill development over the last decade.

Remodeling of older existing buildings is ongoing within the City. Estimates for associated job growth and related increased housing demand are not available. Generally such interior remodel projects do not require

discretionary permits from the City and such employment intensifications projects and associated employment generation are not tracked. Gradually increasing property values are anticipated to continue some displacement of lower-value businesses in favor of often more employment-intensive, higher-value uses. Such employment growth would contribute incrementally to increased housing demand.

The job creation from household growth during the *Plan Santa Barbara* time frame is highly dependent on the number of high-income households generated and the origin of the new households (outside the South Coast or within the South Coast). This information is impossible to project. However, based on the data available, the total number of new jobs created by new household growth would be substantially lower than the number of jobs generated from commercial development (City of Santa Barbara 2009e). Estimated growth from intensification and residential generation is included within *Plan Santa Barbara* job growth projections.

Limited residential and non-residential growth under *Plan Santa Barbara* policies is projected to maintain jobs/housing balance in the City through 2030. Employment and residential growth projections indicate a slight improvement in the jobs/housing balance may even occur over the next 20 years, with the City jobs/housing ratio declining from 1.431 jobs per housing unit, to 1.437 (Table 19.10).

The balance between employed residents and jobs is also projected to stay roughly in balance. Approximately 4,264 new jobs are projected to be created, compared to an estimated 3,370 employed residents housed in new development<sup>15</sup>. This would result in a jobs-to-employed resident ratio of 1.49 for projected growth under *Plan Santa Barbara*<sup>16</sup>. Although this number of new jobs is estimated to be greater than the number of new employed residents, a jobs-to-employed resident ratio of 1.2 to 1.6 indicates a balance between the two variables and takes into account that not every resident will hold a job (Clarke 2009). Using these projections, the City’s current jobs-to-employed resident ratio of 1.29 would remain relatively constant, falling slightly to 1.27 under *Plan Santa Barbara*. However, this ratio does not account for housing affordability, size, or location, and may not accurately represent the ratio of employees able to afford the new housing developed within the City (see Section 19.4.2, *Citywide Job Growth and Housing Affordability* below).

*Existing Policies:* Existing policies limit non-residential growth and promote new housing development.

*Proposed Policies:* *Plan Santa Barbara* policies provide strong direction to limit non-residential growth in favor of new residential development, and to seek regional solutions to the existing jobs/housing imbalance (LG1-Resource Allocation Priority; LG2-Limit Non-Residential Growth; LG11-Community Benefit Residential Land Uses; LG14-Regional Land Use Blueprint). The policies also provide direction to increase production of affordable and workforce-oriented housing within the MODA (Policies H4-Unit Size and Density, H10-Density Incentive for Sustainable Resource Use, H13-Residential Density Standards, and H14-

<b>Year</b>	<b>2009</b>	<b>2030</b>
Employment	53,900	58,164
Change in Employment Under <i>Plan Santa Barbara</i>	--	4,264
Housing Units	37,675	40,470
Change in Housing Under <i>Plan Santa Barbara</i>	--	2,795
<b>Jobs/housing Balance</b>	<b>1.431</b>	<b>1.437</b>
<b>Jobs-Employed Residents</b>	<b>1.29<sup>a</sup></b>	<b>1.27</b>
<small><sup>a</sup> Year 2000 ratio. Source: City of Santa Barbara 2009e. AMEC 2009.</small>		

<sup>15</sup> Assuming 1.27 employed residents per new residential unit (SBCAG 2007a) and a 95 percent occupancy rate for new units, the increment of additional employed residents would be about 3,370.

<sup>16</sup> This method is utilized by the City of Goleta FEIR Update (2009).

Second Unit Incentives). Additional policies encourage major South Coast employers to provide subsidies or employee housing (H7-Regional Employee Housing and H8-Educational Institutions).

*Summary:* Existing policies limit non-residential growth and promote new housing development. Proposed *Plan Santa Barbara* policies also prioritize residential development over non-residential development and support production of affordable housing. As a result, growth, residential development, and job creation associated with non-residential development would not result in a substantial change in the existing jobs/housing balance within the City.

#### 19.4.2 Citywide Job Growth and Housing Affordability

Potential future growth under the *Plan Santa Barbara* General Plan Update is projected to substantially increase demand for affordable housing due to the largely low and moderate wages of new jobs. In addition, production of affordable housing is anticipated to fall substantially behind demand and may decline from historic levels. Although the overall growth of jobs and housing would remain roughly in balance, the majority of the new work force could be unable to afford market rate rents or prices of the majority of new housing. A lack of new homes available at prices, sizes, and locations for the new workers could contribute substantially to the jobs/housing imbalance on the South Coast (SBCAG 2004)<sup>17</sup>.

Over the next 20 years, the difficulty of providing affordable housing is expected to increase, as funding for affordable housing declines, and little vacant, easily developable land remains (County of Santa Barbara 2000; City of Santa Barbara 2009e). Funding for affordable housing would decline significantly as the City loses its major funding source for construction of affordable housing with the expiration of the City's RDA tax increment housing set aside in 2015. The City would still receive funding from debt collection and service bonds for a few years (e.g., \$800,000 HOME Program), however, not the 20 percent RDA set aside. Therefore, the City would need to increasingly rely upon development incentives such as increased densities and regulatory exactions to provide affordable housing. This represents a major policy shift from financing and constructing the largest amount of affordable housing on the South Coast to a system that relies far more heavily on incentives and regulations to provide such housing. The proposed *Plan Santa Barbara* General Plan Update contains potentially far reaching policies and programs to address this issue, including pursuit of additional funding sources. These matters are discussed below.

##### *Projected Wages and Employment*

Increases in employment under the *Plan Santa Barbara* General Plan policies and Land Use Element Map are projected to be in services, office, and retail sectors, which are among the lower paying employment sectors. The service industry is projected to gain of 1,183 jobs (City of Santa Barbara 2009e). While precise breakdowns of data are unavailable, the largest service groups in the City in 2007 included building/grounds maintenance, food preparation and serving, personal care and service, and healthcare support (City of Santa Barbara 2009f). Additionally, the Office and Institutional sectors are projected to grow, largely based on expansion of mid-sized businesses, Cottage Hospital, SBCC, and UCSB (City of Santa Barbara 2009e).

The loss of higher paying positions is projected to continue as baby boomers retire and businesses struggle to fill new middle- to upper-middle income positions due to the high costs of housing and living (SBCAG 2004). Over 55 percent of new job growth (2,345 jobs) is projected to be for low- and very-low-income wage earners, with annual wages of less than \$20,000 to up to \$30,000 per year. An additional 20 percent of the new jobs could be in the wage categories from \$30,000 to \$60,000 (City of Santa Barbara 2009e). This

<sup>17</sup> This problem may be exacerbated as wages are projected to decline considerably in real dollars, while the price of housing is projected to increase much more, with housing prices projected to increase by 66 percent by 2020 (in constant dollars), fully seven times the increase in household median incomes (SBCAG 2004).

shift from middle- to low-wage jobs is a reflection of the dominant role of retail and service commercial jobs in future job growth. Less than 20 percent of the total jobs created are projected to have annual wages in excess of the \$70,400 median income on the South Coast, leaving these households struggling to afford area rents and home prices<sup>18</sup>.

*Existing Policies:* Existing City policies recognize the importance of economic development and provision of living- or high-wage jobs, while also limiting non-residential development to live within available resources and protect the quality of life of City residents.

*Proposed Policies:* Plan Santa Barbara policies that affect employment growth include ER3-Economic Development Plan and Special Studies, to prepare plans to aid start up and green businesses; EF9-Livable Wages, to recruit or retain businesses that provide livable wages; EF10-Infrastructure Improvements, to prioritize capital improvements to retain or expand businesses; EF11-Technology, to encourage and invest in technology to support local business; EF15-Protect Industrial Zoned Areas, to retain land to support well paid jobs in trades, product development and green businesses and EF19-Coordinate with SBCC, to provide a skilled and knowledgeable labor pool. Plan Santa Barbara policies would also limit non-residential development, particularly, LG2-Limit Non-Residential Growth, to limit non-residential development to limit the number of potential new, lower-income jobs; LG14-Regional Land Use Blueprint, would promote cooperation and planning with neighboring jurisdictions, including for the provision of affordable housing. (Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)

*Summary:* Taken together, existing policies and those contained in Plan Santa Barbara policies would generally promote development of green and other local businesses and would limit non-residential development and partially offset increased demand for affordable housing. However, proposed Plan Santa Barbara policies do not address the disproportionate number of lower-wage jobs created as part of future growth. Therefore, although existing and Plan Santa Barbara policies would limit future non-residential, they would not directly focus on providing a balanced mix of low-, moderate- and higher-income jobs. Partially as a result, the larger number of low- and moderate-income jobs created could create demand for housing which could substantially exceed the number of housing units affordable to the workforce that would be created over the next 20 years by economic trends and under Plan Santa Barbara General Plan policies and the Land Use Element Map. This could be partially addressed by recommended addition of a Plan Santa Barbara policy to promote creation of a different mix of low-, moderate- and higher-income jobs (refer to Section 19.8, Recommended Measures below).

**Increased Demand for Affordable Housing**

Non-residential growth is projected to generate up to 4,264 new jobs within the City over the next 20 years, with approximately 75 percent of these jobs being filled by workers earning lower and moderate incomes (Table 19.11). It is unclear what percentage of these workers could constitute new households comprised of newcomers (in-migrants) to the area, newly forming households for graduates of local schools and universities, children moving out of parent’s homes, etc. County studies from the 1980s

<b>Income Category</b>	<b>Total Workers</b>	<b>Units Needed<sup>1</sup></b>
Very Low (<\$20,000)	1,296	1,020
Low (<\$30,000)	1,040	818
Low-moderate (<\$60,000)	870	685
Upper-moderate (<~\$80,000)	307	241
<b>Total</b>	<b>3,780</b>	<b>2,764</b>

<sup>1</sup> Based on 1.27 workers per household.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

<sup>18</sup> Even if dual income households are assumed, the vast majority of these new households would struggle to afford market rate rental or for sale housing on the South Coast.

identified a net in-migration of up to 21 percent for lower-income service and retail workers (County of Santa Barbara 1980, 1985). In addition, such households typically support an average of 1.27 workers, which could further affect demand for new housing. Many of the part-time or retail sector jobs could be filled by existing residents such as university students. These factors would all tend to reduce the absolute number of new affordable units required to house the anticipated increase in area workforce. However, based on the mix of jobs projected, employment growth forecasted for the City over the next 20 years could create demand for up to 2,764 new affordable units<sup>19</sup>.

The 2008 RHNA also identified demand for approximately 1,755 low- and very-low-income housing units in the City through 2014, less than half way through the *Plan Santa Barbara* 20-year planning horizon. These projections were based on existing jobs (50 percent), projected job growth (25 percent), and projected household growth (25 percent) using a County-recommended housing and workforce scenario that allocates housing where the existing jobs are (SBCAG 2008). While these projections did not acknowledge the City's dominant role in provision of affordable housing on the South Coast, they reaffirm the significant future demand for affordable housing.

Increased demand for affordable housing would be partially offset by projected construction of up to 2,795 new homes in the City over the next 20 years. The City has historically provided approximately 30 percent of all new homes as affordable housing, which would equate to 840 units out of the total of 2,795 new homes. However the City's ability to meet this historic production rate for affordable housing would be constrained by lack of funding, high land values and construction costs, etc. Even if the City achieved historic affordable housing production rates, this would only meet 28 percent of the projected demand for affordable housing, leaving a potential unmet need for 2,137 affordable units.<sup>20</sup>

This potential increase in demand for affordable housing could substantially exceed projected affordable housing supply, and could create both direct and indirect physical impacts on people and the environment. Insufficient affordable housing could adversely affect public health, safety, and welfare through localized overcrowding, occupancy of substandard housing, and overpayment of rents, which in turn could deprive families of adequate funds for other necessities. Growth of low- and moderate-income jobs without provision of adequate affordable housing could lead to incremental increases in long-distance commuting, with associated secondary effects to energy consumption, regional congestion, air quality degradation, and loss of open land and resources in outlying communities such as Ventura and Santa Maria. Growth in commuting may also be inconsistent with SB 375 and its goals to balance regional jobs and housing, minimize long-distance commuting, and reduce energy consumption, air quality degradation, and generation of greenhouse gases.

*Existing Policies:* The City Charter requires that individual projects not create significant effects on affordable housing supply, and restricts the rate and overall amount of new non-residential development. The City Housing Element (2005) provides for use of bonus density to stimulate provision of affordable housing, and the Variable Density Ordinance promotes residential mixed-use projects in commercial zones. The City's Inclusionary Housing Ordinance also requires provision of workforce housing in ownership projects of 10 or more units, plus in-lieu fees for projects of two or more units. Most importantly, the City and the HACSB maintain an active financing program that greatly assists in construction and rehabilitation of affordable housing. However, while this effort would continue, the eventual loss of the RDA and associated tax increment financing would diminish the City's ability to subsidize affordable housing.

<sup>19</sup> Assumes 1.27 workers per household (SBCAG 2007a). Based on historic County studies from the 1980s, up to 1,056 new workers could move to the area to fill these jobs.

<sup>20</sup> Calculations assume 1.27 workers per household.

*Proposed Policies:* Plan Santa Barbara policies would limit non-residential development, particularly Policy LG1-Resource Allocation Priority, which would prioritize scarce resources for affordable housing; Policy LG2-Limit Non-Residential Growth would limit the construction of non-residential development to limit the number of potential new, lower income jobs; LG14-Regional Land Use Blueprint would promote cooperation and planning with neighboring jurisdictions, including for the provision for affordable housing. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

*Summary:* Existing policies and those contained in Plan Santa Barbara would limit non-residential development and partially address increased demand for affordable housing. However the number of low- and moderate- income jobs created could create demand for housing which could substantially exceed the number of affordable units that would be developed under the policies and programs of Plan Santa Barbara. Recommended incentives for affordable housing production (see Section 19.8, *Recommended Measures* below) to assure continued funding for affordable housing and improved regional development of affordable housing would partially, but not fully address this citywide and regional issue.

### ***Provision of New Affordable Housing***

In place of historic reliance upon subsidizing affordable housing construction, Plan Santa Barbara policies reflect a shift to rely on increased housing densities combined with regulatory exactions to provide affordable housing. Although the City would continue to have a relatively robust funding base for affordable housing construction, the loss of the majority of such funding by 2015 would substantially limit the City's ability to meet rising demand for affordable housing. Increased density combined with incentives and restrictions such as limiting unit sizes and reduced parking requirements would help spur affordable housing construction. Proposed increased exactions to require new development to provide greater percentages of affordable housing would also help increase production. However, economic analysis indicates that in-fill development with a mix of market, workforce, and affordable units become more feasible at densities in excess of 40- to 50 units per acre (City of Santa Barbara 2009c). While this density is consistent with some recent subsidized housing projects, it is approximately double the density of most recently constructed market rate projects.

Provision of affordable housing to meet future demand using the combination of increased density, new incentives and restrictions, increased regulatory exactions and more modest subsidies would present a major challenge to meeting the City's historic commitment to providing affordable housing. Even if these programs achieve the City's historic record of providing 30 percent of newly constructed units as affordable, a very substantial unmet need would continue to exist for affordable housing over the 20-year horizon of Plan Santa Barbara. However, given dramatic declines in funding, the probability exists that production of affordable housing would decline under Plan Santa Barbara, with associated impacts to low-, moderate-, and middle-income households previously described.

*Existing Policies:* The City Charter requires that individual projects not create significant effects on affordable housing supply, and restricts the rate and overall amount of new non-residential development. The City Housing Element (2005) provides for use of bonus density to stimulate provision of affordable housing, and the Variable Density Ordinance permits substantial residential development as mixed-use projects in commercial zones. The City's Inclusionary Housing Ordinance also requires provision of workforce housing in ownership projects of 10 or more units, plus in-lieu fees for projects of two or more units. Most importantly, the City and the HACSB maintain an active financing program that greatly assists in construction and rehabilitation of affordable housing. However, while this effort would continue, the eventual loss of the RDA tax increment financing would diminish the City's ability to subsidize affordable housing.

*Proposed Policies:* *Plan Santa Barbara* policies would promote development of affordable housing. Particularly policies: LG1-Resource Allocation Priority, would prioritize development of affordable housing over all other new development; LG11-Community Benefit Residential Land Uses would include affordable housing in new multi-family and mixed-use development; LG14-Regional Land Use Blueprint would promote cooperation and planning for affordable housing with neighboring jurisdictions; H3-Average Multi-Family Residential Unit Size could increase density to facilitate affordable housing; H5-Incentives for Affordable-By-Design Units would provide incentives to increase density and affordable housing production; H6-Promote Affordable and Workforce Housing Production would revise the variable density ordinance; H8-Educational Institutions would encourage UCSB and SBCC to provide affordable housing for students, faculty, and staff; H9-Inclusionary Affordable Housing Amendments would explore the increasing required provision of affordable housing in new residential ownership developments; H13-Residential Density Standards would revise standards to permit greater density; and, H14-Second Unit Incentives would encourage second units in single-family developments in the MODA and allow second units outside of the MODA. Particularly, critical policies would set in motion processes that may replace the loss of RDA funding for affordable housing. Policy H16-Property Transfer Tax would increase property transfer tax to provide funding for price-restricted affordable housing, and H17-Redevelopment Funding for Affordable Housing would pursue potential legislative amendments or other opportunities for the extension of RDA funding. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

*Summary:* Based on preliminary economic analysis (City of Santa Barbara 2009e), the combination of existing and *Plan Santa Barbara* policies would face major difficulties in sustaining the City's historic rate of providing 30 percent of all new housing as affordable, absent major new sources of subsidies to replace the RDA after 2015. Even if the combination of *Plan Santa Barbara* policies are successful in achieving the 30 percent historic affordable housing production percentage, a significant shortfall of affordable housing could still result. Existing policies in combination with proposed *Plan Santa Barbara* policies would substantially increase the amount of affordable housing than would be developed without such policies; however, during the planning period of *Plan Santa Barbara*, the provision of affordable housing would likely continue to fall substantially short of demand, with potentially substantial implications for the City's economy and low-, moderate- and middle-income households.

### 19.4.3 Growth Inducement

Future development within the City under City General Plan policies would result in population growth; however; other factors also influence population growth, including the region's natural beauty, climate, vibrant economy -including institutions (UCSB, SBCC) and high-tech research and development firms, and public services (good schools, low crime, etc.). Population within the City under the *Plan Santa Barbara* policies and planning period is projected to grow by up to an additional 6,700 people<sup>21</sup> - an increase of less than 8 percent. This estimate may be high, as future growth may be limited by resource constraints, government regulations, the already developed character of the City, high land values, economic cycles, and other factors. Due to these factors, the past Regional Growth Forecast identified more limited increases in population in the City of up to 2.8 percent (to 92,800) by 2030 (SBCAG 2007a). Subsequently, the Regional Housing Needs Allocation identified a higher number for the City for the period from 2007 to 2014. Population growth of 6,700 new residents has the potential to create a range of physical effects to the environment as discussed throughout this EIR. In addition, such growth has the potential to exacerbate the existing

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<sup>21</sup> City population growth projections are based on an average of 2.43 residents per new unit while SBCAG and other population growth projections are based on historic growth, demographic, and economic factors. Therefore, these data are provided for informational purposes only.



jobs/housing imbalance within the City and on the South Coast, if non-residential growth and associated job creation outpaces residential growth.

The proposed *Plan Santa Barbara* policies address these issues by fostering in-fill development within the MODA at smaller unit sizes, potentially higher-density, and with stronger standards for building size and design, and by planning for a rough balance between jobs creation and provision of new housing for the additional increment of growth. As discussed above, these efforts may address jobs/housing imbalance impacts and some potential secondary issues such as vehicle trip generation and associated local and regional traffic congestion, air quality degradation, increased energy demand, and greenhouse gas generation (see Section 16.0, *Transportation*; Section 6.0, *Air Quality*; Section 18.0, *Global Climate Change*; and Section 13.0, *Open Space and Visual Resources*).

Population growth inducement could create a number of potential potentially significant indirect impacts as described in other sections of this EIR (e.g., air quality, traffic congestion); almost all of these effects are subject to feasible mitigation. Additional direct socioeconomic effects of population growth on jobs and housing are discussed above.

## 19.5 Regional Implications of Growth and Jobs/Housing Balance

Potential new development and associated population growth of up to 6,700 new residents projected to gradually occur under *Plan Santa Barbara* within the City by 2030 could contribute to projected increases in population along the South Coast and within the County. Countywide population is forecasted to increase by 75,300 persons or 18 percent by 2040 due to net in-migration and natural increase (more births than deaths), while the South Coast is forecast to grow by 12,200 residents or 6 percent during this period<sup>22</sup> (SBCAG 2008). Growth and development within the City sphere of influence in such areas as the Las Positas Valley and the foothills is projected to consist of approximately 403 new units, with approximately 980 new residents or about 13 percent of the growth associated with *Plan Santa Barbara*.

Forecasted growth within the City could also contribute to regional employment growth and housing demand on the South Coast, which has the potential to worsen the region's balance between jobs and housing. As discussed above, new non-residential development within the City is projected to generate up to 5,030 new jobs, which would be approximately 33 percent of the 15,170 new jobs projected to be created on the South Coast through 2030 (SBCAG 2007a; Appendix L). Approximately 350 new jobs could be created within the City's sphere of influence.

Increased growth in the City could combine with increased regional growth within the cities of Goleta and Carpinteria, County unincorporated areas, and at UCSB to substantially increase overall housing demand along the South Coast, especially for affordable housing. The general plans for local agencies such as the cities of Carpinteria and Goleta, the County, as well as UCSB indicate that these agencies' long-term plans could result in development of a mix of employment opportunities and new housing that would achieve a balance between jobs and housing, with UCSB proposing the most significant expansion of housing opportunities. Based on the analysis contained in this EIR and the long-range plans of other South Coast agencies, regional growth could create less than considerable effects to the overall imbalance between jobs and housing on the South Coast (City of Carpinteria 2003, City of Goleta 2009, UCSB 2009, SBCAG 2008).

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<sup>22</sup> The SBCAG Regional Growth Forecast is updated regularly, and projections for population growth may change between updates during the proposed planning period.

However, all of these local agencies face similar challenges to that faced by the city of Santa Barbara in providing affordable housing for the additional workforce that would be anticipated under their long-term growth plans. Shortages of developable land, high land values, strict regulations, high construction costs, and a lack of secure local funding sources for construction of affordable housing would continue to limit production of affordable housing to substantially less than the demand. In particular, the loss of the City RDA tax increment set aside for affordable housing construction would deprive the region of its single largest source of funding for affordable housing construction. Planned increases in density in the MODA, along the Hollister Avenue corridor in the city of Goleta and at UCSB, along with local agency inclusionary housing programs would help meet this need. However, unmet regional affordable housing needs could likely continue to grow, with potential secondary impacts to the public due to localized overcrowding, use of substandard units for housing, and overpayment with related decreases in the ability of households to purchase necessities such as health care, food, and education. A continued and growing imbalance between job creation and affordable housing production could also contribute to increases in long-distance commuting, with associated indirect impacts to energy use, air pollutant emissions, and greenhouse gases/global climate change. Although growth under *Plan Santa Barbara* would result in a rough parity between jobs and housing, production of affordable housing would fall far short of demand. Therefore, the City's contribution to the imbalance between jobs and affordable housing along the South Coast would be cumulatively considerable (see Section 19.8, *Recommended Measures* for additional recommended measures to lessen jobs/housing balance effects).

Recommended measures would promote increased coordination between jurisdictions in the region that can better address the imbalance of housing affordability for workers both currently working in the area and those that could result from ongoing non-residential development within the city of Santa Barbara and the South Coast.

## 19.6 Comparative Analysis of Alternatives

The alternatives to the proposed project analyzed are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following provides a comparative analysis of potential implications of future development to population growth and the jobs/housing balance under each of the alternative growth and policy scenarios.

### 19.6.1 No Project/Existing Policies Alternative

The No Project Alternative would involve additional development of up to an estimated 2,795 new residential units and 2.3 million sf of non-residential development, with a resultant population increase of up to 6,700 residents and creation of approximately 5,716 new jobs over the project's 20-year planning horizon.

Potential future development is assumed to continue under the existing City policy framework, including limitation to non-residential development, providing financial aid for affordable housing construction, use of the Variable Density Ordinance, density bonus policies, and the Inclusionary Housing Ordinance and RDA funding to provide affordable housing, which has historically included approximately 30 percent of all units constructed in the City. However, the expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction under this scenario. Substantial decreases in available funding and reliance on the existing provisions of the Variable Density and Inclusionary Housing Ordinances would

result in a steep decline in the provision of affordable housing, decreasing the ability to provide such housing under this scenario.

The No Project Alternative would continue policies promoting in-fill, mixed-used development, but would have less emphasis on small unit, in-fill development than under *Plan Santa Barbara*. Projected additional employment of approximately 5,716 new jobs could be greater than that projected to occur under *Plan Santa Barbara*, while housing growth would be similar. The jobs/housing imbalance could gradually worsen under this scenario, as the number of employed residents to new units declines to a projected ratio of 2.04 jobs per housing unit for development during the planning horizon. When combined with projected steep declines in provision of affordable housing, the jobs/affordable housing balance would be substantially worse under this Alternative and would result in increased commuting with associated secondary impacts. The No Project Alternative could be expected to have increased growth-inducing effects and effects on the jobs/housing balance than those anticipated under *Plan Santa Barbara*. Under this alternative, the City contribution to regional cumulative growth effects would be considerable, including on jobs/housing balance, insufficient supply of affordable housing opportunities, long-distance commuting and traffic congestion, and associated energy, air quality, and greenhouse gas effects.

### 19.6.2 Lower Growth Alternative

The Lower Growth Alternative is projected to involve gradual addition of up to an estimated 2,000 new units and 1.0 million sf of non-residential space by 2030. This level of growth could result in a projected population increase of 4,800 new residents and creation of approximately 1,800 new jobs over the 20-year planning horizon, less than under the *Plan Santa Barbara* scenario. Many existing City policies would be assumed to continue, including the Land Use Map, density bonus provisions, Inclusionary Housing Ordinance, and programs to provide more affordable housing. The Variable Density Ordinance would be amended to restrict unit size, but not increase potential densities within the MODA. Anticipated development could consist of smaller, multiple-family homes in the urban core, but substantially fewer than under *Plan Santa Barbara* due to lower densities, difficult economics for such lower density projects, and fewer incentives to provide affordable housing. As a result, more development of single- and multiple-family homes could occur in outlying areas to meet housing needs.

The creation of fewer new jobs under this Alternative, particularly in the Service and Retail sectors, could decrease the number of very low- and low-income jobs created. This could substantially reduce demand for affordable housing. However, this Alternative would also result in construction of fewer new residential units. In addition, lower-density provisions could substantially decrease the production of affordable housing, as it remains unclear if the combination of low-density and small unit construction could be economically feasible. Expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction. When combined with proposed low densities, this could greatly decrease the City's ability to provide affordable housing under this scenario.

The projected overall increase in employment of approximately 1,800 new jobs and the addition of 2,000 new units of housing would be less than those projected to occur under *Plan Santa Barbara*. This change in the ratio between jobs and housing could substantially improve the projected jobs/housing balance, with an average of 0.90 jobs per unit. In addition, the jobs-to-employed resident ratio could decline to 0.71 under this scenario for development occurring in the planning period.

However, the projected shortfall of affordable housing could be substantially greater under this alternative due to less residential in-fill development, combined with the uncertainty surrounding the financial feasibility of low-density, small unit, urban in-fill projects. Thus, while this alternative could improve the jobs/housing balance of development under proposed policies when compared to *Plan Santa Barbara*, inadequate amount of affordable housing could continue to adversely affect low-, moderate- and middle-income households. Future growth under the Lower Growth Alternative could therefore result in a substantial effect on the ability of the workforce to find affordable housing within the City, similar to that under *Plan Santa Barbara*. Application of recommended measures to promote the development of affordable housing could reduce the impact.

As noted above, the Lower Growth Alternative would improve the jobs/housing balance. However, this Alternative could have a considerable contribution to regional cumulative effects of growth associated with inadequate amount of affordable housing opportunities, increased long-distance commuting and traffic congestion, and associated energy, air quality, and greenhouse gas impacts.

### 19.6.3 Additional Housing Alternative

The Additional Housing Alternative is projected to include development of up to an estimated 4,360 new units and 1.0 million sf of non-residential development by 2030, a substantially higher amount of residential growth than under the *Plan Santa Barbara* scenario, and a lower level of non-residential growth. This level of growth would result in a projected population increase of up to 10,464 new residents and creation of approximately 1,800 new jobs over the project's 20-year planning horizon. In addition, growth within the City's sphere of influence is projected to include 443 new homes and 178,202 sf of non-residential development. It is unclear if this growth would occur through annexation to the City or as County unincorporated area development.

The policy set associated with this Alternative assumes the proposed *Plan Santa Barbara* Land Use Map, with variable density amendments for reduced unit sizes but allowing greater residential densities within the MODA. The Inclusionary Housing Ordinance would be revised to increase affordable housing requirements to at least 25 percent. The majority of potential development would be anticipated to consist of smaller multiple-family homes in the MODA which could potentially improve the proportion of housing developed as affordable to workers with low- and moderate-income wages. Additional single- and multiple-family developments could also proceed in more outlying areas to meet projected housing demand.

The creation of substantially fewer new jobs under this Alternative, particularly in the Service and Retail sectors, could result in fewer very low- and low-income jobs created compared to the project scenario. This could create comparatively less demand for affordable housing associated with net new employment. However, this Alternative could also result in construction of substantially more new residential units and affordable units. If this set of alternative policies met historic City rates of producing 30 percent of all new housing as affordable, 1,308 units of affordable housing could be produced, exceeding the demand of 1,167 affordable units associated with the 1,800 new workers projected for this scenario.

However, the expiration of the City Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction and increase the difficulty of producing this amount of affordable housing. Nevertheless, this alternative could substantially improve the jobs/housing balance within the City and contribute to gradual improvements of the South Coast jobs/housing balance.

This major change in the ratio between jobs and housing could result in an improved jobs/housing balance averaging 0.43 jobs per unit created during the planning period, substantially better than the *Plan Santa Barbara* scenario. In addition, the employed resident-to-jobs ratio for new development could decline to 0.33 under this alternative. Further, this alternative could potentially erase the projected shortfall of affordable housing and incrementally improve the balance between affordable housing and jobs in the City and on the South Coast.

This Alternative would begin to improve the regional jobs/housing balance, as well as the availability of affordable housing, reducing cumulative effects of regional growth on insufficient affordable housing. Potential adverse secondary impacts such as loss of open space and agricultural resources, increased long-distance commuting, increased regional congestion, and associated energy and air quality impacts would be substantially less than those associated with *Plan Santa Barbara* and would constitute a beneficial effect on the regional jobs/housing balance, incrementally improving this balance and reducing potential secondary impacts.

A comparison of population growth, employment, and housing growth under *Plan Santa Barbara* and each alternative is provided in Table 19.12.

	<i>Plan Santa Barbara</i>	No Project	Lower Growth	Additional Housing
Population Growth	6,700	6,700	4,800	10,464
Employment Growth	5,030	5,716	1,800	1,800
New Housing Units	2,795	2,795	2,000	4,360
Affordable Housing Demand <sup>1</sup>	2,764	3,375	1,167	1,167
<b>Jobs/housing Balance</b>	<b>1.437</b>	<b>2.04</b>	<b>0.90</b>	<b>0.41</b>
<b>Jobs-Employed Residents<sup>2</sup></b>	<b>1.27</b>	<b>1.61</b>	<b>0.71</b>	<b>0.33</b>

<sup>1</sup>Calculated assuming a similar income breakdown as the Project, with 75 percent of jobs providing moderate income or less and 1.27 workers per household.  
<sup>2</sup>This ratio represents jobs creation to the number of people that can be housed under each alternative.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

## 19.7 Extended Range Implications of Population Growth and Jobs/Housing Balance

Development of the City through 2050 would effectively represent full build-out of the City under the proposed *Plan Santa Barbara* land use and zoning plans. The Extended Range Forecast assumes that non-residential growth of up to 3 million sf and residential growth of up to approximately 8,600 units would gradually occur over this approximately 40-year time frame. This projected development through 2050 could result in a population increase of up to 20,900 additional residents and creation of up to approximately 7,500 new jobs.

Development is assumed to occur under the proposed *Plan Santa Barbara* policy framework, including the revised Land Use Map. The Inclusionary Housing Ordinance is assumed to be revised to increase the affordable housing requirements. The Variable Density Ordinance would be amended to restrict unit size and increase allowable densities within the MODA along with improved design guidance to protect historic and visual resources and community character. The majority of development would be anticipated to consist of

smaller multiple-family units in the MODA which could potentially improve the proportion of housing developed as affordable to workers with low- and moderate-income wages. Increased single- and multiple-family developments would also be assumed to proceed in outlying areas as the City approaches full build-out.

Forecasting employment and housing trends over such an extended timeframe can be affected by a wide range of variables, such as alterations in the national, State, or regional economies, and changes in housing preferences, household sizes, and types. However, in general, increases in employment of approximately 7,500 new jobs and the addition of 8,600 new units of housing could result in gradual improvements in the jobs/housing balance over this longer horizon. The additional increment of residential development, when compared to allowable non-residential uses could essentially keep the status quo regarding the projected jobs/housing balance, with an average of 1.32 jobs per residential unit. However, the jobs-to-employed resident ratio would decline to 0.69 using 2009 assumptions.

With policies to increase potential densities and reduce unit sizes, and with the amount of potential housing development over the 40 years, the production of substantial additional affordable housing could result, which could assist many lower-income workers in obtaining local housing. If the Extended Range Forecast produced 30 percent of all new housing as affordable consistent with City historical production, 2,580 units of affordable housing would be produced, which could fall short of the demand of 4,429 units associated with the long-term projection of 7,500 new workers. Additionally, the expiration of the City's Redevelopment Project Area and loss of the tax increment set aside for affordable housing construction would deprive the City of its main funding source for affordable housing construction and increase the difficulty of producing affordable housing.

As such, it is likely that under the Extended Range scenario, the City could continue to experience insufficient affordable housing within the City, and contribute to a decline of the jobs/housing balance on the South Coast. Potential adverse secondary effects associated with increased long-distance commuting, increased regional congestion, and associated energy and air quality impacts could occur under this longer-range development scenario. In addition, as discussed in Section 18.0, *Global Climate Change*, Federal and State legislation, as well as economic conditions, could substantially affect the City and State's existing approach to providing housing and transportation. Increased alternative transportation such as commuter rail may be available in the longer-term, as well as increasingly fuel-efficient or alternative fuel vehicles, which could result in alteration of commuting patterns and associated environmental impacts. Land use development patterns may be affected by new legislation, sea level rise, changing land values, etc. However, to the extent foreseeable, the policies and programs contained in *Plan Santa Barbara* reflect the current trends in land use, transportation, and climate change planning, and are designed to address evolving changes in State and Federal legislation.

## 19.8 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.

**RM POP-1 IMPROVED JOBS/HOUSING BALANCE****1.a. Growth Monitoring.**

*The City should consider adding the following new policies to the Plan Santa Barbara Land Use and Growth Management Element and/or Adaptive Management Program:*

- **Monitor Jobs/Housing Balance and Affordable Housing Supply.** *Continue to monitor the amount of non-residential growth and consider it in relation to residential growth to assess changes in the jobs/housing balance and supply of affordable housing, and report findings to the Planning Commission on a regular basis.*
- **Growth Pacing.** *If needed, consider adoption of formal pacing mechanisms (to ensure continued progress on improving the jobs/housing balance).*

**1.b. Job Creation**

*The City should consider adding the following new policy to the Plan Santa Barbara Economy and Fiscal Health Element:*

- **Creation of Higher Wage Jobs.** *Emphasize programs, incentives, and land use changes that would prioritize creation of high-wage jobs in order to improve the balance between low-, middle-, and high-income wage employment opportunities.*

**1.c. Locations for Affordable Housing**

*The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:*

- **Regional Coordination on Affordable Housing.** *Continue to coordinate with other South Coast agencies to identify available land for residential development and consider partnerships between local agencies to develop housing for the South Coast workforce. Inventory and consider publicly-owned sites throughout the South Coast's urban areas with good transit accessibility for such development.*
- **City Affordable Housing Locations.** *Identify locations appropriate for new affordable housing, and consider the locations for higher-density land use overlays. Utilize policy direction of Plan Santa Barbara in locating appropriate sites, including Housing Element Policies (Policies H1-In-Fill and Opportunity Sites; H6-Promote Affordable and Workforce Housing Production; H11-Mixed Use Housing at Shopping Centers; H12-Rental Incentives; H13-Residential Density Standards; H14-Second Unit Incentives) and Policy LG15-Sustainable Neighborhood Plans.*
- **Student/Faculty Housing.** *Discuss with SBCC and other interested organizations the potential and obstacles to development of student housing on campus or within walking distance of campus. Provide encouragement and assistance to SBCC in pursuit of any needed legislative or Local Coastal Plan Amendments. Provide assistance in permitting and design of such housing and consider providing financial assistance for construction.*

**1.d. Incentives for Affordable Housing**

*The City should consider adding the following new policies to the Plan Santa Barbara Housing Element:*

- **Streamline Permit Process.** *Revise development standards and procedures to streamline the permit process for mixed-use/residential projects that provide more affordable housing than standard City requirements (e.g., 40 percent or more) and that provide a smaller non-residential component (e.g., less than 25 percent of total floor area).*
- **Redevelopment Funding for Affordable Housing.** *Pursue legislation that would extend the life of the Redevelopment Agency to 2030, and expand the Redevelopment Project Area only for providing affordable housing.*

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## 20.0 SOCIOECONOMIC ISSUES

**Issues:** *This section analyzes the distribution of lower-income and minority populations within City neighborhoods. Analysis focuses on whether adoption of the proposed Plan Santa Barbara General Plan Update or selection of alternative policies could have the potential for disproportionate environmental effects upon lower-income and/or ethnic minority populations, including physical or health hazards, and adequacy of public services.*

Socioeconomic issues are not required to be addressed as environmental impacts under the California Environmental Quality Act (CEQA) unless such social or economic effects in turn result in direct physical environmental effects, i.e., create a logical chain of events that would lead to physical changes to the environment (refer to Section 15131 of the State CEQA Guidelines).

The following analysis looks at *Plan Santa Barbara's* environmental effects in relation to lower-income and ethnic minority populations. Issues considered in this analysis include hazards or health effects such as exposure to chemicals, air pollution, and noise, the adequacy of resources and public services, and neighborhood involvement in planning.

This analysis is included in the Environmental Impact Report (EIR) as information; however, these issues are not considered “CEQA environmental impacts.” The information may be used to consider any appropriate policy measures to lessen any potential environmental effects on lower-income and ethnic minority populations.

In Federal and State guidelines and regulations, disproportionate environmental effects on lower-income and ethnic minority populations are referred to as “environmental justice” issues. At the Federal level, Executive Order 12898 requires Federal agencies to consider the effects of government actions on health and environmental conditions in minority and low-income populations (White House 1994). The White House Council on Environmental Quality (CEQ) guidelines outline principles for evaluating these issues as part of environmental review under the National Environmental Policy Act (NEPA) and action strategies for responding to identified effects.

At the State level, the Governor’s Office of Planning and Research (OPR) is by statute the coordinating agency for State environmental justice programs (Cal Office of Legislative Counsel [OLC] 1999, 2001). OPR has adopted guidelines for integrating consideration of these issues into local agency general plans, for example by addressing distribution of public facilities and services, location of schools and residential dwellings, and expansion of transit-oriented development (OPR 2003). Many state agencies have also used the U.S. EPA (USEPA) Environmental Justice Implementation Plan (EJIP) to develop specific environmental justice strategies and policies.

### 20.1 Methodology for Analysis

This analysis for the *Plan Santa Barbara* General Plan Update adapts the approach identified in Federal guidelines (White House CEQ 1997; USEPA 1998). Lower-income and ethnic minority populations in the com-

munity are evaluated as to whether they would bear disproportionate health or environmental effects in comparison to the general population.

### 20.1.1 Project Study Areas and Community of Comparison

Federal guidelines recommend the selection of the smallest geographic areas (e.g., U.S. Census Block Group<sup>1</sup>) for evaluating these issues. The selected census block groups are compiled into Project Study Areas (PSAs) that reflect neighborhoods containing higher concentrations of lower-income and ethnic minority residents. These PSAs are then evaluated against a Community of Comparison, the larger geographical area that represents the general population of the entire community (White House CEQ 1997, USEPA 1998).

This analysis looks at neighborhoods within the existing boundary of the City. Analysis is based on population data in the U.S. Census Bureau's 2000 Decennial Census (U.S. Census Bureau 1999, 2000). First, baseline percentages of lower-income residents and ethnic minority residents were determined for the entire City (Community of Comparison). The same data were then gathered for the neighborhoods defined in the existing General Plan through the selection of one or more Census Block Groups representing approximate neighborhood extent. These PSAs and the associated underlying census tracts do not precisely match and in some cases overlap neighborhood boundaries. When the percentage of lower-income and/or minority residents in a neighborhood was substantially greater than that of the City, the neighborhood was selected as a PSA.

### 20.1.2 Identified Project Study Areas (PSA)

Eight neighborhood PSAs were identified for this analysis that have greater percentages of lower-income residents and ethnic minority residents than the City overall<sup>2</sup>. In general, populations of lower-income and/or minority residents are concentrated in the older, developed urban core of the City, in neighborhoods within the City's Downtown, Eastside, and Westside (see Section 20.2, *Existing Neighborhood Characteristics*). Many of these neighborhoods are located in the proposed *Plan Santa Barbara* Mobility Oriented Development Area (MODA).

### 20.1.3 Study Characteristics

Based on information in Federal CEQ guidelines, the USEPA EJIP, State OPR General Plan Guidelines, and Cal/EPA documents<sup>3</sup>, factors that are considered to potentially affect lower-income and ethnic minority populations include<sup>4</sup>:

- *Environmental Hazards*: Exposure to hazards such as air pollution, chemical substances, and noise.
- *Economy, Jobs, and Housing*: Increased job growth and housing costs, and resulting pressure to convert residential units to other uses, types of development pending, approved, or constructed; availability of jobs and affordable housing.

<sup>1</sup> *Census Block Groups* are comprised of geographically-adjacent Census Blocks located within a Census Tract. The optimum population of a Census Block Group is 1,500 persons. Most Census Block Groups were delineated with input from the public (U.S. Census Bureau 2001). Other recent demographic information, State Department of Finance and American Finance data do not capture the required data to the extent of the U.S. Census.

<sup>2</sup> Two neighborhood areas are proportionally close to the lower-income demographics of the City (the Downtown/Lower State Street area and the Hope/La Cumbre/North State Street area). With less than 1 percent more lower-income households than the City, these are not considered as PSAs.

<sup>3</sup> Cal/EPA 2004a, 2004b; USEPA 1998; OPR 2003; White House CEQ 1997.

<sup>4</sup> This analysis focuses on availability of socioeconomic resources. Availability of natural resources applies to analyses in rural areas (USEPA 1998; White House CEQ 1997).

- *Availability of Resources and Public Services:* Adequacy of local sources of food and materials for sustenance, commercial services, transportation, and public services such as police and fire protection, parks and recreation, and library services.
- *Planning and Community Participation:* Neighborhood-specific planning, and the use of public outreach to specifically include lower-income and minority populations, such as holding workshops at an accessible location within a PSA.

#### 20.1.4 Policies and Regulations

The following summarizes some of the existing City programs and policies that address physical conditions, resources, and housing affordability in lower-income and ethnic minority populations:

- The City Neighborhood Improvement Program (NIP) and interdepartmental Neighborhood Improvement Task Force (NITF) addresses neighborhood conditions such as clean-up and maintenance, repair and installation of sidewalks and lighting, building code enforcement, illegal trespass issues, and fostering community involvement and grant funding.
- The City Parks and Recreation Department, Creeks Division has implemented many water quality improvement projects and community outreach programs within the PSAs including: Community Creek Stewardship projects at Sycamore Creek along both Cacique and Liberty streets; creek restoration of Old Mission Creek at both West Figueroa Street and Bohnett Park; the Westside Water Quality Improvement Project; and numerous youth events including the Pilot Youth Enrichment Program with student/youth participants involved in water quality projects within PSAs. The Parks and Recreation Department also provides numerous activity programs and services.
- The South Coast Task Force on Youth Gangs, in coordination with numerous City and other agencies, has provided direction for numerous actions toward prevention, intervention, and suppression of youth violence.
- General Plan in-fill and mixed-use policies and State and City bonus density provisions promote development of affordable housing, and the City Redevelopment Agency developed and maintains substantial affordable housing throughout the City. In eligible areas of the City, significant Federal funding supports affordable housing production. Housing and Urban Development (HUD) qualifies census tracts CT 8.01, 8.02, all of 9 and 10, 11.02, 12.04, as meeting their Low-Moderate Income Households criteria for eligibility to receive Community Development Block Grant (CDBG) funding.
- The City Zoning Ordinance (Municipal Code, Title 28) Inclusionary Housing Ordinance (Chapter 28.43) contains requirements for developers to provide affordable housing or pay fees to an affordable housing fund in certain instances.
- The Tenant Displacement Assistant Ordinance (Chapter 28.89) requires adequate noticing when tenants are displaced and, in certain instances, requires property owners to provide financial assistance or replacement housing for a specified amount of time when tenants are displaced as a result of elimination of their homes.
- City Housing Regulations (City of Santa Barbara Municipal Code, Title 26) for Housing Discrimination (Chapter 26.30) prevent housing preferences, limitations, and discrimination against minorities and other populations, especially those residing in rental units.
- Federal Community Development Block Grant (CDBG) funding is available only in Census Tracts defined by the Housing and Urban Development Department (HUD) as low- and moderate-income, which in Santa Barbara are Census Tracts 8.01, 8.02, 9, 10, 11.02, and 12.04.

A summary of Federal, State, and City policies is presented below.

#### **Policies, Plans, Regulations, and Reports**

- **Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*** - requires all Federal agencies (and state agencies receiving Federal funds) to identify and address any disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.
- **White House Council on Environmental Quality (CEQ), *Environmental Justice Guidance under the National Environmental Policy Act (NEPA)*** - provides guidance for developing specific plans to address environmental justice under NEPA environmental impact analysis.
- **U.S. Environmental Protection Agency (USEPA), *Environmental Justice Implementation Plan (EJIP)*** - provides guidance for developing specific plans to address environmental justice under various EPA programs, including NEPA environmental impact analysis.
- **NEPA** - requires Federal agencies to integrate environmental values into their decision-making processes by considering environmental impacts, including those related to environmental justice.
- **Senate Bill (SB) 115, *Environmental Justice*** - defined environmental justice in California statute and established the Governor’s Office of Planning and Research (OPR) as the coordinating agency for State environmental justice programs.
- **Assembly Bill (AB) 1553, *Environmental Justice Guidelines*** - required the OPR to adopt guidelines for integrating environmental justice issues into local agency general plans.
- **State of California, Governor’s Office of Planning and Research (OPR), *Environmental Justice in California State Government*** - provides a comprehensive outline of how to integrate environmental justice into State government agencies, goals, and policies.
- **State of California, Environmental Protection Agency (Cal/EPA), *Intra-Agency Environmental Justice Strategy*** - example of a collaborative framework among multiple state agencies addressing the integration of environmental justice into agency decisions, goals, and policies.
- **Cal/EPA, *Environmental Justice Action Plan*** - example of State agency framework addressing the integration of environmental justice into agency decisions, goals, and policies.
- **California Environmental Quality Act (CEQA), Section 15131(b), *Economic and Social Effects*** - allows economic or social effects to determine significance of changes caused by a project in certain instances.
- **CEQA, Section 15065(a)(4), *Mandatory Findings of Significance*** - cites “substantial adverse effects on human beings” as a qualifier for significant effects on the environment.
- **City of Santa Barbara Municipal Code, *Density Bonus and Development Incentives (Chapter 28.87.400)*** - encourages development of low and very-low income housing by allowing increases over maximum allowable density.
- **City of Santa Barbara Municipal Code, *Inclusionary Housing Ordinance (Chapter 28.43)*** - establishes an *Affordable Housing Inclusionary Fund* into which developers must provide affordable housing or may pay fees in certain instances.
- **City of Santa Barbara Municipal Code, *Tenant Displacement Ordinance (Chapter 28.89)*** - requires adequate notice when tenants are displaced and, in certain instances, requires property owners to provide financial assistance or replacement housing for a specified amount of time when tenants are displaced.
- **City of Santa Barbara Municipal Code, *Housing Discrimination (Chapter 26.30)*** - contains regulations to prevent housing preferences, limitations, and discrimination against minorities and other populations, especially those residing in rental units.
- **City of Santa Barbara Charter, *Non-Residential Growth Limitations (Chapter 1508[b])*** - mandates that non-residential projects may only be constructed if they would not cause a significant adverse impact on affordable housing.
- **City of Santa Barbara General Plan, *Circulation Element and Housing Element (2004 Update)*** - establishes a number of policies and implementation strategies which address mixed-use in-fill development and the preservation and development of affordable housing in the City; requires that the development of affordable housing maintains a commitment to high-quality planning, environmental protection and urban design.

Extensive additional regulations at the Federal, State, regional, and City levels address topics discussed in this chapter, such as hazardous materials clean-up, air pollution levels, noise, and public facilities and services.

## 20.2 Existing Neighborhood Characteristics

### 20.2.1 Demographics

In 2000, the City’s population was 92,325<sup>5</sup>, with 38,476, or 41.7 percent, classified of a minority background (Table 20.1). Persons of a Hispanic/Latino background (32,330 persons) represent 84.0 percent of the City’s minority population and 35 percent of the total population. Other minority populations, including Asian-Americans and African-Americans, represent a much smaller percentage of the City’s minority population (U.S. Census Bureau 2000).

A 1999 sample of City residents totaling 88,700 persons showed that 13.4 percent of this sample (11,846) were below the poverty level (refer to Table 20.2).<sup>6</sup> By comparison, approximately 13.0 percent of California residents are estimated to be below the poverty level, similar to the level in the City (U.S. Census Bureau 2007).

Within the identified PSAs (Figure 20.1), the percentage of ethnic minority residents ranges from approximately 52 percent in Oak Park (PSA 7) to almost 84 percent in the Eastside (PSA 2), compared to an overall citywide average of approximately 41 percent (Table 20.3).

The percentage of households below the poverty level in the selected PSAs ranges from approximately 17 percent in the Westside (PSA 1) to approximately 25 percent in the Lower West (PSA 4), compared to a citywide average of approximately 13.4 percent (refer to Table 20.4).

In addition, four of the PSAs have household sizes greater than the citywide average of approximately 2.5 persons, with the Eastside (PSA 2) containing the greatest average household size at approximately 3.8 persons. High average household size sometimes reflects multiple families or households combining together to afford high housing costs (U.S. Census Bureau 1999, 2000).

**Table 20.1: City of Santa Barbara (Community of Comparison) Characteristics, 2000**

Minority Background	Population	Percentage of Total Population	Percentage of Minority Population
White Non-Hispanic	53,849	58.3	N/A
<b>Minority Populations</b>			
Hispanic/Latino	32,330	35.0	84.0
Asian-American	2,467	2.7	6.4
African-American	1,418	1.5	3.7
Native American/Native Alaskan	405	0.4	1.1
Native Hawaiian/Pacific Islander	98	0.1	0.3
Other/Multi-Racial <sup>1</sup>	1,758	1.9	4.6
<b>Minority Subtotal</b>	<b>38,476</b>	<b>41.7</b>	<b>100.0</b>
Total Population	92,325	100.0	N/A

<sup>1</sup>Includes persons of two or more racial backgrounds and persons of some other racial background not defined by the U.S. Census Bureau.  
 Source: U.S. Census Bureau 2000.

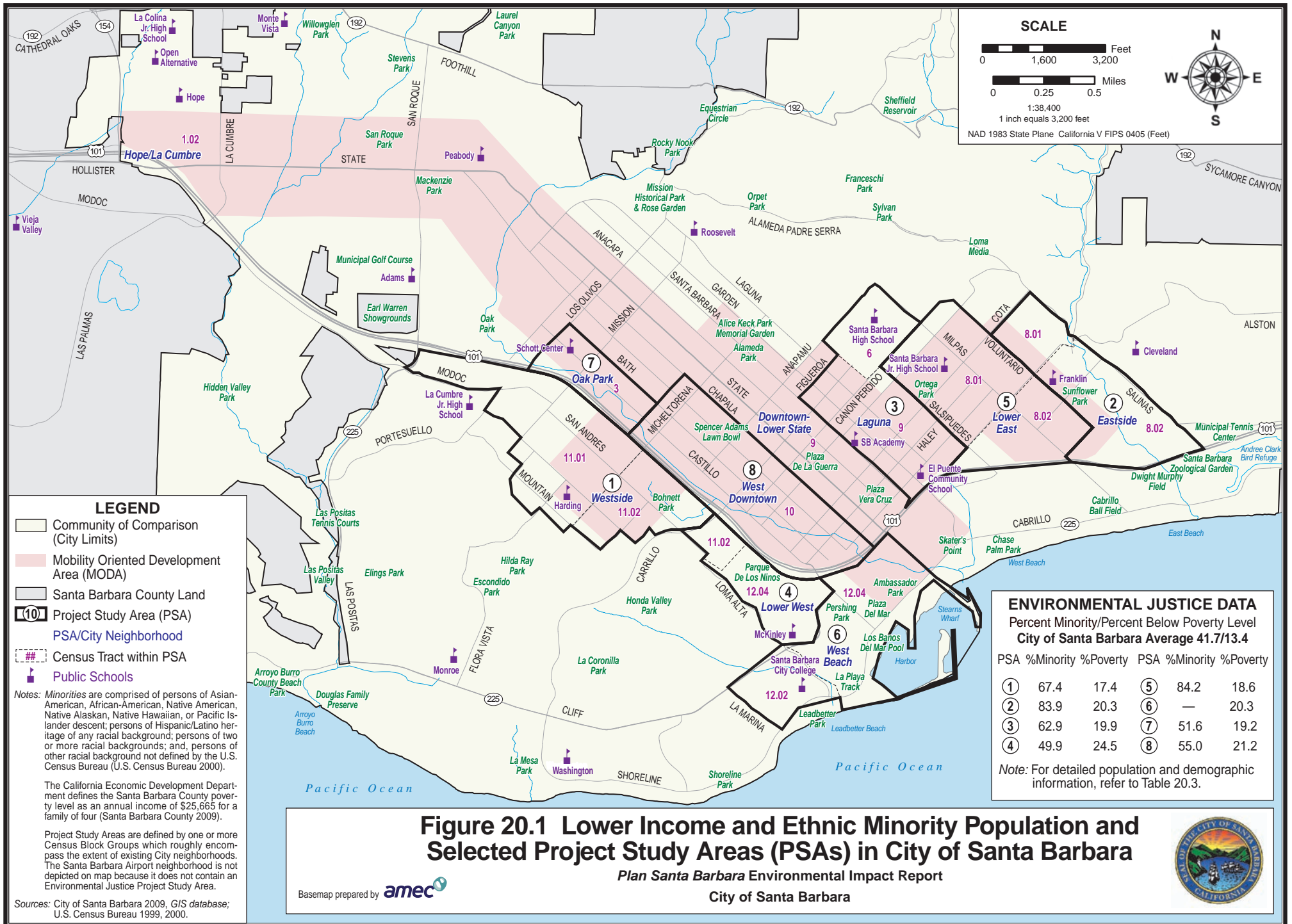
**Table 20.2: City of Santa Barbara (Community of Comparison) Poverty Characteristics, 1999**

Sample	Population	Percentage
Total Population	88,700	100.0
<b>Percent Below Poverty Level</b>	<b>11,846</b>	<b>13.4</b>

Source: U.S. Census Bureau 1999.

<sup>5</sup> The U.S. Census Bureau revised this original figure of 92,325 to 89,600, correcting for UCSB residence hall populations mistakenly identified as city of Santa Barbara residents. It should be noted that a total of approximately 1,760 other UCSB students live within the City (UCSB 2009).

<sup>6</sup> *Poverty Level* is the level of income needed to meet basic needs for healthy living, including food, shelter, and clothing; the level qualifying as below poverty level is based upon household size/age of household members and adjusted annually for inflation by the Consumer Price Index (U.S. Census Bureau 2008). The California Economic Development Department defines the Santa Barbara County poverty level as an annual income of \$25,665 for a family of four (Santa Barbara County 2009).



Notes: Minorities are comprised of persons of Asian-American, African-American, Native American, Native Alaskan, Native Hawaiian, or Pacific Islander descent; persons of Hispanic/Latino heritage of any racial background; persons of two or more racial backgrounds; and, persons of other racial background not defined by the U.S. Census Bureau (U.S. Census Bureau 2000).

The California Economic Development Department defines the Santa Barbara County poverty level as an annual income of \$25,665 for a family of four (Santa Barbara County 2009).

Project Study Areas are defined by one or more Census Block Groups which roughly encompass the extent of existing City neighborhoods. The Santa Barbara Airport neighborhood is not depicted on map because it does not contain an Environmental Justice Project Study Area.

Sources: City of Santa Barbara 2009, GIS database; U.S. Census Bureau 1999, 2000.



**Table 20.3: City of Santa Barbara (Community of Comparison) and Project Study Areas – Ethnic Minority Characteristics, 2000**

Minority Characteristics	Community of Comparison	Project Study Area 1	Project Study Area 2	Project Study Area 3	Project Study Area 4	Project Study Area 5	Project Study Area 6	Project Study Area 7	Project Study Area 8
Total Population	92,325	9,242	6,180	2,511	4,762	4,312	-	2,184	6,279
Minority Population	38,476	6,233	5,186	1,579	3,806	3,631	-	1,128	3,452
<b>Percent Minority</b>	<b>41.7%</b>	<b>67.4%</b>	<b>83.9%</b>	<b>62.9%</b>	<b>79.9%</b>	<b>84.2%</b>	-	<b>51.6%</b>	<b>55.0%</b>
Hispanic/Latino Population	32,330	5,684	4,768	1,387	3,554	3,452	-	961	3,010
<b>Hispanic/Latino, % of Minority Population</b>	<b>84.0%</b>	<b>91.2%</b>	<b>91.9%</b>	<b>87.8%</b>	<b>93.4%</b>	<b>95.1%</b>	-	<b>85.2%</b>	<b>87.2%</b>

Source: U.S. Census Bureau 1999.

**Table 20.4: City of Santa Barbara (Community of Comparison) and Project Study Areas – Poverty Characteristics, 1999**

Poverty Characteristics	Community of Comparison	Project Study Area 1	Project Study Area 2	Project Study Area 3	Project Study Area 4	Project Study Area 5	Project Study Area 6	Project Study Area 7	Project Study Area 8
Total Population	88,700	9,212	5,981	2,445	4,731	4,373	1,909	2,257	6,254
Population Below Poverty Level	11,846	1,607	1,216	486	1,161	814	387	433	1,328
<b>Percent Below Poverty Level</b>	<b>13.4%</b>	<b>17.4%</b>	<b>20.3%</b>	<b>19.9%</b>	<b>24.5%</b>	<b>18.6%</b>	<b>20.3%</b>	<b>19.2%</b>	<b>21.2%</b>

Source: U.S. Census Bureau 1999.

**20.2.2 Environmental Hazards**

Areas in the City with greater percentages of lower-income or ethnic minority residents are generally centered in older developed neighborhoods within the City’s urban core. Such neighborhoods are frequently located in close proximity to highway and rail corridors, with related potential for generation of localized air pollution and noise. All eight PSAs are at least partially bound by the U.S. Highway (Hwy) 101 and Union Pacific Railroad (UPRR) corridors, and several PSAs lie largely within 1,000 feet of the U.S. Hwy 101/UPRR corridor (refer to Figure 20.1). In these areas, the potential exists for residents to be exposed to higher levels of pollutants from transportation sources, such as particulates from diesel engines (refer to Section 6.0, *Air Quality*).

Four of the eight PSAs (Laguna (PSA 3), Lower East (PSA 5), West Beach (PSA 6), and West Downtown (PSA 8) wholly or partially overlap areas of historic commercial/industrial development, or have substantial amounts of housing mixed with existing commercial and light industrial uses. Portions of these PSAs overlie areas of past soil or groundwater contamination or current clean-up efforts (refer to Section 9.0, *Hazards*). Portions of these areas are also potentially exposed to higher levels of emissions from facilities such as dry cleaners, auto body and paint shops, as well as noise generated by active commercial or light industrial uses, when compared to the City as a whole. As an example, the Quarantina Street and Gutierrez Street area con-



tains an electric substation, auto repair shops, recycling sorting center, and aging residential units. Past pollution and ongoing activities are subject to regulation, clean-up efforts, and hazard/nuisance reduction programs; however, greater potential exists for exposure to hazards for residents of these PSAs.

### 20.2.3 Economy, Jobs, and Housing

***Economic and Development Trends:*** Trends between 1990 and 2007 have included increased housing costs, job growth outpacing available affordable housing, displacement or loss of existing affordable units, and increased instances of overcrowding<sup>7</sup> and/or illegal dwellings (City of Santa Barbara 2008a).

Since 2000, property values and the cost of housing in the City have generally increased by over 150 percent (Trulia.com 2009). The high cost of existing and new housing has likely increased pressure on some lower-income residents to share housing to decrease costs (e.g., multiple families in one dwelling unit) or to occupy substandard or illegal units. Between 1980 and 2000, the number of households in the City considered to be overcrowded is estimated to have increased by approximately 250 percent (City of Santa Barbara 2004a) and large households (e.g., 5 or greater persons) comprise over 10 percent of households in the City (City of Santa Barbara 2004a, U.S. Census Bureau 2000). Strong regional and citywide employment growth during the last 20 years, particularly in the low- to moderate-income retail and service sectors, has maintained a strong demand for affordable housing in the face of a tight supply (refer to *Job Growth* discussion below).

Development trends within the City have been dominated by in-fill development projects and, over the last decade, increased construction of mixed-use developments in commercial zones. Market trends and policy changes, including non-residential development limitations in 1989's Measure E, encourage mixed-use and in-fill projects in the City's Circulation Element and 2004 General Plan Housing Update, and the use of variable density in commercial zones have contributed to these trends (City of Santa Barbara 2005, 2008a). Escalating property values and no "inclusionary" affordable housing requirements until 2005 (i.e., requiring residential projects to include some affordable units) resulted in these mixed-use projects favoring construction of large, market-rate units over smaller, more affordable units. Further, while not adding to the affordable housing stock, these projects could sometimes displace some existing older affordable housing. With the repeal of the City's Housing Mitigation Ordinance (HMO) in 1995, no City requirements exist for replacement of older potentially affordable housing demolished as part of market rate in-fill or mixed-use developments. In response, the 2004 Housing Update encouraged the retention of existing housing (e.g., Policy 2.2.4) and programs targeted to expand housing options for lower-income populations (e.g., Policy 2.5.3) (City of Santa Barbara 2004a).

***Job Growth:*** The City has experienced substantial employment growth over the last 20 years, particularly in the low- to moderate-income retail and service sector employees (refer to Section 19.0, *Population and Jobs-Housing Balance*). Employment growth has clear benefits to the local economy; however, the high demand for, and low supply of, affordable housing in the City and on the South Coast could cause some lower-income populations to occupy substandard housing units and/or live in overcrowded conditions.

Local institutions such as the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC) employ large staffs of low- and moderate-income workers and enroll thousands of students. UCSB provides substantial housing for students and limited faculty housing, but generally does not provide housing for staff, while SBCC does not provide any student housing, but has recently supported very limited off-campus faculty housing. These institutions bring substantial benefits to the community; however, they also

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<sup>7</sup> Overall, according to the US Census citywide persons per household are lower in the City than in Ventura, Thousand Oaks, Oxnard, and California and the U.S. as a whole.

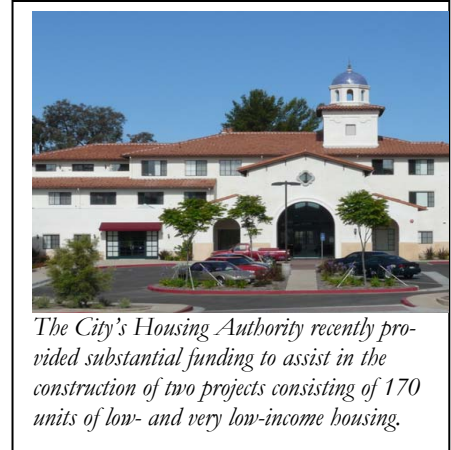
contribute substantially to the demand for affordable housing. With the expiration of the City's Redevelopment Agency tax increment financing structure in 2015, the City's ability to provide housing for lower-income populations will be greatly diminished (refer to *Affordable Housing* discussion below) (City of Santa Barbara 2005, 2008a). In the case of some institutions, including Cottage Hospital and Westmont College, employers have pursued provision of housing for employees. Local entities have also provided loan assistance to local employees for home financing.

***Affordable Housing:*** The city of Santa Barbara has been by far the single most effective provider of affordable housing in the South Coast region, using primarily a mix of financial subsidies and limited regulatory exactions to provide substantial amounts of affordable housing (City of Santa Barbara 2004b). Between 1973 and 2009, the City's affordable housing programs provided over \$118 million in grants and loans for affordable housing production and preservation, yielding over 2,900 affordable rentals and ownership units. Since 2000 alone, 608 affordable housing units have been built or are under construction (City of Santa Barbara 2007, 2008a).

The majority of these affordable units are constructed, owned, and operated by the City's Housing Authority (HACSB) which is funded primarily by a 20 percent required set aside from the City Redevelopment Agency tax increment, and supplemented by Federal and State financing. The HACSB prioritizes applicants who live or work in the South Coast region, thereby directly serving local and regional housing needs; however, with a waiting list of almost 7,000 applicants and an average two-year waiting period, there is clearly a continued strong demand for reasonably priced housing in the region (City of Santa Barbara 2006). Additionally, in an adverse trend for lower-income, including some minority populations, the City Redevelopment Agency tax increment financing structure will expire in 2015, thereby eliminating a major tool for use by the City to provide housing for lower-income populations in the region's high cost housing market (City of Santa Barbara 1999).

In addition to funding construction of affordable housing, the City adopted an Inclusionary Housing Ordinance in 2004 that originally required all ownership projects of 10 or more units to provide 15 percent of total units as affordable to at least middle- and upper-middle income households (i.e., those earning 120 to 160 percent of the median income) (City of Santa Barbara 2009a). The Ordinance was revised in 2009 to require all ownership projects, including condominium conversions and "dry lot" subdivisions (land divisions approved without a housing development plan) of two to nine units<sup>8</sup> to pay an inclusionary housing fee of \$18,000 per unit, with the collected fees intended to finance new affordable housing units. The City also actively uses density bonus and development incentives to encourage development of low- and very low-income housing by allowing increases over density designations if such units are developed (City of Santa Barbara 2004b, 2008b). The City also provides financial assistance to private developers/property owners in return for providing affordable housing units for a specified period of time (typically ten years). However, when affordability covenants expire, no incentives exist for units to remain affordable. Since 2000, affordability covenants have expired on a total of 156 units in the City, and an additional 36 units are subject to expirations during the next five years (City of Santa Barbara 2005, 2008a).

In summary, although housing stock within the City has not kept pace with regional and citywide demand for affordable housing, the City's programs have provided potential options for lower-income populations



*The City's Housing Authority recently provided substantial funding to assist in the construction of two projects consisting of 170 units of low- and very low-income housing.*

<sup>8</sup> Under the *Inclusionary Housing Ordinance* update, for new projects of two to four units, one unit is exempt from the inclusionary fee (City of Santa Barbara 2009).

to locate affordable housing in the South Coast. The combination of high land values, high construction costs, and the limited success of regulatory programs in creating affordable housing indicate that the challenge of providing affordable housing to lower-income populations is likely to increase over the 20-year *Plan Santa Barbara* General Plan Update horizon.

#### 20.2.4 Availability of Resources and Public Services

**Commercial Resources:** The quality and availability of food and commercial resources can potentially affect the livelihood and economic viability of lower-income or minority populations. In urban areas, resources that affect livelihood typically consist of commercial services that cater to lower-income or minority populations and may directly involve such populations through ownership or employment (USEPA 1998, White House CEQ 1997).

Some examples of commercial services include markets with ethnic foods, bilingual/multi-cultural medical or financial services, or a neighborhood thrift store or art collective. Several identified PSAs, including the Lower East/Milpas Street Corridor (PSA 5), are home to numerous commercial services (e.g., ethnic markets, etc.), which cater to and/or are owned by lower-income or minority persons. Other PSAs, such as West Downtown (PSA 8), contain limited lower-income and/or minority population-serving commercial services, or these services are potentially threatened by commercial redevelopment within or in nearby PSAs (City of Santa Barbara 2008a).

**Public Services:** Public services provided by the City (e.g., police and fire protection) generally meet or exceed accepted standards. Some services, such as parks and recreation, are unevenly distributed, with ample opportunities in some geographical areas and fewer in others (refer to Section 14.0, *Public Services*) (City of Santa Barbara 2005). The following trends and conditions pertain specifically to services provided to lower-income and ethnic minority populations:

- **Neighborhood Parks:** The identified PSAs are primarily located in older, more densely developed areas with relatively high demand compared to the number of facilities available and limited open land available for development of new parks. However, the City has made significant investments to revitalize parks in these areas, including Bohnett Park on the Westside (City of Santa Barbara 2005).
- **Elementary Schools:** Several PSAs are served by elementary schools where children reside in close proximity to the schools they attend. Children in other PSAs (e.g., Lower West and Lower East/Milpas Corridor) reside in close proximity to a neighborhood school, but are bussed to a more distant school (City of Santa Barbara 2005, Santa Barbara School District 2001).
- **Library Services:** Lower-income populations may depend on public libraries to provide reading materials and electronic media access, while non-English speaking populations may depend on libraries for bilingual reading materials. City libraries currently provide ample accessible materials, including a large collection of bilingual materials at the Eastside branch library that serves multiple PSAs with large Spanish-speaking populations (City of Santa Barbara 2005).
- **Law Enforcement:** The distribution of law enforcement resources is similar throughout the City, and no areas are underserved. The City has expanded the number of deployed officers who are bilingual to serve areas with higher percentages of non-English speaking populations. Several PSAs are subject to disproportionately higher levels of crime, including several PSAs in the City's east and west areas due to youth gang violence. In response to such conditions, coalitions of community members, law enforcement, and educational personnel regularly meet to plan and implement strategies to combat youth gang violence and other crime (City of Santa Barbara 2005, 2009b).

- *Transit:* Some lower-income, including some ethnic minority individuals, may be more likely to use public transit or pedestrian access for commuting to work, and access to educational, retail, and other services (U.S. Department of Transportation 2000). All eight identified PSAs are served by frequent transit service that allows for convenient access to essential services. However, the PSAs are in many cases located adjacent to, or are transected by, some of the City's busiest roads, thereby reducing the ability of residents to safely and conveniently access services by foot (City of Santa Barbara 2005).

***Neighborhood Improvement Program:*** The City NIP was launched in 2003 to rectify issues of community concern in lower-income neighborhoods of the City. With City Council support, Redevelopment Agency funding, and the creation of the interdepartmental NITF, the City began taking action to address and resolve these problems. Challenged with budget constraints and limited resources, City staff launched the following strategy to address neighborhood concerns:

- Focus on neighborhoods with deficient infrastructure and services, while continuing to address citywide needs.
- Restructure the delivery of services by Public Works, Parks and Recreation, Community Development, Fire, and Police Departments to work better and smarter as a team.
- Secure additional funding for neighborhood improvements with an increased focus on previously untapped grant funds.
- Increase building and zoning enforcement.
- Encourage volunteer efforts by residents and community groups.

Improvements resulting from the NIP have included:

- Repair and construction of sidewalks, curbs and gutters, and installation of street lights.
- Creation of safer, more appealing neighborhoods with better maintenance, such as tree trimming, street sweeping, and shopping cart retrieval.
- Removal of graffiti from public and private properties.
- Elimination of illegal trespassing and accompanying fire hazard conditions.

***Non-Profit Service Providers:*** In addition to the services provided by local government, services from private non-profit service providers are available to City residents, including lower-income and minority populations. These include counseling, arts and education, sports and recreation, mentoring, and gang intervention services. Groups such as the Boys and Girls Club, City at Peace, and Friday Night Live provide education and mentoring that serve a broad range of children and youth throughout the City. Neighborhood community centers such as the Franklin Neighborhood Center and 1235 Teen Center provide recreational, educational, family, legal, and other support services within areas containing high concentrations of lower-income and ethnic minority populations. In addition to groups providing general services, specialized organizations such as La Casa de la Raza provide services focused on the Latino community while organizations such as Homes for People and Habitat for Humanity focus on the provision of affordable housing. Many of these services are located within the identified PSAs and are conveniently accessible to populations residing in those areas (City of Santa Barbara 2008c).

## 20.2.5 Planning and Community Participation

Project-specific or neighborhood-level revitalization planning strategies, which engage members of the public, can help to transform areas into vibrant community centers. During the past 20 years, the City has been

active with focused planning studies, such as neighborhood design guidelines, annexation studies, and parks and recreation planning strategies, as well as the NIP projects as discussed above.

Individual projects and neighborhood planning efforts within specific geographical areas have engaged local populations. Past efforts such as the Eastside Study Group and Westside Community Group have engaged communities within several PSAs. As part of the *Plan Santa Barbara* General Plan Update process and other planning studies, the City has provided bilingual notification and plan materials, and translators as part of the public outreach stages (City of Santa Barbara 2004a, 2008a).

### 20.2.6 Study Area Neighborhood Descriptions

The following provides descriptions of the eight identified PSA neighborhoods.

**Westside (PSA 1)** – PSA 1 encompasses most of the Westside neighborhood to the west of U.S. Hwy 101. The area is generally zoned for and developed with single- and multi-family homes, with the exception of the San Andres and Micheltorena streets commercial corridors. PSA 1's population of over 9,200 persons is the largest among the PSAs, and the area residents are approximately 68 percent ethnic minority and 17 percent below poverty level.

There are eight small multi-unit affordable housing complexes in the area ranging from 2 to 12 units each.

PSA 1 contains some minority-serving businesses along the San Andres and Micheltorena streets commercial corridors, but a relatively limited number when compared to the area's 9,200 residents.

Several trends in PSA 1 have modestly affected its lower-income and minority populations. Thirty-five mostly smaller residential projects were developed between 1990 and 2007, often involving the removal of older, potentially affordable homes, while generally providing relatively limited new affordable housing units. However, the City developed 24 affordable units in the area during this time frame.

The now inactive Westside Community Group provided opportunities for lower-income and ethnic minority populations to be engaged in past planning decisions, including the redevelopment of Parque de Los Niños.

Existing public facilities for PSA 1's 9,200 residents include Bohnett Park at the area's southeastern end, Pilgrim Terrace Community Garden and Park, and the Westside Community Center. The City also recently rehabilitated and expanded Bohnett Park and developed Pilgrim Terrace Park in the 1990s. City NIP capital improvements in this neighborhood have included the design and development of the new neighborhood park adjacent to Bohnett Park.

**Eastside (PSA 2)** – PSA 2, the Eastside neighborhood, is predominantly zoned R-2 (Two-Family Residence Zone), and is developed with a mix of condominiums, apartments, duplexes, and single-family residences. It is estimated that approximately 84 percent of the area's 6,200 residents are ethnic minorities, and over 20 percent of residents live below the poverty level, both some of the highest rates among the PSAs.



*The Eastside and Westside neighborhoods include more than a dozen neighborhood markets, often located in old homes. These markets provide accessible food and goods to residents without the need of a car.*

PSA 2 was a focus of small- and mid-sized multi-family in-fill development between 1990 and 2007, with 33 such projects constructed. While these projects have had few units affordable to low- or moderate-income families, the units constructed were relatively moderately priced.

The area has six affordable housing complexes totaling 75 units, including Sycamore Gardens and Paseo Voluntario. PSA 2 is experiencing mixed trends that may affect its lower-income and minority populations. The area has experienced increasing property values; however it retains a diverse mix of housing types that provide a range of housing options.

Small neighborhood markets and the area's proximity to the Milpas Street commercial corridor allow easy access to services which provide socioeconomic sustenance to lower-income and minority populations in the area.

PSA 2's residents benefit from existing public facilities such as the Eastside Branch Library, Eastside Neighborhood Park, and Franklin Community Center. City NIP capital improvements in this neighborhood have included refurbishment of a community garden and installation of a play structure replacement at Eastside Park; installation of curb, gutter, and sidewalks on Punta Gorda Street, and lighting, kitchen rehabilitation, flooring and landscaping at the Franklin Community Center.

**Laguna/Lower Eastside (PSA 3)** – PSA 3 includes the central Laguna and western Lower East neighborhoods. The area generally consists of mixed single- and multiple-family residential uses in the east and north which transition to a mix of older residential, service commercial, and light industrial uses along the Haley Street and Gutierrez Street corridors. Approximately 63 percent of PSA 3's 2,500 residents are ethnic minorities, and it is estimated that almost 20 percent of residents live below the poverty level, both relatively high rates among the PSAs.

Trends are mixed for lower-income and ethnic minority populations in PSA 3. Sixteen multi-unit residential projects have been built in the area since 1990 including Casa de las Fuentes, and eight projects are approved or pending. Thirty non-residential or mixed-use projects have also been built in the area since 1990. High-value office and mixed-use developments have displaced older housing near Downtown. Gradual intensification of service commercial and industrial zones, including some rezones to housing, has displaced jobs associated with small businesses in PSA 3.

The area supports nine affordable housing complexes, including larger complexes such as 168-unit Presidio Springs/Presidio Garden senior and family housing cottages operated by the City and the Laguna Cottages for Seniors.

The area's central location allows easy access to public facilities, including Santa Barbara High School, the Central Library, Carrillo Recreation Center, and Plaza Vera Cruz in Downtown, and Ortega Park immediately to the east. PSA 3 is also relatively close to established transit and pedestrian corridors, which allows relatively easy access to nearby areas (i.e., Downtown, etc.).

**Lower West (PSA 4)** – PSA 4 encompasses the Lower West neighborhood and a small portion of Alta Mesa. The area is predominantly zoned for multiple-family uses, but is developed with a mix of apartments, duplexes, condominiums, single family homes, and limited neighborhood commercial uses. Approximately 80 percent of PSA 4's 4,800 residents are ethnic minorities, one of the highest rates among the PSAs, and almost 25 percent of residents live below the poverty level, the highest rate among the PSAs.

Generally limited growth has occurred in the area since 1990, with only 15 residential projects developed in that time frame. Completed in 1999 with \$2 million in City assistance, the rehabilitation of 51 apartments in 1999 at the Milagro de La Ladera complex has provided high-quality homes for lower-income households.

Existing public facilities include the Lower Westside Community Center, Parque De Los Niños, and McKinley Elementary School located in nearby Alta Mesa. Pershing Park, Los Baños Pool, SBCC, and the Waterfront are all within easy walking distance, and the area is linked to West Downtown via pedestrian bridges over U.S. Hwy 101.

Lower-income and minority populations in PSA 4 have been directly engaged in a number of past planning efforts, including the now inactive Westside Community Group that provided community representation and facilitated improvements to area facilities.

Ongoing pedestrian circulation improvements (i.e., better U.S. Hwy 101 pedestrian crossings) have improved human health and safety, and have allowed populations dependent on pedestrian transportation more access to nearby areas. City NIP capital improvements in this neighborhood have included street improvements and the addition of a walkway and bike path on Coronel Street; installation of fencing along the railroad corridor; and lighting, curbs and gutter on Loma Alta Street.

***Milpas Corridor/Lower East (PSA 5)*** – PSA 5 includes the Milpas Street corridor, a majority of the Lower East and small portions of Laguna and Eastside neighborhoods. The area consists of single- and multi-family homes scattered throughout commercial and industrial uses, including commercial uses along Milpas Street and industrial uses near U.S. Hwy 101. Approximately 84 percent of PSA 5's approximately 4,300 residents are ethnic minorities, the highest concentration among the PSAs. Approximately 19 percent of residents live below the poverty level, one of the highest rates among the PSAs.

Older, more affordable single- and even multiple-family homes are sometimes lost to new urban in-fill projects, which may affect the supply of housing for lower-income and ethnic minority populations.

Similar to several PSAs discussed above, PSA 5 has experienced mixed trends with regard to lower-income and minority populations. Development since 1990 has included 31 new commercial and industrial projects that, while providing new employment opportunities, have displaced a number of existing older more affordable homes and small business serving minority populations.

Numerous businesses serving ethnic minority populations are located along the Milpas Street corridor, including restaurants, markets, and various commercial and personal services. Existing public facilities available to serve lower-income or minority populations include Ortega Park, Santa Barbara Junior High, and La Casa de la Raza. The Eastside Branch Library, Eastside Neighborhood and Sunflower Parks, and Franklin Community Center are within walking distance in nearby areas.

The City has completed several major improvements along the Milpas Street corridor over the past several years, including installation of a roundabout at the congested Milpas Street/U.S. Hwy 101/Carpinteria Street intersection, construction of decorative lighting, and pedestrian improvements and crossing locations along the corridor. These have improved human health and safety along the corridor and have helped sustain and improve existing, often minority-serving commercial businesses in the area. City NIP capital improvements in this neighborhood have included numerous improvements at Ortega Park, including a renovation of the Ortega Park Welcome House; installation of access ramps on Alisos Street; and pedestrian-level street lighting on Montecito Street from Milpas to Soledad.

***West Beach (PSA 6)*** – PSA 6 encompasses the West Beach neighborhood, Harbor, Stearn's Wharf, portions of the Waterfront, and SBCC. Commercial zoning predominates along the Harbor, Waterfront, and areas adjacent to U.S. Hwy 101. Multi-family uses and zoning, with occasional single-family homes, are located between Bath Street Chapala streets and on the Mesa, west of SBCC between Barranca and Oceano avenues. PSA 6's approximately 1,090 residents exhibit a lower percentage minority population (23 percent) than the City as a whole (42 percent), but the area's poverty level of 20 percent is substantially greater than

the City average. A substantial portion of the White Non-Hispanic population in PSA 10 is below poverty level, which is likely attributed to the student population enrolled at SBCC and residing in nearby housing complexes.

Development trends in PSA 6 have included predominately non-residential development since 1990 such as the remodel and expansion of several hotels, and the construction of several small multi-unit residential projects containing high-end market-rate condominiums. Hotel expansion has created additional service sector jobs in PSA 6; however, such projects have not provided on-site housing or contributed substantial funds to construct off-site affordable housing. Enrollment expansion at SBCC, and an increasing emphasis on attracting UCSB transfer and out-of-town students, has increased demand for affordable housing in the vicinity of the community college (refer to Section 19.0, Population and Jobs-Housing Balance).

The area contains a substantial number of public facilities including Pershing, Plaza del Mar, and Ambassador parks, as well as Los Baños Pool, West and Leadbetter beaches, the Harbor and Waterfront, and SBCC. Elementary-aged students living in this area attend the PSA's McKinley Elementary School.

**Oak Park (PSA 7)** – PSA 7 is comprised of the portion of Oak Park neighborhood adjacent to U.S. Hwy 101. Existing zoning and development includes limited commercial uses along Mission Street and multi-family uses in the rest of the area. Older single-family homes are scattered throughout PSA 7. Approximately 52 percent of the area's approximately 2,200 residents are minorities and almost 19 percent of residents live below the poverty level, in the middle range among the PSAs.

Development in PSA 7 since 1990 has been limited to single- or multi-family residential projects. These projects have often replaced older, more affordable homes with market-rate housing, thereby incrementally decreasing the amount of affordable housing options available in the area. Commercial and public services are generally limited in PSA 7, and lower-income or minority populations must travel to other neighborhoods for needed services. However, Mission Street is a busy transit corridor served by frequent transit service that the area's population is able to readily access.

Public facilities within the area are limited; however, SBCC operates the Schott Center for continuing education in the area, Oak Park is located within walking distance, and Cottage Hospital is located to the north. Additionally, the Westside Community Center and Bohnett Park are located across U.S. Hwy 101 to the southwest, while Alameda Park is located to the east.

**West Downtown (PSA 8)** – PSA 8 encompasses the West Downtown neighborhood between Chapala Street and U.S. Hwy 101, including the east Downtown and south Oak Park neighborhoods. The area is generally zoned and developed with commercial uses in the part closer to Downtown and multi-family use elsewhere; however, older single-family homes, sometimes split into apartments, are also scattered throughout the area. Fifty-five percent of PSA 8's area's 6,300 residents are ethnic minorities and almost 21 percent of residents live below the poverty level, generally in the middle range among the PSAs.

Since 1990, 79 non-residential, mixed-use, and residential projects have been constructed or approved in the area, including four with 10,000 square feet (sf) or more of commercial space and eight large residential projects with over 300 units. Some of these projects have included affordable units, and development has also involved demolition of multiple older residential and special needs units, often replaced with substantially more expensive market-rate development. Development has incrementally increased congestion on area roads, particularly the Carrillo Street corridor, and demand for on-street parking.



Ten multi-unit affordable housing complexes are located in this area, including five complexes managed by the City. El Carrillo, a 62-bed homeless and special needs shelter, is also located in the area. Relatively few commercial businesses and services specifically serving minority populations are located in the area.

Parque De Los Niños, Bohnett Park, and the Westside Community Center are within walking distance via two pedestrian bridges across U.S. Hwy 101; however this area has no neighborhood park. The area is also identified as lacking a neighborhood elementary school, with the area's approximate 500 elementary school children served by two schools outside the PSA, Peabody and Monroe Elementary Schools, located approximately 2 miles to the northwest and southwest, respectively.

City NIP capital improvements in this neighborhood have included the renovation of the Franklin Community Center kitchen, and lighting design in the Haley Street area.

## 20.3 Environmental Implications to Lower-Income and Ethnic Minority Populations

Adoption of the *Plan Santa Barbara* General Plan Update would implement policies and other project objectives that could potentially result in adverse and positive environmental effects to lower-income and ethnic minority populations residing in the selected PSAs and throughout the City. For example, the policies would foster in-fill development and other physical changes in the MODA<sup>9</sup>, and individual projects could potentially affect the PSAs. However, policies are also proposed to establish more detailed area-specific design guidance. Positive effects could result from development of Sustainable Neighborhood Plans (SNPs) and implementation of policies designed to increase affordable housing, retain and add neighborhood-serving commercial services, improve circulation, protect environmental resources and community character, and continue provision of adequate public services.

Using the evaluation methodology above, potential effects resulting from proposed *Plan Santa Barbara* policy changes are discussed below. Potential environmental effects would be expected to affect low-income and ethnic minority populations, but not disproportionately compared to the City as a whole.

### 20.3.1 Exposure to Environmental Hazards Implications

Multiple *Plan Santa Barbara* policy modifications are designed to reduce potential exposure to physical environmental hazards, and preserve non-residential uses in areas potentially containing greater environmental hazards. Such policies focus specifically on areas of the City in which many of the selected PSAs are located, and these policies would generally be beneficial to the lower-income and/or minority populations residing in those areas.

**Air Pollution:** Section 6.0, *Air Quality*, finds air quality impacts of citywide growth under the *Plan Santa Barbara* growth scenario to be consistent with the County Clean Air Plan (CAP). The CAP found that with future growth, County air quality would meet State standards. The analysis also identifies potential air quality effects for future residential uses within 250 feet of U.S. Hwy 101 due to vehicle exhaust, in particular the potentially harmful effects of diesel particulates, especially on children. Portions of every PSA, from the Salinas Street off-ramp to the south, to the Las Positas Road interchange to the north, fall within this setback area. Existing State programs such as the reformulation of diesel fuel and gasoline have helped reduce po-

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<sup>9</sup> The MODA is located in the central part of the City and includes all, or portions of most PSAs, except PSA 4 (Lower Westside).

tential hazards. Proposed *Plan Santa Barbara* policy ER12-Highway Setback would partially address this concern by establishing an interim freeway setback guideline as a screening tool for development proposals within 500 feet, with project review criteria, monitoring of pollution levels, and potential avoidance of siting sensitive land uses within that distance, pending reduction in diesel particulate levels. In addition, mitigation measure MM AQ-1 would mitigate impacts of future development by prohibiting development intensification within a 250-foot setback from U.S. Hwy 101 pending full implementation of diesel particulate reduction programs by the State. Impacts to existing residents could also be alleviated by recommended tree planting and landscaping programs.

**Hazardous Materials:** Section 9.0, *Hazards*, found that extensive existing regulations for hazardous contamination clean-up, health risk assessments, development design, and hazardous materials use by commercial operations address the potential for hazards to future occupants of development in areas subject to prior site contamination, which includes portions of some PSAs. A recommended measure was also identified to further study the use of barriers as a part of site preparation for development in areas of groundwater or soil contamination to pre-empt the possibility of vapor intrusion. Ongoing monitoring and clean-up efforts would help reduce potential impacts as would the standard regulatory review process for new developments overlying potentially contaminated areas.

**Noise:** As described in Section 12.0 *Noise*, the projected future increase in noise along U.S. Hwy 101 and other major roadways to the year 2030 would be less than 3 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and therefore not enough to be a discernible difference. Nevertheless, the noise increase could be considered significant to existing residences in close proximity to U.S. Hwy 101 and other major transportation corridors due to the potential gradual expansion of the area receiving 65 to 69 dBA CNEL noise levels as a result of projected traffic growth to the year 2030. The existing residences likely include numerous lower-income and minority residents. Mitigation measure MM TRANS-2 that would substantially reduce growth in vehicular traffic, would substantially reduce the adverse effects of this impact. In addition, mitigation measure MM NOISE-1 (Roadway Noise) would add a program to *Plan Santa Barbara* for the City to monitor for the future noise level increase, and if it materializes, to work with potentially affected neighborhoods, Caltrans, and the UPRR to identify and implement specific measures to reduce effects from future freeway and roadway noise exposures on existing neighborhoods. Measures may consist of a combination of added sound walls along portions of the freeway, and more localized measures such as barriers and retrofits of older structures. With this measure, potential noise effects to existing residential populations near the freeway and other roadways would be reduced to a less than significant level. An additional measure is recommended (detailed in Section 20.7, *Recommended Measures* below) to pursue establishment of a low-interest loan program to allow lower-income residents to construct noise control improvements to maintain interior noise levels below 45 dBA CNEL.

### 20.3.2 Economic Development Trends and Affordable Housing Availability

One of the primary objectives of the *Plan Santa Barbara* General Plan Update is to address ongoing City and South Coast regional economic development trends that have resulted in unmet affordable housing needs and economic, social, and environmental effects from extensive employee long-distance commuting.

Implementation of multiple plan policies assist in promoting affordable housing production with more economically feasible unit sizes, densities, and with financing incentives [e.g., LG4-Location of Residential Growth, LG9- MODA, H2-Market Rate Residential, H4-Unit Size and Density, H6-Promote Affordable and Workforce Housing Production, H9-Inclusionary Affordable Housing Amendments, and H17-

Redevelopment Funding for Affordable Housing]. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Policies implemented under *Plan Santa Barbara* would generally result in proportionately greater benefits to lower-income populations from additional affordable housing opportunities. However, ongoing demolition of older affordable homes could continue and the future affordable housing supply would not be expected to provide sufficient units to fully address all regional affordable housing needs. No additional measures are proposed.

### 20.3.3 Availability of Resources and Public Services

**Neighborhood Resources:** Proposed policy modifications under *Plan Santa Barbara* could potentially have mixed implications on the availability of resources, such as neighborhood-serving commercial uses for lower-income and ethnic minority populations. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Multiple *Plan Santa Barbara* policies [e.g., LG2-Limit Non-Residential Growth, LG4-Location of Residential Growth and LG9- MODA] would place the development of affordable housing and in-fill development within the MODA as a priority above commercial or market-rate residential development. This could proportionately provide greater benefits to lower-income populations, due to their eligibility for such units. These policies have the potential to displace some existing neighborhood-serving commercial uses, or limit the future development of such resources. However, Policies EF7-Minority Businesses and LG15-Creation of Sustainable Neighborhood Plans could potentially benefit lower-income and ethnic minority populations by emphasizing the retention and increase of neighborhood-serving commercial and other socioeconomic and public facility resources, including in PSAs such as Lower East/Milpas Street Corridor.

Additional policy measures are recommended to further address the need for neighborhood-serving commercial uses in the PSA neighborhoods. An addition to the Non-Residential growth limitations (Policy LG2) would establish a separate Commercial category for commercial services that would serve lower-income and minority populations. An addition to the guidelines for preparing Sustainable Neighborhood Plans would specify commercial services serving lower-income and ethnic minority populations as a component of the plans (see Section 20.7, *Recommended Measures* below). Inclusion of these measures would result in policies that could reduce potential loss of available neighborhood-serving resources available to lower-income and ethnic minority populations.

**Public Services:** Proposed public recreational service policies that would enhance recreational resources for all residents include Policies LG16-Park and Open Space Standards and Planning, LG17-Park, Recreation and Open Space Acquisition and Maintenance Funding, and LG18-Community Gardens on Vacant Lands. These policies would provide for improved parkland and recreational opportunities suitable for the needs and demographics of each neighborhood. As these policies are implemented and future public facilities and services planned, participation by lower-income and ethnic minority populations will be important to provide input about the particular objectives and concerns of the populations, and to provide proportionate allocation of services. Existing policies and activities of the City (including by the Police Department, Parks and Recreation Department, Creeks Division, Public Works Department, Planning Division, and NITF) include outreach and involvement with lower-income and ethnic minority populations as part of planning and public facilities projects, and that would be expected to continue (see Section 20.7, *Recommended Measures* below for Sustainable Neighborhood Plans). *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

**Transportation:** Proposed transportation policies that would improve multi-modal transportation opportunities and services for all residents include Policies EF10-Infrastructure Improvements, C1-Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Utilities, C3-Bike Lanes, C5-Optimize Capacity, C7-Intermodal Connections, C10-Vehicle Speeds, C12-Transit Funding, C13-Appropriate Parking and C16-Parking Maximums. Proposed policy C13-Appropriate Parking, would discourage employee use of downtown parking and encourage alternative transportation, reducing trips. These policies would help to implement improvements and accessibility to road and alternative transportation systems, particularly within the urban commercial core where significant lower-income and ethnic minority populations reside and/or are employed. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

### **20.3.4 Community Participation in Planning Efforts**

The *Plan Santa Barbara* planning process has actively engaged numerous members of the community and interest groups, including individuals from lower-income and ethnic minority populations. Such engagement has had a positive effect on shaping policy development. The City has also had an ongoing NIP that has involved lower-income and ethnic minority populations in neighborhood maintenance, safety, and planning for numerous public improvement projects within the PSAs.

*Plan Santa Barbara's* proposed policies do not specifically address the participation of lower-income and ethnic minority populations in planning efforts. A recommended measure is identified to add direction for additional outreach efforts to lower-income and ethnic minority populations as part of the planning processes to develop additional public facilities and Sustainable Neighborhood Plans (*Plan Santa Barbara* Policy LG15) (see Section 20.4, *Recommended Measures* below). Implementation of this policy could provide lower-income and ethnic minority populations with additional opportunities to be involved in neighborhood plans and project-specific public facilities planning. *(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

## **20.4 Regional Environmental Implications to Lower-Income and Ethnic Minority Populations**

Proposed *Plan Santa Barbara* policies address key issues facing lower-income and ethnic minority populations in the City (e.g., lack of affordable housing). Implementation of such policies could improve the quality and availability of housing and other essential services in the City, thus potentially reducing the need for nearby communities (i.e., Goleta, unincorporated Santa Barbara County, Ventura County) to provide such services. Implementation of recommended measures could further incorporate the needs of lower-income and ethnic minority populations in planning decisions, thus potentially resulting in positive effects to such populations in the region.

## 20.5 Environmental Implications of Alternatives to Lower-Income and Ethnic Minority Populations

The three alternatives to the proposed project are (1) No Project/Existing Policies Alternative (build-out under existing policies), (2) Lower Growth Alternative, and (3) Additional Housing Alternative. The following discusses comparative implications of environmental effects to lower-income and ethnic minority populations.

**No Project/Existing Policies Alternative:** The No Project/Existing Policies Alternative would involve projected future construction of an up to an estimated 2,795 additional housing units and 2.3 million sf of commercial space within the City to 2030, with similar housing growth and slightly greater non-residential development than that projected for the *Plan Santa Barbara* scenario.

Future development would continue under the existing City policy framework, variable density ordinance and Land Use Map. Historic in-fill and mixed-use development trends would be expected to continue; however, the No Project Alternative would not include change density and unit size policies within the MODA.

Anticipated development could therefore generally consist of larger multiple-family homes in the urban core, and some continued development of single-family homes in more outlying areas. The amount of residential growth under this alternative is expected to be similar to the *Plan Santa Barbara* scenario and non-residential development slightly greater.

Existing policies are assumed to continue. Policy modifications proposed under *Plan Santa Barbara* would not go forward, including policies that could potentially benefit lower-income and ethnic minority populations, such as encouragement of affordable housing development, and Sustainable Neighborhood Plans. Production of affordable housing is expected to decline under this Alternative, with associated effects on lower-income households.

Without proposed policies to reduce housing sizes, development of larger, market rate residential units and less affordable housing could result without the potential benefit of an increased proportion of affordable housing within these PSAs. Rather, potential displacement of existing affordable housing and/or commercial services used by some lower-income and ethnic minority populations could continue to occur.

**Lower Growth Alternative:** The Lower Growth Alternative policies are projected to result in construction of up to approximately 2,000 new units and 1.0 million sf of commercial space in the City by 2030, a lower amount of residential and non-residential growth than under *Plan Santa Barbara* policies.

The Lower Growth Alternative could involve a substantially lower amount of growth than under *Plan Santa Barbara* policies. Build-out of less residential development under this alternative could result in production of substantially lower amounts of affordable housing, more unmet housing needs, and more long-distance commuting by employees; however, the proportions of such a reduction would be similarly sustained as the Existing Policies “No Project” Alternative.

**Additional Housing Alternative:** The Additional Housing Alternative is projected to involve construction of up to an estimated 4,360 new units and 1.0 million sf of non-residential growth within the City by 2030, a substantially higher amount of residential growth and a lower level of commercial growth.

The Additional Housing Alternative is projected to involve a substantially greater amount of residential and population growth, and a lower level of commercial and economic growth than under *Plan Santa Barbara* policies. This Alternative could increase the number of smaller residential units within the MODA, as well

as encourage the development of second residential units. This alternative could be expected to substantially increase the availability of housing in the City, including affordable housing within many of the PSAs located in the MODA. Reduced employment growth could reduce pressures on existing housing stocks, especially housing specifically serving environmental justice populations.

## 20.6 Extended Range (2050) Implications to Lower-Income and Ethnic Minority Populations

The Extended Range forecast assumes that non-residential growth of up to 3.2 million sf and residential growth of approximately 8,620 units could gradually occur over this approximately 40-year time frame. The amount of development occurring during this period could be approximately double than under the *Plan Santa Barbara* time frame.

Development would proceed under proposed Land Use Map revisions and associated MODA policies (wholly or partially encompassing most PSAs) to reduce unit sizes and allow greater densities together with more stringent policies to regulate building sizes and design.

Anticipated development could consist of smaller multiple-family homes in the MODA, and some development of single-family homes in more outlying areas could continue as there is less remaining developable land within the City and its sphere. Development of additional affordable housing as promoted by the *Plan Santa Barbara* policies would benefit lower-income and ethnic minority populations.

Within the policy framework under the Extended Range Forecast, parking and transportation demand management programs and promotion of alternative transportation could be expanded, as set forth in *Plan Santa Barbara*. Further development within the City core could foster more use of alternative modes of transportation, thus reducing vehicle exhaust emissions. Enhancements to multi-modal transportation could provide a benefit to many residents, including those with restricted incomes that may rely on such modes. In addition, actions by the City, State, and Federal government to improve rail service could substantially increase use of this mode to connect the City to outlying communities such as Ventura.

Existing plans and policies when combined with those in *Plan Santa Barbara* would not be expected to result in disproportionate environmental effects on lower-income and ethnic minority populations in the longer range period. However, the affordable housing supply may still not meet needs of lower-income households.

## 20.7 Recommended Measures

The following are recommended additions to the *Plan Santa Barbara* policy update, to provide additional detail, or to incorporate or strengthen existing policies in the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required. (*Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.*)

**RM SOCIO-1 INTERIOR NOISE REDUCTION HOME IMPROVEMENT PROGRAM**

*The City should consider adding the following new policy to Plan Santa Barbara Environmental Resources Element:*

- **Financing for Noise Reduction.** *The City shall pursue establishment of a funding program to provide low-interest loans to allow lower-income populations located in higher noise areas to construct noise control improvements to maintain indoor noise levels below 45 dBA Ldn.*

**RM SOCIO-2 MINORITY AND LOW-INCOME SERVING NEIGHBORHOOD COMMERCIAL BUSINESSES****2.a. Non-Residential Growth Limits/Neighborhood-Serving Commercial Uses.**

*The City should consider adding to Plan Santa Barbara Policy LG2-Limit Non-Residential Growth, a separate category to the basic 1.5 million square-foot limit as follows:*

- **Lower-income and/or Minority Population Commercial Services.** *Commercial services owned by and/or predominantly serving lower-income and/or minority populations.*

**2.b. Sustainable Neighborhood Plans/Neighborhood-Serving Commercial Uses**

*The City should add to Plan Santa Barbara Policy LG15-Sustainable Neighborhood Plans, as follows:*

- **Retention of lower-income and/or minority population commercial services in Sustainable Neighborhood Plans.** *Retention and/or growth of commercial services owned by and/or targeting lower-income and/or minority populations shall be an integral part of Sustainable Neighborhood Plans.*

**RM SOCIO-3 COMMUNITY PARTICIPATION IN PLANNING EFFORTS**

*The City should consider adding to Plan Santa Barbara Policy LG15-Sustainable Neighborhood Plans, as follows:*

- **Public outreach for lower-income and minority populations.** *Public outreach efforts to provide greater opportunities for lower-income and minority populations to participate in planning decisions that may affect their livelihood, or be an integral part of development of Sustainable Neighborhood Plans and public facilities planning.*

## 21.0 OTHER CEQA SECTIONS

**Issues:** *This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in this EIR. These additional issues include:*

- *Significant Irreversible Environmental Changes*
- *Effects Found Not To Be Significant*
- *Unavoidable Significant Effects*
- *Alternatives Considered but Discarded*

*For a discussion of growth inducing impacts, refer to Section 19.4.3, Population and Jobs/Housing Balance.*

### 21.1 Significant Irreversible Environmental Changes

CEQA Guidelines, Section 15126.2(c) requires that irretrievable commitments of resources be evaluated to assure that such current consumption is justified. This includes use of non-renewable resources, the commitment of future generations to similar uses, and irreversible damage which can result from environmental accidents associated with the project. Analysis of environmental impacts of the *Plan Santa Barbara* General Plan update considers effects on the environment from future build-out of land uses under the proposed Land Use Element map policy modifications assuming the projected growth to the year 2030, and longer-range full build-out at 2050 or beyond.

Construction of new buildings and paved surfaces would entail the commitment of (1) non-renewable energy resources, (2) human resources, and (3) natural resources, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water, most of which are non-renewable or locally limited natural resources. Non-renewable resources utilized for the proposed project could no longer be utilized for other purposes. Consumption of building materials and energy is associated with any development in the region, and these commitments of resources are not unique or unusual to the proposed project. Where the development would involve substantial grading, excavation, or other alteration to existing topography, these effects would also be irreversible.

Future growth under the *Plan Santa Barbara* General Plan update would result in the ongoing irreversible commitment of energy (Section 17.0, *Energy*), water (Section 15.0, *Public Utilities*), and land/habitat (Sections 13.0, *Open Space and Visual Resources* and 7.0, *Biological Resources*) resources to support new urban development. Additional vehicle travel would utilize limited roadway capacity, and waste generation would utilize limited landfill capacity. An increased commitment of social services and public maintenance services (e.g., transportation, police, fire, schools, parks, water, wastewater, and solid waste services) would also be required.

The proposed project would not be expected to result in environmental accidents that have the potential to cause irreversible damage to the natural or human environment.



## 21.2 Effects Found Not To Be Significant

CEQA Guidelines state that the Environmental Impact Report (EIR) shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR (Section 15128).

During the scoping process for this EIR, it was determined that the *Plan Santa Barbara* General Plan update would not have the potential for significant impacts associated with important agricultural or mineral resources, because the City is largely urbanized with few agricultural and mineral resources, the proposed plan would not change Land Use designations affecting such resources, and the policies and projected future development under *Plan Santa Barbara* would not be expected to substantially affect such resources.

The identified environmental effects of the *Plan Santa Barbara* General Plan update are summarized in Section 1.0, *EIR Summary* and are analyzed in detail by resource area in this EIR.

After application of existing and proposed policies, and identified mitigation measures as needed, impacts associated with air quality, biological resources, geological conditions, hazards, heritage resources, hydrology and water quality, noise, open space and visual resources, public services, public utilities, and energy were found to be below a level of significance.

## 21.3 Unavoidable Significant Environmental Effects

CEQA Guidelines, Section 15126.2(b) requires a description of any significant impacts resulting from implementation of a project, including impacts that cannot be mitigated to below a level of significance. The proposed project was evaluated with respect to specific resource areas to determine whether implementation would result in significant adverse impacts.

Based on the environmental impact assessment presented in this EIR, the resource areas of air quality, biological resources, geological resources, heritage resources, hazards, hydrology and water quality, open space and visual resources, public services, public utilities, energy, and global climate change could potentially result in some form of significant impact from future growth and/or proposed policy changes. Existing and proposed policies in many cases reduce the potential impact. Potentially feasible mitigation measures were developed that would reduce the impacts to below a level of significance. Most of the significant impacts identified in the EIR could be mitigated to below a level of significance. However, no feasible mitigation was identified to fully reduce projected traffic impacts to a level of insignificance. In addition, potential future effects associated with global climate change are projected to be adverse with regard to an increase in emissions of greenhouse gases from growth projected under *Plan Santa Barbara*. These effects would be addressed through mitigation measure MM TRANS-2, Reduction in Traffic Demand (see Section 16.0, *Transportation*). With regard to proposed future actions for adaptive management to climate changes, mitigation measures may reduce the extent of these effects, but given the uncertainty associated with the extent and timing of impacts of climate change, it is not possible to know whether these potential impacts could be fully mitigated, particularly those associated with longer-term stresses such as droughts and habitat alterations. Many of these effects would be addressed through *Plan Santa Barbara* Policy ER3-Comprehensive Climate Action Plan which directs the City to identify adaptive management responses to climate change effects.

The significant, unavoidable impacts are summarized in the *EIR Summary, Table of Impacts*. The reader is directed to the various impact sections of this EIR for a more detailed discussion of each significant, unavoidable impact.

Under CEQA Guidelines Section 15065, *Mandatory Finding of Significance*, when an EIR demonstrates that implementation of a proposed project will cause significant, unmitigable impacts, the agency must issue a Statement of Overriding Considerations before approving the project. A Statement of Overriding Considerations is a report of the lead agency's findings regarding the merits of approving a proposed project despite its environmental impacts, and reflects the balancing of competing public objectives.

The following summarizes some of the guidance in the State CEQA Guidelines for considering approval of the *Plan Santa Barbara* General Plan update:

- CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors. A lead agency has authority to require feasible changes in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the “nexus” and “rough proportionality” standards established by case law.
- CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. When a project includes housing development, the lead agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular significant effect on the environment if that agency determines that there is another feasible mitigation measure or alternative that would provide a comparable lessening of the significant effect.
- A public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that (a) there is no feasible way to lessen or avoid the significant effect (see Section 15091); and (b) specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project.

In this instance, the City may weigh the benefits and various objectives of the project in light of potentially significant effects created by the project. To facilitate consideration of these issues, this EIR discloses potential impacts, identifies potentially feasible mitigation, and provides comparative analysis of a range of project alternatives.

## 21.4 Alternatives Considered but Discarded

CEQA Section 15126.6(c) requires that an EIR disclose alternatives that were considered and discarded and provide a brief explanation as to why such alternatives were not fully considered in the EIR. In particular, as required by the State CEQA Guidelines, the selection of alternatives included a screening process to determine which alternatives could reduce significant effects but also feasibly meet project objectives. Because of the project's potential for significant impacts to key resources, this screening was particularly important. The following alternatives were considered by the City but eliminated from further analysis due to infeasibility or inconsistency with primary project objectives.

### ***Allowing Measure E to Lapse***

This alternative would not renew Measure E restrictions on residential and non-residential growth when it expires at its current 2012 sunset. This alternative was not considered further due to the clear intent of the voters in historically approving and extending Measure E by wide margins. Further, removing growth caps would be in violation of established City policy to “live within our resources” by restricting development to only that which can be supported by our natural resources, public services, and infrastructure.

### ***Annexation of Eastern Goleta Valley***

Annexation of the eastern Goleta Valley to the city of Santa Barbara has been considered several times over the last several decades. Most recently, the Local Agency Formation Commission (LAFCO) reviewed this matter in 2008-2009 at the request of various citizen groups. Annexation of this area to the City has generally been pursued as a way to provide increased services to this unincorporated island and to move urban development into incorporated cities. Annexation of all or portions of this area to the City would increase the City’s inventory of underdeveloped or lightly developed land suitable for potential residential development, contributing to the City’s ability to meet project objectives related to improving the City and regional jobs/housing balance, especially if appropriately sited and designed entry level and affordable homes could be developed. However, annexation of this generally low-density suburban area far from the City downtown as an alternative to development of some or all of the housing proposed under *Plan Santa Barbara* would be inconsistent with project objectives to decrease reliance on the automobile, to strategically locate housing within the commercial core areas, and to support pedestrian-scale in-fill development with access to multiple transportation modes, and potentially with State directives of SB 375. Further, reliance on annexation of eastern Goleta as an alternative to the type of residential development proposed under *Plan Santa Barbara* would potentially increase vehicle miles traveled, energy consumption and use of fossil fuels, and the City’s contribution to global climate change. Finally, substantial disagreement exists among residents of this area as to the preferred ultimate governmental option for this area. Therefore, although eventual annexation of eastern Goleta to the City may potentially become an appropriate solution for long-term governance of this area, it would be inconsistent with a number of *Plan Santa Barbara* project objectives and would not constitute a viable alternative to the project.

### ***No Development***

This alternative would completely restrict residential and non-residential growth within the City. Although this would eliminate any impacts to natural resources and transportation, it would not meet *Plan Santa Barbara* policy objectives to improve the jobs-housing balance and support a vibrant local economy and diverse population. With regard to an absolute no growth alternative (i.e., no new development), State law provides broad discretion to jurisdictions regarding a jurisdiction’s authority over the type, location, and rate of growth. However, such discretion is tempered by factors such as the need to provide some use of existing legal parcels, requirements to strive to meet State mandated housing goals, etc.

## 22.0 SUMMARY OF ALTERNATIVES ANALYSIS

**Issues:** *The EIR analyzes the comparative environmental impacts of a range of alternative policy and growth scenarios reflective of the ongoing community discussion. These include the No Project (Existing Policies), Lower Growth, and Additional Housing Alternatives.*

*The central issue in considering Plan Santa Barbara and its alternatives is to identify the mix of policies and targeted growth that most effectively reduce project impacts while meeting all or most of the General Plan objectives.*

*The challenge is the trade-offs between alternative approaches that reduce citywide impacts through reducing the amount and intensity of growth versus those that address pressing regional issues through added growth and far-reaching policy initiatives.*

*These trade-offs are illustrated by the benefits of the Lower Growth Alternative for protection of city character and heritage resources and lower resource demands, in contrast to the benefits of the Additional Housing Alternative for regional issues such as an improved jobs-housing balance supporting an continued vibrant economy and diverse population, reduced traffic congestion, lower energy consumption, and reduced contribution to global climate change. It may be possible to combine some of the benefits of each alternative.*

*This summary of the Alternatives analysis is intended to assist report reviewers in understanding the comparative environmental consequences and trade-offs implicit in the alternatives.*

This section provides a summary comparison of the impacts of each of alternatives. Section 5.0, *Description of Alternatives to the Project*, explains the alternative growth and alternative policy sets assumed for purposes of analyzing environmental impacts. Each alternative was assessed in the individual environmental impact chapters, and that information is pulled together in this chapter for an overall comparative assessment. This section contains summary tables that compare the key policy differences of each of the alternatives, and the environmental impacts of each alternative, compared to impacts identified for the *Plan Santa Barbara* policies and growth scenario.

Section 15126.6 of the State CEQA Guidelines state that an “EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” This Section also states that “the range of alternatives required in an EIR is governed by a rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project.

In defining feasibility of alternatives, CEQA Section 15126.6 states that “among the factors that may be taken into account when addressing the feasibility of alternatives are “economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...”(Section 15126.6). For *Plan Santa Barbara*, the consistency of these alternatives with the City Charter and “living within our resources”, key existing resource protection policies (e.g., water supply, historical resources), protection of community character, minimizing traffic congestion, improvement to the jobs-housing balance, and promoting energy conservation were of particular concern in determining the feasibility and appropriateness of various alternatives.

As described in Section 5.0, *Description of Alternatives to the Project*, the alternatives identified to *Plan Santa Barbara* include the No Project, Lower Growth, and Additional Housing Alternatives. Detailed analysis of the environmental effects of these alternatives is provided in the preceding chapters of this EIR (Sections 6.0-21.0). This section compares the environmental effects of these alternatives and uses this comparison to identify the Environmentally Superior Alternative(s) (refer to Section 22.3)

These alternatives represent the spectrum of public opinion on growth policies received during development of the *Plan Santa Barbara* Draft Policy Preferences, and a reasonable choice of alternatives for the public and the City decision-makers to consider. All of these alternatives continue or expand the City's existing voter-approved limits on nonresidential growth, but include different amounts of non-residential and residential growth and different policy approaches to addressing key resource issues and impacts.

The comparison of alternatives analysis for this EIR is presented in three parts. The first section provides a summary of the objectives of *Plan Santa Barbara*. The second contains a summary table of the growth and policy assumptions that describe each alternative, and a summary table of environmental effects of each alternative compared to impacts under the *Plan Santa Barbara* growth and policy scenario. The third and final section discusses the Environmentally Superior Alternative; i.e., the alternative with the fewest significant and/or least severe impacts that also meets the greatest number of project objectives. As discussed later in this section, reducing overall environmental impacts while meeting key project objectives is a difficult challenge and central issue for concern for *Plan Santa Barbara*.

See also the Hybrid Alternative Analysis providing additional discussion of a hybrid alternative.

## 22.1 Project Objectives

The primary objectives of *Plan Santa Barbara* are summarized below (refer also to Section 5.0, *Project Alternatives*).

- Comprehensively update the City General Plan to integrate the principles of sustainable development.

### Land Use and Growth Management

- Live within our resources by balancing the amount, location, and type of development with available resources, including water, energy, transportation, housing, and food.
- Extend and update growth management programs to effectively manage resources and protect community character while permitting high-priority beneficial development.
- Support sustainable, pedestrian-scale in-fill development oriented to multiple transportation modes.
- Increase the sustainability of neighborhoods by promoting a sense of place with a focal community center and improved connectivity and access to daily necessities including limited commercial activity, transit, community services, and open spaces for gathering and recreation.

### Economy and Fiscal Health

- Improve the jobs-housing balance, support local jobs and employees, and support economic and social diversity through land use policies that support housing affordability.
- Promote a strong economy and a stable long-term revenue base necessary for essential services and community enhancements, through land use policies that support business and employee needs, job opportunities, a variety of business sizes and types, educational opportunities, local businesses, green businesses, and tourism.

### **Environmental Resources**

- Promote reductions in energy consumption, use of fossil fuels, and the City's contribution to global climate change through energy and green building policies, and creative land use patterns and transportation planning.
- Protect and wisely use natural resources, minimize hazards, and provide for present and future environmental, health, and service needs.

### **Historic Resources and Community Design**

- Maintain the unique character and quality of life of Santa Barbara as a desirable place to live, work, and visit, through policies supporting sustainable, well-designed development, social and economic diversity, and a healthy environment.
- Protect and enhance the historic and visual resources of the City and the character of established neighborhoods.

### **Housing**

- Strategically place new housing within the mobility-oriented development area and neighborhood centers for ease of access.
- Improve the jobs-housing balance by improving the affordability of housing for all economic levels in the community.

### **Circulation**

- Decrease reliance on the automobile and encourage active lifestyles through policies and improvements to increase the safety, convenience, and integration of multiple transportation modes, particularly within the mobility-oriented development area (MODA).

### **Public Services and Safety**

- Provide adequate services and facilities for existing and future residents, and address the long-term effects of climate change on public services and facilities.

## **22.2 Comparison of Alternatives**

This section summarizes the key growth assumptions and policy-related aspects of the alternatives to the proposed project. The Alternatives were identified to provide comparative impact analysis for the range of growth levels and policies under discussion in the community. Each alternative was also designed to substantially reduce some potential project environmental impacts while still meeting basic project objectives.

The Lower Growth Alternative is focused on further lessening potential effects of future growth to historic, visual, open space, community character, traffic, and water supply. The approach to address these objectives is through more traditional growth control practices of limiting both non-residential and residential development, and further restricting building heights and densities.

The Additional Housing Alternative is focused on further lessening potential impacts of future growth on the local and regional jobs/housing balance, affordable housing supply, economic vitality, population diversity, local and long-distance commuter traffic and associated energy use, air pollution, and greenhouse gas generation. The policy set toward these objectives combines substantial additional housing production with lower non-residential/employment growth, additional incentives for housing affordability (e.g., density), and more vigorous parking management, vehicle trip reduction, and improvement measures for all travel modes.

The EIR also includes a No Project/Existing Policies Alternative that evaluates impact with continuation of historical growth rates and existing policies.

The comparative environmental impacts of these alternatives have been described in detail in Chapters 6.0-21.0. The key growth projections and policy initiatives are summarized below in Table 22.1, and the environmental impacts of *Plan Santa Barbara* and each alternative are summarized in Table 22.2.

**Table 22.1: Summary of Growth and Policy Assumptions**

<b>Project</b> <i>Plan Santa Barbara</i>	<b>No Project</b> <b>Existing Policies Alternative</b>	<b>Lower Growth Alternative</b>	<b>Additional Housing Alternative</b>
<p><b>Projected Growth:</b> Extend non-residential growth limit (policy). Extrapolate historic residential growth rate (assumption).</p> <p>City-2,000,000 SF Non-Res/2,795 Units                      Sphere-178,202 SF Non-Res/403 Units                      Total-2,178,202 SF Non-Res/3,198 Units</p>	<p><b>Projected Growth:</b> Continue non-residential growth limits (policy). Extrapolate historic residential growth rate (assumption).</p> <p>City-2,291,700 SF Non-Res/2,795 Units                      Sphere-178,202 SF Non-Res/403 Units                      Total-2,469,902 SF Non-Res/3,198 Units</p>	<p><b>Projected Growth:</b> Reduce non-residential growth cap (policy). Initiate residential growth limits (policy/assumption).</p> <p>City-1,000,000 SF Non-Res/2,000 Units                      Sphere-178,202 SF Non-Res/403 Units                      Total-1,178,202 SF Non-Res/2,403 Units</p>	<p><b>Projected Growth:</b> Reduce non-residential growth cap (policy). Increase residential growth (policy incentives/assumption).</p> <p>City-1,000,000 SF Non-Res/4,360 Units                      Sphere-178,202 SF Non-Res/443 Units                      Total-1,178,202 SF Non-Res/4,803 Units</p>
<p><b>Land Use:</b> New transit/pedestrian Mobility Oriented Development Area (MODA). Focus majority of future development as in-fill, mixed-use within MODA. Require reduced housing unit sizes and allow greater density in this area together with increased design guidance to constrain building sizes for compatibility; less growth outside MODA; adopt revised Land Use Element (LUE) map to support these changes</p>	<p><b>Land Use:</b> Existing City policies supporting in-fill/mixed use development. Use of Variable Density Ordinance and bonus density. Maintain existing Land Use Element map.</p>	<p><b>Land Use:</b> Continue existing City policies supporting in-fill/mixed use development. Ordinance amendment to reduce unit sizes but limit densities downtown to protect community character, historic and visual resources. Maintain existing Land Use Element map.</p>	<p><b>Land Use:</b> New transit/pedestrian oriented MODA. Focus majority of future development into MODA. Ordinance amendment to reduce housing unit sizes, and increase allowed density in this area. Adopt proposed <i>Plan Santa Barbara</i> Land Use Element map to support these changes</p>
<p><b>Community Design:</b> Building height limits 60 feet in downtown commercial and 45 feet outside downtown. Policies and design guidance tools address building size, bulk and scale. Upper floor setbacks especially in commercial zones within and outside downtown. Provision of community amenities (public art, paseos, plazas, parks etc). Scenic view study.</p>	<p><b>Community Design:</b> Building height limits 60 feet in commercial and industrial zones downtown, on Milpas Street, parts of Mission and De la Vina Streets and 45 feet on Upper State and Coast Village Road. Existing design standards for building size, bulk, scale, setbacks and community amenities</p>	<p><b>Community Design:</b> Lower building height limits of 40 feet in downtown commercial, and 45 feet outside downtown; Stronger design standards for building size, bulk, scale, setbacks, historic resource protection, and open space.</p>	<p><b>Community Design:</b> Existing and <i>Plan Santa Barbara</i> policies for building height limits of 60 feet in downtown commercial and 45 feet outside downtown and general design guidance. New design guidelines to address taller buildings.</p>
<p><b>Resource Protection:</b> Create new creek and habitat protection and restoration policies. Improve waterfront habitat management. Expand energy conservation and green building programs.</p>	<p><b>Resource Protection:</b> Continue existing Conservation Element, Local Coastal Plan, creek protection, Clean Air Plan, and other resource protection policies. Continue to promote energy conservation and green building.</p>	<p><b>Resource Protection:</b> Continue existing resource protection and energy conservation and green building policies, plus <i>Plan Santa Barbara</i> policies.</p>	<p><b>Resource Protection:</b> Continue existing resource protection and energy conservation and green building policies, plus <i>Plan Santa Barbara</i> policies.</p>



**Table 22.1: Summary of Growth and Policy Assumptions (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p><b>Transportation:</b> Create new policies and programs to improve parking management, expand Transportation Demand Management (TDM) program, and accelerate expansion of local and long-distance transit service, bike path, and pedestrian facilities</p>	<p><b>Transportation:</b> Continue existing Circulation Element policies, parking management strategies, TDM programs, and gradual expansion of local and long-distance transit service, bike path, and pedestrian facilities.</p>	<p><b>Transportation:</b> Increase parking requirements. Continue other existing Circulation Element policies, TDM programs, and gradual expansion of local and long-distance transit service, bike path and pedestrian facilities.</p>	<p><b>Transportation:</b> Vigorously promote new policies and programs to substantially expand parking management and TDM programs. Fund major expansion of local and long-distance transit service, bike path, and pedestrian facilities.</p>
<p><b>Affordable Housing:</b> Redevelopment Agency funding expires in 2015. Amend Inclusionary Housing and Variable Density Ordinances. Reduced unit sizes and moderate increase in allowed density in MODA; Incentives-disincentives to increase affordable housing production.</p>	<p><b>Affordable Housing:</b> Redevelopment Agency funding expires in 2015. Continue existing middle-income Inclusionary Housing and Variable Density Ordinances/bonus density policies.</p>	<p><b>Affordable Housing:</b> Redevelopment Agency funding expires in 2015. Lower allowed density in City core. Amend Inclusionary Housing Ordinance to reduce requirements. Amend Variable Density Ordinance to reduce unit sizes.</p>	<p><b>Affordable Housing:</b> Redevelopment Agency funding expires in 2015. Inclusionary Housing/Variable Density Ordinance amendments to reduce unit sizes and allow substantial increases in density within MODA. Major incentives-disincentives to increase affordable housing production.</p>
<p><b>Location of Growth</b> (analytic assumptions based on policy sets): 66% residential and 65% of nonresidential growth in City core/(proposed MODA) - 1,857 units and 1,309,516 SF of nonresidential growth.</p>	<p><b>Location of Growth:</b> 56% residential and 69% of nonresidential growth in City core -1,579 units and 1,580,307 SF of non-residential growth.</p>	<p><b>Location of Growth:</b> 61% residential and 46% of nonresidential growth in City core (no MODA proposed) - 1,217 units and 463,479 SF nonresidential growth.</p>	<p><b>Location of Growth:</b> 65% residential and 47% of nonresidential growth in City core/(proposed MODA) - 2,878 units and 468,161 SF of nonresidential growth.</p>
<p><b>Residential Density:</b> Revised Land Use Element (LUE) Map and Variable Density Ordinance: modest increased average density of 25 units/acre in MODA commercial/multiple family zones.</p>	<p><b>Residential Density:</b> Existing LUE Map- Variable Density Ordinance: 20 units/acre average density in City core (MODA) for commercial/multiple family zones.</p>	<p><b>Residential Density:</b> Existing LUE Map- revised Variable Density Ordinance: 15 units/acre average decreased density in commercial/multiple family zones in City Core.</p>	<p><b>Residential Density:</b> Revised LUE Map- Variable Density Ordinance: substantially increased average density of 50 units/acre in MODA and 22 units per acre outside MODA in commercial/multiple family zones.</p>
<p><b>Unit Size:</b> Revised Variable Density Ordinance encourages smaller units and allows range of unit sizes linked to density. Sets maximum size at 1,300 SF. Density ranges 19-70 units/acre (average 25) depending on amount of affordable/beneficial housing provided.</p>	<p><b>Unit Size:</b> Existing Variable Density Ordinance (# bedrooms- unit size limits). Potential for continued construction of larger expensive units; average density.</p>	<p><b>Unit Size:</b> Revised Variable Density Ordinance allows range of unit sizes linked to density. Sets maximum size at 1,300 SF. Density ranges 9-50 units/acre (average 15) depending on amount of affordable/beneficial housing provided.</p>	<p><b>Unit Size:</b> Revised Variable Density Ordinance allows range of unit sizes linked to density. Sets maximum size at 1,300 SF. Density ranges 38-140 units/acre (average 50) depending on amount of affordable/beneficial housing provided.</p>

**Table 22.1: Summary of Growth and Policy Assumptions (Continued)**

<p><b>Project</b> <i>Plan Santa Barbara</i></p>	<p><b>No Project</b> <b>Existing Policies Alternative</b></p>	<p><b>Lower Growth Alternative</b></p>	<p><b>Additional Housing Alternative</b></p>
<p><b>2<sup>nd</sup> Units:</b> Ease restrictions for 2<sup>nd</sup> unit construction in MODA. Restricted in high fire hazard areas. 57 2<sup>nd</sup> units projected in MODA (2% of growth).</p>	<p><b>2<sup>nd</sup> Units:</b> Existing policies limit 2<sup>nd</sup> unit production. 10 legal units projected per historic rate.</p>	<p><b>2<sup>nd</sup> Units:</b> Stronger policies to limit 2<sup>nd</sup> unit production and protect Single-Family neighborhoods. 0 legal units projected as a result of these policies.</p>	<p><b>2<sup>nd</sup> Units:</b> Encourage 2<sup>nd</sup> unit construction in wider area. Restricted in high fire hazard areas. 400 2<sup>nd</sup> units projected in MODA (9% of growth).</p>
<p><b>Land Use Map:</b> Reflects changes to Variable Density ordinance; identifies densities by acre and by parcel. Minor Land Use (LU) designation amendments to clarify LU designations by parcel and provide consistency between General Plan LUE and Zoning designations.</p>	<p><b>Land Use Map:</b> Same as Existing LUE Map.</p>	<p><b>Land Use Map:</b> Reflects lower residential densities in El Pueblo Viejo District and along Coast Village Road. Same as Existing LUE Map in other areas.</p>	<p><b>Land Use Map:</b> Reflects changes to Variable Density ordinance to allow greater residential densities in MODA. Same as <i>Plan Santa Barbara</i> changes for other amendments.</p>

**Table 22.2: Summary of Comparative Impacts**

<p><b>Project</b> <i>Plan Santa Barbara</i></p>	<p><b>No Project</b> <b>Existing Policies Alternative</b></p>	<p><b>Lower Growth Alternative</b></p>	<p><b>Additional Housing</b> <b>Alternative</b></p>
<p><b>Air Quality:</b> Population growth would be consistent with the adopted Clean Air Plan, a less than significant impact. Exposure of residents of new residential development within 500 feet of U.S. Hwy 101 to potentially harmful emissions would be a potentially significant impact. Mitigation would include implementation of vigorous trip reduction measures to slow traffic growth, restrictions on new development within 500 feet of U.S Hwy 101 for 5 years until new State regulations implemented and installation of trees and soundwalls would reduce this to less than significant (Class 2).</p>	<p><b>Air Quality:</b> Incrementally greater construction and operational emissions than under <i>Plan Santa Barbara</i>. Population growth would continue to be consistent with the adopted Clean Air Plan resulting in a less than significant impact. Similar to <i>Plan Santa Barbara</i>, a potentially significant impact would result from the siting of residential development within 500 feet of U.S. Hwy 101. Reduction of this impact would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>	<p><b>Air Quality:</b> Incrementally lower construction and operational emissions than under <i>Plan Santa Barbara</i>. Population growth would continue to be consistent with the adopted Clean Air Plan resulting in a less than significant impact. Similar to <i>Plan Santa Barbara</i>, a potentially significant impact would result from the siting of residential development within 500 feet of U.S. Hwy 101. Reduction of this impact would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>	<p><b>Air Quality:</b> Somewhat greater construction emissions as compared to <i>Plan Santa Barbara</i>, but substantially lower operational emissions. Population growth would continue to be consistent with the adopted Clean Air Plan resulting in a less than significant impact. Similar to <i>Plan Santa Barbara</i>, a potentially significant impact would result from the siting of residential development within 500 feet of U.S. Hwy 101. Reduction of this impact would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>
<p><b>Biological Resources:</b> Potentially significant impacts of growth to upland, coastal and riparian habitats/wetlands: loss/fragmentation of coastal sage scrub, oak woodlands, grasslands, chaparral and riparian communities and supported species, particularly in the foothills, Las Positas Valley and other open areas. Increased noise and light, changes in water quantity or quality and increased sedimentation, pollutant inputs and water quality degradation could also impact habitats and species. Existing Federal, State, and City biological protection regulations would lessen impacts as would proposed <i>Plan Santa Barbara</i> policies to protect open space, improve habitat protection and enhance restore creeks.</p>	<p><b>Biological Resources:</b> Development could incrementally increase in the Las Positas Valley and foothills, causing potentially greater impacts than <i>Plan Santa Barbara</i> to upland habitat and could also degrade creeks, coastal habitats and affect special status species. Existing Federal, State, and City biological protection regulations would lessen impacts as would proposed <i>Plan Santa Barbara</i> policies to protect open space, improve habitat protection and enhance restore creeks.</p>	<p><b>Biological Resources:</b> Lower levels of growth could reduce impacts to biological resources. However, less emphasis in-fill development could force development outward to less developed lands and incrementally increase in the Las Positas Valley and foothills, causing potentially greater impacts than <i>Plan Santa Barbara</i> to upland habitat and could also degrade creeks, coastal habitats and affect special status species. Existing Federal, State, and City biological protection regulations would lessen impacts as would proposed <i>Plan Santa Barbara</i> policies to protect open space, improve habitat protection and enhance restore creeks.</p>	<p><b>Biological Resources:</b> Increased densities Downtown could impact specimen trees. Pressure to develop additional housing could force development outward to less developed lands and incrementally increase in the Las Positas Valley and foothills, causing potentially greater impacts than <i>Plan Santa Barbara</i> to upland habitat and could also degrade creeks, coastal habitats and affect special status species. Impacts to outlying habitats could be somewhat greater than anticipated under <i>Plan Santa Barbara</i> policies. Existing Federal, State, and City biological protection regulations would lessen impacts as would proposed <i>Plan Santa Barbara</i> policies to protect open space, improve habitat protection and enhance restore creeks.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

<p><b>Project</b> <i>Plan Santa Barbara</i></p>	<p><b>No Project</b> <b>Existing Policies Alternative</b></p>	<p><b>Lower Growth Alternative</b></p>	<p><b>Additional Housing</b> <b>Alternative</b></p>
<p>With mitigation measures to identify and protect larger important contiguous habitats, implement, creek restoration programs, increase extent of natural channels and woodlands, increase creek setbacks (Class 2). Impacts to the other resources (e.g. coastal bluff habitats and specimen trees) would be less than significant (Class 3).</p>			
<p><b>Geological Conditions:</b> Impacts to new development from most geological hazards (e.g., earthquakes, constrained soils, landslides) would be less than significant with existing and proposed policies (Class 3). Structures near the coastal bluff edge could be damaged or destruction the ext 20 years due to bluff erosion; secondary impacts could result from construction of shoreline armoring to protect existing structures. Mitigation measures to update Seismic Safety and Safety Element bluff retreat policies and preparation of a Shoreline Management Plan element of the proposed Climate Action Plan would be mitigate potential impact (Class 2).</p>	<p><b>Geological Conditions:</b> Similar to <i>Plan Santa Barbara</i>, impacts to new development from most geological hazards would be less than significant. Incrementally increased development in the Las Positas Valley or foothills could be exposed to potential landslides/erosion hazards, but would be addressed by existing policies. Coastal development would be exposed to bluff erosion and lack of an Adaptive Management Program and Climate Action Plan could increase impacts and secondary pressure for coastal armoring. Reduction of bluff retreat impacts would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>	<p><b>Geological Conditions:</b> Impacts to new development from most geological hazards would be less than significant; lower population growth would expose fewer future residents to such hazards. Incremental increases in housing development in the Las Positas Valley or foothills could slightly increase erosion and landslide hazards potential compared to <i>Plan Santa Barbara</i>, but would be reduced to less than significant through application of existing policies. Reduction of bluff retreat impacts would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>	<p><b>Geological Conditions:</b> Impacts to new development from most geological hazards would be less than significant; higher population growth would expose substantially more future residents to such hazards. Intensified housing construction in the Las Positas Valley or foothills could increase the potential for landslides and erosion could increase, but would be mitigated by existing policies. Reduction of bluff retreat impacts would require similar mitigation measures as for <i>Plan Santa Barbara</i>.</p>
<p><b>Hazards:</b> Hazards associated with accident risks from aircraft, transportation corridors and high-voltage transmission lines would be less than significant with existing policies and programs (Class 3). Potential exposure to hazardous materials from mixing of commercial/industrial and residential development would be reduced to less than significant by existing regulations and</p>	<p><b>Hazards:</b> Potential transportation related accident risk hazards would be similar to <i>Plan Santa Barbara</i>. Potential increases in illicit disposal of hazardous waste would be expected to be less than significant, similar to <i>Plan Santa Barbara</i>. Incrementally greater development in High Fire Hazard Area foothills would be exposed to wildfire hazards; impacts</p>	<p><b>Hazards:</b> Potential transportation related accident risk hazards would be slightly lower than <i>Plan Santa Barbara</i>. Impacts of mixing of commercial/industrial and residential development would be lower than <i>Plan Santa Barbara</i>. Impacts of illicit disposal of household hazardous wastes to landfill and/or illegal dumping would be lower than</p>	<p><b>Hazards:</b> Potential transportation related accident risk hazards would be somewhat greater than <i>Plan Santa Barbara</i> due to higher population. Impacts of mixing of commercial/industrial and residential development would be substantially greater than under <i>Plan Santa Barbara</i>, but existing regulations would reduce to less than significant.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>procedures (Class 3), Increased illicit disposal of household hazardous wastes to landfill and/or illegal dumping could be reduced to less than significant through development of an additional household hazardous waste facility (Class 2). Existing and proposed fire prevention and response policies would reduce impacts of limited potential growth in High Fire Hazard Areas from wildland fires to less than significant (Class 3).</p>	<p>would remain similar to, or slightly more severe than under <i>Plan Santa Barbara</i>.</p>	<p><i>Plan Santa Barbara</i>. Incremental increases in development in High Fire Hazard Area foothills could expose more residents to wildfire hazards; impacts would be similar or somewhat more severe than under <i>Plan Santa Barbara</i>.</p>	<p>Increased development in High Fire Hazard Area foothills could expose more residents to wildfire hazards; impacts would be more severe than under <i>Plan Santa Barbara</i>, but existing regulations would reduce to less than significant.</p>
<p><b>Heritage Resources:</b> Impacts of new development on subsurface archaeological remains would be less than significant with existing and proposed policies that ensure protection of such resources (Class 3). Development of large new multiple story buildings in El Pueblo Viejo and Brinkerhoff Avenue Landmark Districts and other areas could alter historic character of area and damage or destroy structures, creating potentially impacts to heritage resources, including landmark districts and historic structures. Existing policies and those proposed in <i>Plan Santa Barbara</i> to protect heritage resources and preserve historic buildings would substantially reduce, but not eliminate impacts. Adoption of new form-based codes and the use of density and design controls (e.g., floor-to-area ratios) to restrict development size and scale in sensitive areas and open space and visual resource mitigation for community character would reduce this impact to less</p>	<p><b>Heritage Resources:</b> Potential impacts to subsurface archaeological remains would be similar to <i>Plan Santa Barbara</i>. Without <i>Plan Santa Barbara</i>'s improved design and heritage resource policies, impacts to historic structures and districts would be more severe than under <i>Plan Santa Barbara</i>. Mitigation measures similar to <i>Plan Santa Barbara</i> improved design policies and proposed new mitigation measures reduce to less than significant.</p>	<p><b>Heritage Resources:</b> Potential impacts to subsurface archaeological remains would be somewhat less than under <i>Plan Santa Barbara</i>. Reductions in the amount of development in historic districts combined with lower maximum building heights and densities would decrease impacts to historic structures and districts. Mitigation measures similar to <i>Plan Santa Barbara</i> improved design policies and proposed new mitigation measures reduce to less than significant.</p>	<p><b>Heritage Resources:</b> Potential impacts to subsurface archaeological remains would be somewhat greater than under <i>Plan Santa Barbara</i>, but would be reduced to less than significant by existing policies. Substantial increases in the amount of development and the number of new multiple story buildings in historic districts would make impacts to historic structures and districts more severe. Application of <i>Plan Santa Barbara</i> improved design policies and proposed new mitigation measures would reduce to less than significant.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>than significant (Class 2).</p> <p><b>Hydrology and Water Quality:</b> Impacts of new development in floodplains and adjacent to creeks would be less than significant with existing measures and proposed policies to update floodplain maps and increase creek setbacks (Class 3).</p> <p>Potential impacts to surface and groundwater quality from future development would be less than significant with existing regulations, policies, and programs, and proposed <i>Plan Santa Barbara</i> measures (Class 3).</p> <p>Incremental increases in treated wastewater discharge would not impact the quality of offshore waters with existing regulations and proposed <i>Plan Santa Barbara</i> policies (Class 3).</p> <p>Potential impacts to ocean water quality from increases in runoff and pollutants from new development would be less than significant with application of existing City policies and regulation combined with <i>Plan Santa Barbara</i> programs to protect water quality (Class 3).</p>	<p><b>Hydrology and Water Quality:</b> Potential impacts of new development in floodplains would be similar to, but slightly more severe than <i>Plan Santa Barbara</i>, due to the absence of new policies.</p> <p>Potential impacts to surface, groundwater and ocean water quality from future development would be similar to, but slightly more severe than <i>Plan Santa Barbara</i>, due to the absence of new policies.</p> <p>Incremental increases in treated wastewater discharge would result in impacts similar to <i>Plan Santa Barbara</i>.</p> <p>Incrementally more development in the Las Positas Valley and foothills could potentially result in greater sediment input into the Arroyo Burro, Cieneguitas, and Atascadero creeks watersheds, which would be mitigated by existing policies.</p>	<p><b>Hydrology and Water Quality:</b> Potential impacts of new development in floodplains and next to creeks would be similar to but slightly less severe than <i>Plan Santa Barbara</i>, due to less development.</p> <p>Potential impacts to surface, groundwater and ocean water quality from future development would be less than <i>Plan Santa Barbara</i>, due to less development.</p> <p>Incremental increases in treated wastewater discharge would be less than <i>Plan Santa Barbara</i>, with similar impacts.</p> <p>Incrementally more development in the Las Positas Valley and foothills could potentially result in greater sediment input into the Arroyo Burro, Cieneguitas, and Atascadero creeks watersheds, which would be mitigated by existing and proposed policies.</p>	<p><b>Hydrology and Water Quality:</b> Potential impacts of new development in floodplains and next to creeks would be similar to but more severe than <i>Plan Santa Barbara</i>, due to substantially higher levels of development; existing and proposed policies would mitigate any increase in impacts.</p> <p>Potential impacts to surface, groundwater and ocean water quality from future development would incrementally greater than under <i>Plan Santa Barbara</i>, due to substantially more development existing and proposed policies would mitigate any increase in impacts.</p> <p>Incremental increases in treated wastewater discharge would be greater than <i>Plan Santa Barbara</i>, with similar impacts.</p> <p>Increased development in outlying areas such the Las Positas Valley and foothills could result in greater sediment input into the Arroyo Burro, Cieneguitas, and Atascadero creeks watersheds, which would be mitigated by existing and proposed policies.</p>
<p><b>Noise:</b> Incremental increases in roadway traffic noise of 60, 65 dBA or greater by the year 2030 would adversely affect existing residences. These gradual changes in noise levels would be imperceptible, but could exceed interior noise standards and would be potentially significant. Vehicle trip reduction mitigation measures to reduce traffic volumes, installation of soundwalls and retrofit of affected older structures would reduce this impact to less than significant (Class 2)</p>	<p><b>Noise:</b> Impacts from increases in roadway noise would be similar to but slightly more severe than under <i>Plan Santa Barbara</i>.</p> <p>Existing exterior noise standards would remain unchanged and no impact would occur.</p> <p>Construction noise impacts would be similar to <i>Plan Santa Barbara</i>.</p> <p>Noise impacts of mixing residential and commercial uses and entertainment district noise issues would be similar to</p>	<p><b>Noise</b> Impacts from increases in roadway noise would be similar to but slightly less severe than under <i>Plan Santa Barbara</i> due to lower traffic volumes.</p> <p>Existing exterior noise standards would remain unchanged and no impact would occur.</p> <p>Construction noise impacts would be slightly less than under <i>Plan Santa Barbara</i>.</p> <p>Noise impacts of mixing residential and commercial uses and entertainment</p>	<p><b>Noise:</b> Impacts from increases in roadway noise would be substantially lower than under <i>Plan Santa Barbara</i> due to dramatically lower traffic volumes.</p> <p>Impacts from amending exterior noise standards would be similar to <i>Plan Santa Barbara</i>.</p> <p>Construction noise impacts would be incrementally greater than under <i>Plan Santa Barbara</i> due to increased residential construction activity.</p> <p>Noise impacts of mixing residential and</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>Proposed amendments to residential noise guideline to permit 65 dBA CNEL in exterior spaces would not adversely affect interior noise levels and provide acceptable outdoor noise environment (Class 3).</p> <p>Construction noise would be reduced to less than significant by existing policies (Class 3)</p> <p>Increased residential uses near commercial uses and/or hotel uses within the entertainment district would be exposed to nuisance noise (Class 3).</p> <p>Periodic special events or the siting of new non-residential facilities in neighborhoods could create nuisance level peak noise that would not exceed standards; City’s existing CUP process and Noise Ordinance would minimize nuisance noise (Class 3).</p>	<p><i>Plan Santa Barbara.</i></p> <p>Special event or siting of non residential uses in neighborhood noise impacts would be similar to <i>Plan Santa Barbara.</i></p>	<p>district noise issues would be less than under <i>Plan Santa Barbara.</i></p> <p>Special event or siting of non residential uses in neighborhood noise impacts would be similar to <i>Plan Santa Barbara.</i></p>	<p>commercial uses and entertainment district noise issues would be greater than under <i>Plan Santa Barbara</i>, but mitigated by existing policies.</p> <p>Special event or siting of non residential uses in neighborhood noise impacts would be similar to <i>Plan Santa Barbara.</i></p>
<p><b>Open Space and Visual Resources:</b></p> <p>Potentially significant impacts of growth: loss/fragmentation of open space (e.g., foothills, Las Positas Valley); gradual change in downtown character; potential obstruction of hill-side/mountain scenic views. Impacts are lessened with proposed <i>Plan Santa Barbara</i> policies to protect open space, improve building design, maintain community character, and preserve key views.</p> <p>With mitigation measures to protect important contiguous open space and stronger provisions for area-specific guidance on building design with form-based codes and floor area ratios, impacts to open space, community character, and scenic views would be less than</p>	<p><b>Open Space and Visual Resources:</b></p> <p>Potentially significant effects from growth on loss/fragmentation of open space (e.g., foothills, Las Positas Valley). Fewer policy protections result in larger buildings, and substantially greater changes in downtown character, and greater obstruction of scenic views of the ridges and hillsides. Existing policies do not mitigate impacts.</p> <p>Potentially significant open space, community character, and view impacts, greater than under <i>Plan Santa Barbara.</i></p> <p>Impacts to open space, community character, and views could be reduced to less than significant levels by application of <i>Plan Santa Barbara</i> policies and mitigation measures.</p>	<p><b>Open Space and Visual Resources:</b></p> <p>Potentially significant impacts of growth to loss/fragmentation of open space (e.g., foothills/Las Positas Valley). Without policies directing growth to core, could be pressure to develop more outlying areas to meet housing demand. Policies with stronger height limits and design policies result in less change in downtown character and more limited obstruction of scenic views of the ridges and hillsides.</p> <p>Potentially significant open space impacts, similar to <i>Plan Santa Barbara.</i></p> <p>Less than significant impacts to community character and views, less than <i>Plan Santa Barbara.</i></p> <p>Open space impacts could be reduced</p>	<p><b>Open Space and Visual Resources:</b></p> <p>Potentially significant impacts to loss/fragmentation of open space in foothills/Las Positas Valley. More development in outlying areas to meet housing demand. Greater changes in downtown character and obstruction of scenic views of the ridges and hillsides.</p> <p>Potentially significant impacts to open space and community character, similar to <i>Plan Santa Barbara.</i></p> <p>Potentially significant impacts to views, greater than <i>Plan Santa Barbara.</i></p> <p>Impacts to open space, community character, and views could be reduced to less than significant levels by application of <i>Plan Santa Barbara</i> and mitigation measures.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
significant (Class 2).		to less than significant level with <i>Plan Santa Barbara</i> policies and mitigation measures.	
<p><b>Public Services:</b> Increased population could incrementally increase demand for police and fire protection services. Existing City policies and proposed <i>Plan Santa Barbara</i> objectives would address (Class 3).</p> <p>Population growth would increase demand for parks, Waterfront and recreation services; existing City programs and proposed policies to create park and open space standards and new parks would reduce impacts to less than significant (Class 3).</p> <p>Increased school enrollment growth would be less than significant as excess school capacity is available and existing and proposed policies would address demand (Class 3).</p>	<p><b>Public Services:</b> Impacts from increased demand for police and fire services would be similar to <i>Plan Santa Barbara</i>.</p> <p>Impacts from increased demand for parks, Waterfront and recreational services would be similar to <i>Plan Santa Barbara</i>.</p> <p>Impacts from increased school enrollment growth would be similar to <i>Plan Santa Barbara</i>.</p>	<p><b>Public Services:</b> Impacts from increased demand for police and fire services would be less than <i>Plan Santa Barbara</i>.</p> <p>Impacts from increased demand for parks, Waterfront and recreational services would be less than <i>Plan Santa Barbara</i>, although new mixed use downtown development would not be required to provide community benefits parks as under <i>Plan Santa Barbara</i>.</p> <p>Impacts from increased school enrollment growth would be less than <i>Plan Santa Barbara</i>.</p>	<p><b>Public Services:</b> Impacts from increased demand for police and fire services would be greater than <i>Plan Santa Barbara</i>, but would be addressed by existing policies and programs.</p> <p>Impacts from increased demand for parks, Waterfront and recreational services would be, but would be addressed by existing policies and programs.</p> <p>Impacts from increased school enrollment growth would be greater than <i>Plan Santa Barbara</i>, but would be addressed by existing policies and programs.</p>
<p><b>Public Utilities:</b> Increases in water demand (791 AFY) would be well within the capacity of the City’s long term supplies in average years and demand could be met during a 5 year drought by existing supplies inc combination with approved reserve supplies such as the Desalination Facility; impacts would be less than significant (Class 3).</p> <p>Increases in wastewater flows (0.55 MGD) would be within system capacities and impacts would be less than significant (Class 3).</p> <p>Increased generation of solid waste would incrementally contribute to the Tajiguas Landfill reaching capacity and this facility would close by 2023, creat-</p>	<p><b>Public Utilities:</b> Increases in water demand (829 AFY) would be slightly greater than under <i>Plan Santa Barbara</i>, but with similar impacts.</p> <p>Increased sewage flows (0.58 MGD) would be slightly greater than under <i>Plan Santa Barbara</i>, but well within system capacities.</p> <p>Potentially significant solid waste impact slightly greater than <i>Plan Santa Barbara</i>, but reduced to less than significant by application of <i>Plan Santa Barbara</i> mitigation measures.</p>	<p><b>Public Utilities:</b> Increases in water demand (510 AFY) would be less than under <i>Plan Santa Barbara</i>, but with lower impacts.</p> <p>Increased sewage flows (0.36 MGD) would be less than under <i>Plan Santa Barbara</i> and well within system capacities.</p> <p>Decreased generation of solid waste would remain potentially significant similar to <i>Plan Santa Barbara</i>, but reduced to less than significant by application of <i>Plan Santa Barbara</i> mitigation measures.</p>	<p><b>Public Utilities:</b> Increases in water demand (958 AFY) would be greater than under <i>Plan Santa Barbara</i>, but less than significant as regular and drought year supplies would remain adequate.</p> <p>Increased sewage flows (0.67 MGD) would be greater than under <i>Plan Santa Barbara</i>, but well within system capacities.</p> <p>Increased generation of solid waste would be greater and remain potentially significant similar to <i>Plan Santa Barbara</i>, but reduced to less than significant by application of <i>Plan Santa Barbara</i> mitigation measures.</p>



**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>ing potentially significant impacts. With mitigation measures to reduce waste generation and establish additional waste-to-energy and/or landfill capacity, solid waste impacts less than significant (Class 2).</p>			
<p><b>Transportation:</b> Projected citywide increases in traffic volumes of an average of 16% would create potentially significant impacts by increasing congestion on some area roads and at 20 key intersections beyond the City’s adopted threshold of LOS C (0.77 volume to capacity ratio [v/c]), with 15 of these intersections experiencing slight to moderately severe congestion (LOS C/D) and 5 becoming severely congested at level of service (LOS) E-F at the PM peak hour. Impacts would be lessened but not avoid by existing and proposed policies. Vigorous trip reduction mitigation measures (e.g. parking and transportation demand management, transit passes, safe routes to schools) could substantially reduce congestion at most but not all impacted intersections (Class 1). Development under <i>Plan Santa Barbara</i> would contribute trips to US Hwy 101 and SR 154 where traffic volumes are anticipated to increase by approximately 14%, contributing to potentially cumulatively considerable impacts to these facilities associated with declines in LOS due to regional traffic growth. Trip reduction mitigation measures (e.g. parking and transportation demand management, transit passes, safe routes to schools) could substantially reduce the</p>	<p><b>Transportation:</b> Projected citywide increases in traffic volumes of an average of 17% would result incrementally greater increases in congestion at 26 impacted intersections, with 12 operating at LOS C/D and 9 at LOS E or F during the PM peak hour. Application of trip reduction mitigation measures could substantially reduce congestion at most but not all intersections. Increased congestion at a number of intersections would remain significant. Higher levels of traffic growth would contribute to incrementally greater congestion on US Hwy 101 and SR 154 with impacts similar but slightly greater than <i>Plan Santa Barbara</i>. Higher levels of traffic growth would contribute incrementally greater congestion at regional area intersections with impacts similar to but slightly greater than <i>Plan Santa Barbara</i>.</p>	<p><b>Transportation:</b> Although development would be substantially lower, lack of trip reduction measures would contribute to projected citywide increases in traffic volumes of an average of 12% would result in similar increases in congestion at 18 impacted intersections, with 11 operating at LOS C/D and 6 at LOS E or F during the PM peak hour.. Application of vigorous trip reduction mitigation measures could substantially reduce congestion at most but not all intersections. Increased congestion at a number of intersections would remain significant. Traffic growth would contribute incrementally to congestion on US Hwy 101 and SR 154 with impacts similar to but slightly less than <i>Plan Santa Barbara</i>. Traffic growth would contribute incrementally greater congestion at regional area intersections with impacts similar to but slightly less than <i>Plan Santa Barbara</i>.</p>	<p><b>Transportation:</b> Substantially greater residential and less non-residential growth combined with vigorous trip reduction measures would substantially decrease projected citywide increases in traffic volumes to an average of 4%, limiting increases in congestion to 14 impacted intersections, with 9 operating at LOS C/D and 4 at LOS E or F during the PM peak hour. While increased congestion would remain significant, impacts would be substantially reduced. Traffic growth would contribute incrementally to congestion on US Hwy 101 and SR 154 with impacts substantially less than <i>Plan Santa Barbara</i>. Traffic growth would contribute incrementally greater congestion at regional area intersections with impacts substantially less than <i>Plan Santa Barbara</i>.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>City’s contribution to such congestion and the Deficiency Plan for US Hwy 101 and Phase 3 Safety Improvements for SR 154 would reduce such impacts to less than substantial.</p> <p>Development under <i>Plan Santa Barbara</i> and at the City Airport would incrementally contribute to projected potentially significant congestion at intersections in the City of Goleta and County. Adopted measures in the City of Goleta General Plan, Goleta Transportation Improvement Plan would reduce contribution to impacts to less than considerable.</p>			
<b>ADDITIONAL ENVIRONMENTAL ANALYSIS</b>			
Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p><b>Energy:</b> Projected increase of 11.1% in electricity consumption, 8.8% increase in natural gas consumption, and a 29.8% increase in transportation fuel consumption.</p> <p>The combination of existing standards and proposed <i>Plan Santa Barbara</i> policies combined with mitigation measures to reduce vehicle trip generation through improved TDM programs and parking management policies would offset much of the potential increase in energy consumption.</p>	<p><b>Energy:</b> Overall energy consumption slightly higher than under <i>Plan Santa Barbara</i>, with an 12% increase in electricity consumption, and 9.6% increase in natural gas consumption, and an 31.3% increase in transportation fuel consumption.</p> <p>Existing energy standards and similar mitigation as described for <i>Plan Santa Barbara</i> would offset much of this potential increase.</p>	<p><b>Energy:</b> Overall energy consumption somewhat lower than under <i>Plan Santa Barbara</i>, with an 6.1% increase in electricity consumption, and 5.3% increase in natural gas consumption, and an 22.2% increase in transportation fuel consumption.</p> <p>Existing energy standards and similar mitigation as described for <i>Plan Santa Barbara</i> would offset much of this potential increase.</p>	<p><b>Energy:</b> Overall energy consumption substantially lower than under <i>Plan Santa Barbara</i>, with an 8.2% increase in electricity consumption, an 8.6% increase in natural gas consumption, and a 10.3% increase in transportation fuel consumption.</p> <p>Existing energy standards and similar mitigation as described for <i>Plan Santa Barbara</i> would offset much of this potential increase.</p>
<p><b>Global Climate Change:</b> Projected increases in development could result in a 21.1% increase in GHG emissions from existing. This would come from two primary sources, buildings (27,671 metric tons CO2e) and transportation (238,410 metric tons CO2e).</p> <p>In order to offset this increase in GHG</p>	<p><b>Global Climate Change:</b> Projected increases in development could result in a 23.0% increase in GHG emissions from existing, 2.0% greater than forecast under <i>Plan Santa Barbara</i>. This would come from two primary sources, buildings (30,243 metric tons CO2e) and transportation (270,498 metric tons</p>	<p><b>Global Climate Change:</b> Projected increases in development could result in a 15.5% increase in GHG emissions from existing, but would be 4.0% less than forecast under <i>Plan Santa Barbara</i>. This would come from two primary sources, buildings (15,025 metric tons CO2e) and transportation (187,901 me-</p>	<p><b>Global Climate Change:</b> Projected increases in development could result in a 6.1% increase in GHG emissions from existing, but would be 12.4% less than forecast under <i>Plan Santa Barbara</i>. This would come from two primary sources, buildings (22,753 metric tons CO2e) and transportation (49,290 me-</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

Project <i>Plan Santa Barbara</i>	No Project Existing Policies Alternative	Lower Growth Alternative	Additional Housing Alternative
<p>emissions, aggressive mitigation measures to reduce vehicle trip generation through improved TDM programs and parking management policies would be required. However, GHG emissions would still be increased beyond estimated 1990 levels and would be inconsistent with AB 32 directives, as significant impact.</p> <p>Increased population would place added demand on potentially limited water supplies. Greater population could expose more people to climate-change induced increases in hazards such as coastal inundation, wildfire and sea cliff erosion.</p>	<p>CO2e).</p> <p>Similar to <i>Plan Santa Barbara</i>, even with aggressive mitigation measures GHG emissions would still be increased beyond estimated 1990 levels and would be inconsistent with AB 32 directives.</p> <p>Population increase would be similar to <i>Plan Santa Barbara</i>, so use of climate change-impacted resources and exposure to hazards would also be similar.</p>	<p>tric tons CO2e).</p> <p>Similar to <i>Plan Santa Barbara</i>, even with aggressive mitigation measures GHG emissions would still be increased beyond estimated 1990 levels and would be inconsistent with AB 32 directives.</p> <p>Population increase would be substantially lower than <i>Plan Santa Barbara</i>, so use of climate change-impacted resources and exposure to hazards would also be somewhat reduced, although exposure of existing homes, businesses and facilities would remain similar to <i>Plan Santa Barbara</i>.</p>	<p>tric tons CO2e). This alternative would come close to meeting AB 32 objectives, but would remain significant.</p> <p>Substantially greater population growth as compared to <i>Plan Santa Barbara</i> would expose more people to potential climate change-related hazards such as coastal flooding, and would create added demand for potentially more limited water resources, although exposure of existing homes, businesses and facilities would remain similar to <i>Plan Santa Barbara</i>.</p>
<p><b>Socioeconomic Issues:</b> <i>Plan Santa Barbara</i> policies could generally benefits lower-income populations from additional affordable housing opportunities; however, demolition of older affordable homes would continue and the affordable housing supply would not meet city-wide or regional needs.</p> <p>Development could displace existing neighborhood-serving commercial uses, or limit future development of such uses. However, <i>Plan Santa Barbara</i> policies would emphasize retention and development of neighborhood-serving commercial and public facility resources.</p> <p>Increased pollutant emissions and roadway noise resulting from increases in traffic levels could disproportionately affect low-income and minority populations. Mitigation to reduce vehicle trips and consider installation of sound walls and other barriers could offset this effect.</p>	<p><b>Socioeconomic Issues:</b> Production of affordable housing would decline with more severe effects on lower-income households.</p> <p>Development could displace existing neighborhood-serving commercial uses, or limit future development, similar to or slightly more severe than <i>Plan Santa Barbara</i>.</p> <p>Increased pollutant emissions and roadway noise resulting from increases in traffic levels would be greater than <i>Plan Santa Barbara</i>.</p>	<p><b>Socioeconomic Issues:</b> Decreased housing production and a steep decline in provision of affordable housing would create more severe impact to low income households than <i>Plan Santa Barbara</i>.</p> <p>Decreased development could displace fewer existing neighborhood-serving commercial uses with impacts less than <i>Plan Santa Barbara</i>.</p> <p>Increased pollutant emissions and roadway noise resulting from increases in traffic levels would be less than <i>Plan Santa Barbara</i>.</p>	<p><b>Socioeconomic Issues:</b> Substantially increased housing production and improved provision of affordable housing would create substantially less severe impact to low income households than <i>Plan Santa Barbara</i>.</p> <p>Substantially increased development could displace more existing neighborhood-serving commercial uses with impacts greater than <i>Plan Santa Barbara</i>.</p> <p>Increased pollutant emissions and roadway noise resulting from increases in traffic levels would be substantially less than <i>Plan Santa Barbara</i>.</p>

**Table 22.2: Summary of Comparative Impacts (Continued)**

<b>Project</b> <i>Plan Santa Barbara</i>	<b>No Project</b> <b>Existing Policies Alternative</b>	<b>Lower Growth Alternative</b>	<b>Additional Housing</b> <b>Alternative</b>
<p><b>Population and Jobs/Housing Balance:</b> Job and housing growth would remain in balance.</p> <p>However, affordable housing production could likely decline and citywide new workforce demand for 2,977 affordable units could vastly exceed feasible affordable housing production. Imbalance between jobs/affordable housing would substantially worsen.</p> <p><i>Plan Santa Barbara</i> policies to restrict commercial growth and increase housing production would partially address these issues. However, the loss of Redevelopment Agency funding for housing would be difficult to offset.</p> <p>Recommended policy measures to increase regional cooperation on affordable housing construction, provision of new funding sources, permit facilitation, and policy changes to favor affordable housing would partially offset severe shortfall in affordable housing.</p>	<p><b>Population and Jobs/Housing Balance:</b> Jobs/housing balance would incrementally worsen due to higher non-residential growth.</p> <p>Production of affordable housing would decline more steeply due to fewer policy incentives/requirements for affordable housing production less emphasis while demand would increase to 3,375 new affordable units, an amount far beyond like production.</p> <p>Application of recommended policy measures identified for <i>Plan Santa Barbara</i> would offset some of this imbalance, but it would remain substantial, greater than <i>Plan Santa Barbara</i>.</p>	<p><b>Population and Jobs/Housing Balance:</b> Limited nonresidential growth would improve the jobs/housing balance.</p> <p>Production of affordable housing would decline steeply due to fewer policy incentives/requirements for affordable housing production and lower densities. However, less nonresidential growth would reduce new workforce demand for 1,062 new affordable units which would still exceed feasible affordable housing production.</p> <p>Application of recommended policy measures identified for <i>Plan Santa Barbara</i> would potentially offset some of these identified imbalances, but they would remain substantial, similar to <i>Plan Santa Barbara</i>.</p>	<p><b>Population and Jobs/Housing Balance:</b> Substantially higher residential growth combined with less nonresidential growth would substantially improve the jobs/housing balance.</p> <p>Production of affordable housing improve due to stronger policy incentives/requirements for affordable housing production and higher. If affordable housing production matched historic levels of 30%, the approximately 1300 units produced would exceed new workforce demand for 1,062 new affordable units, improving the jobs/affordable housing balance.</p>
<p><b>Other CEQA Sections:</b> Future growth under the <i>Plan Santa Barbara</i> General Plan update would result in the ongoing irreversible commitment of energy, water, and land/habitat resources to support new urban development. Additional vehicle travel would utilize limited roadway capacity, and waste generation would utilize limited landfill capacity. An increased commitment of social services and public maintenance services (e.g., transportation, police, fire, schools, parks, water, wastewater, and solid waste services) would also be required.</p>	<p><b>Other CEQA Sections:</b> Incrementally greater irreversible commitment of energy resources, water, human resources, natural resources/land due to increased commercial development as compared to <i>Plan Santa Barbara</i>.</p> <p>Incrementally greater use of roadway capacity, landfill capacity, and social services and public maintenance services.</p>	<p><b>Other CEQA Sections:</b> Lower irreversible commitment of energy resources, human resources, land, and natural resources due to decreased development as compared to <i>Plan Santa Barbara</i>.</p> <p>Incrementally less use of roadway capacity, and substantially less use of landfill capacity, social services and public maintenance services.</p>	<p><b>Other CEQA Sections:</b> Substantially greater irreversible commitment of energy resources, human resources, and land/natural resources due to increased development as compared to <i>Plan Santa Barbara</i>.</p> <p>Substantially less use of roadway capacity, but substantially greater use of landfill capacity, social services and public maintenance services.</p>

**Table 22.3: Impact Comparison of Alternatives to the Proposed Project  
Compared to *Plan Santa Barbara* Impacts**

Issue Area	Alternative		
	No Project	Lower Growth	Additional Housing
Air Quality	Somewhat greater	Somewhat less	Substantially less
Biological Resources	Similar or somewhat greater	Similar or somewhat less	Similar or somewhat greater
Geological Conditions	Similar	Similar or somewhat less	Somewhat greater
Hazards	Similar	Similar or somewhat less	Somewhat greater
Heritage Resources	Somewhat greater	Substantially less	Somewhat greater
Hydrology and Water Quality	Similar	Similar or somewhat less	Somewhat greater
Noise	Similar	Somewhat less	Substantially less
Open Space and Visual Resources	Greater for Open Space, visual resources, and Community Character	Similar for Open Space; substantially less for visual resources and Community Character	Similar for Open Space; greater for visual resources and Community Character
Public Services	Somewhat greater	Substantially less	Somewhat greater
Public Utilities	Similar	Substantially less	Somewhat greater
Transportation	Somewhat greater	Somewhat less	Substantially less
<b>Additional Environmental Analysis</b>			
Energy	Somewhat greater	Less	Substantially less
Global Climate Change	Somewhat greater	Less	Substantially less
Socioeconomic Issues	Somewhat greater	Somewhat greater	Substantially less
Population and Jobs-Housing Balance	Similar for jobs/housing balance; worsens affordable housing balance; similar growth-inducement	Similar for jobs/housing balance; worsens affordable housing balance; less growth-inducement	Improves jobs/housing and jobs/affordable housing balances; Greater growth-inducement
Project Objectives Met	Partially	Partially	All

## 22.3 Identification of Environmentally Superior Alternative

### 22.3.1 Introduction

CEQA Guidelines Section 15126.6 requires that an EIR identify the Environmentally Superior Alternative to the proposed project from among the alternatives analyzed. If the No Project Alternative is found to be environmentally superior alternative, the EIR also identifies an Environmentally Superior Alternative from among the other alternatives.

For a broad policy document such as this project, the potential exists that there may not be a clear Environmentally Superior Alternative. An alternative may have some reduced impact levels and other impacts that are greater than the project, while another alternative reduces different impacts. Although CEQA does not provide specific guidance in this matter, where a project has lower impacts in a majority of resource areas and/or substantially lower impacts in especially critical resource areas, this can support a finding that that alternative is environmentally superior. In such instances, the EIR may disclose the differences between

the alternatives and identify how each alternative may be superior. The lead agency retains the authority to identify the Environmentally Superior Alternative based on the evidence in the EIR, agency and public input, lead agency standards and policies, and the lead agency's independent decision-making.

CEQA Section 15126.6 requires that an EIR identify a range of alternatives to the proposed project capable of meeting all or most of a project's key objectives. The major project objectives of *Plan Santa Barbara* strive to balance interrelated issues such as living within available resources for current and future populations, protection of community character, maintenance of a vibrant economy and diverse population, provision of high quality public services, decreased reliance on the automobile, reduced energy consumption and improvements to the jobs/housing balance (refer to Section 3 *Project Description*).

See also the additional discussion of the environmentally superior alternative in the Hybrid Alternative Analysis.

### 22.3.2 Analysis of Lower Growth Alternative

#### *Impacts*

When compared to the proposed project, the Lower Growth Alternative could create less demand for resources, and less energy demand, localized traffic congestion, and air pollutant emissions, due to lower levels of residential and non-residential growth. Targeted policy changes such as lower height limits in downtown commercial zones could also address open space, visual, heritage resources, and community character issues. This alternative is most effective at addressing traditional environmental issues that have been of concern within the community.

Similarly, demands for public services and utilities could be considerably lower under the Lower Growth Alternative. This indicates less potential need to hire additional police officers and firefighters in the future. Water demand could be lower, allowing more flexibility to manage uncertain future water supply sources and respond to droughts. The analysis also indicates that public service and utility impacts of *Plan Santa Barbara* could be found less than significant with identified mitigation measures.

The Lower Growth Alternative is projected to result in substantially less development than the other alternatives, and could have fewer impacts associated with site-based constraints such as hazards, geological conditions, and hydrology, as fewer new homes, businesses, and their residents and employees could be exposed to these hazards. However, the analysis indicates that policies and regulations associated with these issues would adequately address these potential impacts under *Plan Santa Barbara* and the other alternatives.

The potential for impacts to visual and heritage resources could also be substantially lower than under the other alternatives, due to policies for lower building height limits downtown, the construction of fewer tall buildings, and less overall development in El Pueblo Viejo. In comparison, these impacts under the *Plan Santa Barbara* scenario were found to be mitigable to less than significant levels with additional area-specific design guidelines.

The Lower Growth Alternative could have similar or slightly less impacts as other alternatives to biological resources and open space, as it would limit population growth and development, but could also continue to permit incremental loss and fragmentation of open space and associated habitats in areas such as the Las Positas Valley and the foothills. These impacts under *Plan Santa Barbara* were found to have mitigable impacts with programs to further protect important open space and habitat resources.

Wildfire hazards would appear to be similar to those under *Plan Santa Barbara*.

Because all of these impacts would be subject to feasible mitigation under *Plan Santa Barbara*, the benefits of this Alternative in these issue areas would be incremental reductions in impacts rather than lowering impacts from significant to mitigable. However, benefits of the Lower Growth Alternative would potentially include lower costs for provision of public services, maintenance of a larger water supply drought buffer, potentially fewer new homes damaged by earthquakes or floods, exposed to hazardous materials, etc.

Future impacts expected to be the most severe and difficult to mitigate involve regional issues such as the jobs/housing balance, local and regional traffic congestion, and climate change. Prior to mitigation, the Lower Growth Alternative could have substantially greater impacts in all of these areas than *Plan Santa Barbara*, as well as the Additional Housing Alternative.

The incorporation of vigorous parking management and transportation demand management (TDM) programs into the Lower Growth Alternative could potentially reduce many of these impacts to lower levels than under *Plan Santa Barbara*. However, these transportation measures may not be compatible with the assumed policy set for Lower Growth alternative. For example, it is assumed that under this alternative, increased parking requirements, not reduced requirements, would be instituted for new development. Reduced parking requirements and more stringent TDM measures would also likely be less effective under the Lower Growth Alternative, as policies for reduced densities in the City core would limit the effectiveness of such measures for lessening the impacts of new growth.

Further, although job growth would be limited, the substantial decline in expected production of affordable housing under this alternative could likely exacerbate long-distance commuting, with secondary impacts to congestion at interchanges, regional highways (e.g., U.S. Hwy 101), increased energy demand, air quality emissions, and greenhouse gas generation affecting climate change. The degree of such impacts is difficult to quantify, but is exemplified by the dramatic increase in commuting over the last decade as the jobs/housing imbalance has worsened. However, because the environmental benefits of trip reduction measures would derive as much or more from reducing trips from existing uses as well as from new development, the Lower Growth Alternative with added strict trip reduction measures could possibly create less impacts than the Additional Housing Alternative in these transportation and energy-related impacts.

The Lower Growth Alternative could maintain a rough balance between jobs and overall amount of housing, however it could potentially have very low production of affordable housing and a substantial negative effect on the jobs-to-affordable housing balance. This would be due to lower housing growth, lower housing densities, and reliance on the existing Inclusionary Housing Ordinance. Changes to this ordinance to increase the percentage of affordable housing required by projects could potentially add to production of affordable housing, however such changes may be incompatible with the assumed policy set for the Lower Growth Alternative, and may be infeasible under this Alternative's lower housing densities. When combined with the pending major decrease in funding for affordable housing construction, this Alternative could result in a serious decline in the production of affordable housing when compared to historic levels, *Plan Santa Barbara*, and the Additional Housing Alternative. However, the impacts of such declines would be lessened by restrictions on nonresidential growth.

### ***Consistency with Project Objectives***

Similar to the comparison of impact discussion above, the Lower Growth Alternative most successfully meets project objectives related to protection of community character and living within local environmental resources, but is less successful at meeting objectives related to decreasing reliance on the automobile, energy conservation, improving the jobs/housing balance, and providing housing for all economic segments of the community, which also supports maintaining a healthy economy and diverse population. Incorporation

of vigorous trip reduction measures could help mitigate transportation and energy related impacts, but the effects of lack of affordable housing would remain substantial.

### 22.3.3 Analysis of Additional Housing Alternative

The Additional Housing Alternative provides a mix of land uses and policies targeted to reduce regional impacts such as the jobs/housing imbalance, regional traffic congestion, air pollution, energy demand, and climate change. This Alternative is most effective at addressing regional and statewide environmental trends and concerns exemplified by the passage of SB 375 and that have also become of major concern in the City and South Coast over the last decade. These trends and concerns include the displacement of low-, moderate-, and middle-income “essential service” workers and younger families from the City to outlying communities in search of housing, and associated impacts to regional congestion, energy consumption, air pollution and climate change.

Wildfire hazards would appear to be similar to those under *Plan Santa Barbara*.

The Additional Housing Alternative is the only alternative that would improve the overall jobs/housing balance in the City and on the South Coast, due both to decreased non-residential growth and substantially increased housing growth. This Alternative has the best potential to successfully increase production of affordable housing due to allowance for greater densities downtown and changes in programs such as the Inclusionary Housing Ordinance. This could be particularly critical in the face of future severe declines in public funding subsidies available for affordable housing construction. Overall, the Lower Growth Alternative, with inclusion of strict trip reduction mitigation measures, would potentially create the least severe environmental impacts of any of the alternatives for such regional impacts, and as such, may be considered the Environmentally Superior Alternative for such regional issues.

#### ***Consistency with Project Objectives***

The Additional Housing Alternative most strongly meets the objectives related to decreasing reliance on the automobile, energy conservation, improving the jobs/housing balance, and providing housing for all economic segments of the community, and supporting a continuing healthy economy and diverse population. With application of identified *Plan Santa Barbara* policies and mitigation measures, the Additional Housing Alternative could meet objectives related to protection of community character and living with the community’s resources. Thus, the Additional Housing Alternative would most successfully meet the project objectives enumerated for *Plan Santa Barbara*.

## 22.4 Hybrid Alternative Analysis

### 22.4.1 Purpose

As envisioned by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, City decision-makers for the *Plan Santa Barbara* General Plan Update are considering modifications to project policies to incorporate mitigation and some policy components from the alternatives analyzed in the Environmental Impact Report (EIR), to reduce environmental effects and/or best address Plan objectives.<sup>1</sup>

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<sup>1</sup> The Hybrid Alternative Analysis is consistent with the intent and standards provided in Sections 15021, 15126.6, and 15088.5 of the State CEQA Guidelines.



This Hybrid Alternative Analysis chapter of the *Plan Santa Barbara* Proposed Final EIR (FEIR) evaluates policy changes to the Draft General Plan that are under consideration by the City Council in response to public input, Planning Commission recommendations, and City Council discussions on the Draft General Plan and EIR. The Hybrid Alternative Analysis is added to the Proposed Final EIR to assist in the consideration of policy modifications by the public, interested agencies, and City decision-makers.

Project refinements under consideration may be characterized as a “hybrid” alternative in that they retain many components of the original Draft General Plan but incorporate some modifications and components taken from the alternatives evaluated in the EIR. Some policy modifications would also provide added detail and clarity to improve communication of policy intent and application. This analysis describes the environmental impacts and mitigation measures associated with the Hybrid Alternative modifications compared to those of the *Plan Santa Barbara* project scenario and Existing Policies (“No Project”) Alternative.

### ***Background on Hybrid Alternative Discussions***

As envisioned by the California Environmental Quality Act (CEQA) and State CEQA Guidelines, City decision-makers for the *Plan Santa Barbara* General Plan Update are considering modifications to project policies to incorporate mitigation and some policy components from the alternatives analyzed in the Environmental Impact Report (EIR), to reduce environmental effects and/or best address Plan objectives.

Initial Planning Commission Hybrid: The initial Planning Commission hybrid alternative package recommended to City Council (June 2010) is a policy set that the Commission felt would best address the following key criteria for the General Plan Update:

1. Maximize the achievement of Plan Objectives set forth in the Sustainability Framework and Principles, including Living within Our Resources;
2. Provide a guiding long-term vision and innovative flexible policy framework with implementation tailored and modified as needed by the Adaptive Management Plan;
3. Mitigate environmental impacts to the maximum extent feasible;
4. Achieve internal consistency and balance among and between the policies;
5. Ensure the policies are realistic, operational, capable of being implemented, and have support from key community stakeholders; and
6. Support the economic vitality of the City Downtown and as a whole.

Components of the initial Planning Commission recommended hybrid modifications to the Plan included:

- Reduction of the non-residential growth cap (to a total of 1 million SF, with no exclusions)
- Stronger Transportation Demand Management (TDM) and parking pricing programs to mitigate traffic congestion, reduce energy and greenhouse gas generation, and improve jobs/housing balance
- Residential parking maximums Downtown (1.5 spaces/unit) and parking sales/rental separate from the housing to address building sizes and affordability and traffic management (“unbundling”)
- Reduced unit sizes and increased density incentives in appropriate areas to promote affordable workforce housing and traffic management (27-45 du/acre and up to 60 du/acre for community benefit projects with supermajority vote; 50% density increase for rental and employer-sponsored housing in commercial and multi-family areas)
- Stronger design standards to address compatible building sizes and protection of historic resources and community character (including guideline for primarily 2-3 story building heights with 4<sup>th</sup> story only for

community benefit projects with supermajority vote)

- Stronger historic resources protection policies (including buffers around historic districts, designated resources, and Presidio)
- Increased affordable inclusionary housing requirement (25%), and relaxed second unit standards in commercial areas near transit corridors and services and with consideration citywide.

The Planning Commission initial recommended hybrid alternative was seen as a positive compromise set of policies and received strong support from a large majority of the community groups that have participated in the General Plan Update process.

Initial City Council Hybrid Alternative: Initial City Council discussions provided direction for consideration of many of the policy elements in the Planning Commission recommendations, but some with further modifications. In response to public input, Planning Commission recommendations, and Council discussion, softened policy language was considered for some policies, based on concerns about economic interests, property rights, and livability/community character. Initial Council hybrid policies for consideration included:

- Reduced non-residential growth cap (1 million SF), but with more exclusions [for EIR analysis, an additional 0.5 million SF was assumed for excluded uses]
- Inclusion of the range of Transportation Demand Management strategies, but no assured commitment to expansion of existing Transportation Demand Management and parking pricing programs without demonstrated stakeholder support [no expansion beyond current TDM program was assumed for EIR analysis]
- Consider residential parking maximums downtown, and allow “unbundling” of housing and parking costs
- Reduced unit sizes and density increases in appropriate areas (27-45 du/acre; 50% density overlay for rental/employer housing) [areas to be determined, consider Planning Commission recommended areas]
- Stronger design standards to address compatible building sizes and protection of historic resources and community character (supermajority vote for buildings exceeding 45 feet; buffers around historic districts, designated resources, and Presidio)
- Consider increased affordable inclusionary housing requirement (25%) along with suspension during economic downturns, sliding scale for types of uses, and potential commercial fee; and relaxed second unit standards on a neighborhood-by-neighborhood basis with neighborhood support.

The Hybrid Alternative policy modifications are within the range of policy options evaluated in the EIR, and the impact levels associated with the Hybrid Alternative are within the range of impacts identified in the EIR. The various citywide impacts associated with the Hybrid Alternative would be similar in type and somewhat more or less in extent compared to those associated with the *Plan Santa Barbara* project. No new mitigation is identified, and only minor modifications.<sup>2</sup>

The Proposed Final EIR will be brought before the Planning Commission for certification. Adoption of the General Plan will then be considered by the City Council (Figure 22.1, Timeline).

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<sup>2</sup> The Hybrid Alternative Analysis is consistent with the intent and standards provided in Sections 15021, 15126.6, and 15088.5 of the State CEQA Guidelines.

## Figure 22.1 *Plan SB* Process Major Milestones and Timeline

Prepared by **amec**

*Plan Santa Barbara* Environmental Impact Report  
City of Santa Barbara and Its Sphere of Influence



<b>Phase I</b>	Commencement	March 2005 – December 2007
<b>Phase II</b>	Generation of Development Trends and Policy Options Reports	January – August 2008
Initial Review Hearings	Planning Commission and City Council hearings	September – December 2008
<b>Phase III</b>  <i>Plan SB</i> and EIR Review and Adoption Process (January 2009 through early 2010)	<i>Draft Policy Preferences, City Council Direction</i> report	January 2009
	Notice of Preparation (NOP) of Program EIR for <i>Plan SB</i>	
	Planning Commission EIR public scoping hearing	late January 2009
	Draft EIR/Draft General Plan amendments public review period	March 18 – May 17, 2010
	Planning Commission hearings	late April – early June 2010
	Joint City Council/Planning Commission meeting	late June 2010
	City Council work sessions	July 2010
	Final EIR released	September 2010
	Planning Commission certification of Final EIR and recommendations to City Council	September 2010
	City Council adoption of General Plan amendments	November 2010
<b>Phase IV</b>	<i>Implementation and Other Element Updates</i>	

Note: All of the documents prepared to date are available on the City's *Plan SB* website, [www.YouPlanSB.org](http://www.YouPlanSB.org) or at the City Planning Division office located at 630 Garden Street. See Section 29.0, *References*, for hyperlinks to these free downloadable documents.

## 22.4.2 Hybrid Alternative Description

### *Hybrid Alternative Overview*

**Background:** The Hybrid Alternative would blend components (i.e., growth rates, policies, environmental protections) from the *Plan Santa Barbara* project description with some from the Lower Growth and Additional Housing Alternatives analyzed in the Environmental Impact Report (EIR). This would include refinements to policies and the Land Use Map (Figure 22.2).

**Hybrid Alternative Overview:** The Hybrid Alternative includes refined policies and land use changes intended to address environmental concerns and balance among General Plan objectives, including further reducing the amount of allowable growth, further controlling the size, bulk and scale of new buildings, further protecting historic resources and community character, and exploring approaches to minimize traffic congestion. Some policy modifications would also provide added detail and clarity to improve communication of policy intent and use. The Hybrid Alternative would maintain the project objectives identified by the City Council early in the *Plan Santa Barbara* General Plan update process to integrate the principles of sustainable development into the General Plan (refer to Final EIR Section 3.2). Added emphasis would be placed on protecting and enhancing the City's economic vitality as well as historic resources and visual character through appropriate programs and policies for mixed-use commercial and residential development.

A key element of the Hybrid Alternative Project, when compared to the *Plan Santa Barbara* project, would be changes to the proposed Land Use Map to limit the extent and location of the High Density Residential designation to areas which appear to be most appropriate per sustainability principles and most compatible with existing uses. These proposed designations would be eliminated from approximately 792 acres of residential or commercial land in the Downtown and Westside as compared to the *Plan Santa Barbara* project. Areas for potential future High Density Residential designation would be identified for appropriate locations within commercial districts only, in the Downtown and along the key transit corridors of Milpas Street, near upper De La Vina Street at State Street and at the La Cumbre Plaza and Five Points shopping centers (refer to Figure 22.2 in this analysis and Figure 3.2 in *Plan Santa Barbara* Proposed Final EIR, Volume I).

To promote workforce and affordable housing in these limited areas, the density range for the Commercial-High Density/Office-High Density Land Use Designations would be increased from 15-27 to 27-45 dwelling units per acre (du/ac) under the amended Variable Density incentive provisions.<sup>3</sup> In addition, the Rental/Employer Housing Overlay would permit a 50% increase in density over and above the 45 du/ac maximum.

Hybrid Alternative policies would also impose further restrictions for new development adjacent to historic structures and Districts, adjust secondary unit and parking requirements, and explore targeted Transportation Demand Management (TDM) strategies.

Proposed General Plan policy numbers that have changed since the initial *Plan Santa Barbara* General Plan Update (Draft Policy Preferences Report, January 2009) was analyzed in the Draft EIR are identified by the updated policy number with the former policy number following in parentheses following the updated policy number. In addition, based on careful review of these policy changes, a number of revised assumptions about the location and type of future growth are included in this analysis (refer to Tables 22.4 and 22.5 below).

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<sup>3</sup> The Land Use Designation "base density" would remain 12 - 18 du/ac. Densities greater than 12 - 18 du/ac would be part of the "density incentive" program under the proposed amended Variable Density provisions.

## ***Hybrid Alternative Components***

### *General Plan Framework*

Under the Hybrid Alternative, the overarching Sustainability Framework discussion of policy drivers and principles would be re-ordered to emphasize the importance of economic vitality and historic preservation as key community values and policies, and climate change language would be modified to better recognize uncertainties. Policy changes associated with the Hybrid Alternative would be implemented through adjustments to the Land Use, Housing, Circulation, and other Elements as described below.

### *Land Use Element*

Hybrid Alternative policy changes to the Land Use Element compared to the *Plan Santa Barbara* project would implement further limitations on non-residential growth, permit increased density incentives in targeted areas for rental and employer housing and community benefit projects providing affordable and workforce housing, reduce average unit sizes, limit the majority of buildings to 2-3 stories, add further provisions to limit overall size, bulk, and scale of buildings, and establish buffers to protect historic buildings and districts. Many of these policy modifications are modeled on those analyzed as part of the Lower Growth Alternative (lower non-residential growth cap, historic resource preservation, building heights, more limited expansion of TDM program) and the Additional Housing Alternative (increased densities for affordable projects).

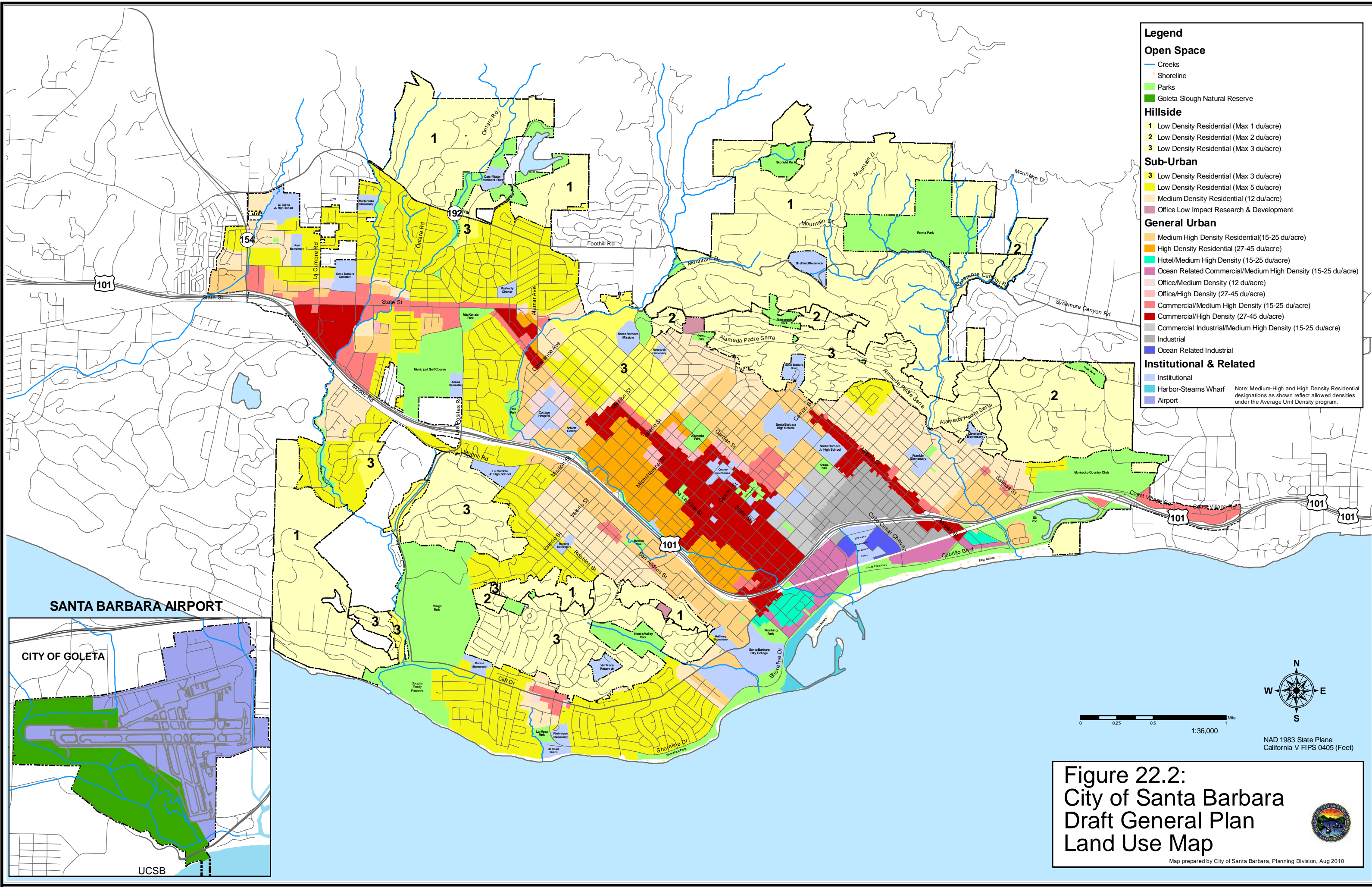
*Non-Residential Growth Management.* Under the Hybrid Alternative, the non-residential growth management cap would be further reduced to improve the jobs/housing balance and help to manage future traffic congestion.

Policy LG2-Limit Non-Residential Growth would be amended to limit future net new non-residential growth to 1.0 million square feet over the next 20 years for defined categories, a smaller amount than the 2.0 million square feet policy cap of the *Plan Santa Barbara* project. This would consist of up to one million square feet of net new non-residential development for allocation categories of small additions, vacant land, and community benefit projects (the latter including any economic development projects).

Excluded categories would include minor additions, pending and approved projects, government structures, replacement of previously existing demolished square footage, and annexations, which together are estimated to involve up to 0.5 million additional square feet to the year 2030. Once annexed, all development or developable parcels would be subject to the limitations of this policy (see Updated Project Assumptions below). This reduction of non-residential growth under Policy LG2 could encourage gradual transition of the targeted mixed-use commercial areas towards higher density residential uses.

*Residential Development.* Modifications to Land Use policies for residential development are identified in the Hybrid Alternative to better focus on incentives for housing types that address priority affordable and workforce housing needs, incorporate economic considerations into housing incentives, and ensure application of incentives to appropriate and compatible areas.

Implementation Action LG5.1-Affordable Housing (*amended, formerly Policy LG11*) in the Hybrid Alternative would address workforce housing and applicable locations by adding employer-sponsored affordable workforce housing as a type of Community Benefit Housing, permit a 50% density increase for both rental and employer-sponsored (both rental and ownership) housing projects within designated targeted Commercial-High Density/Office-High Density subareas. The location of the rental/employer housing overlay would include the main commercial districts (i.e., Downtown, Milpas, Upper De la Vina/State Street, La Cumbre Plaza/Five Points) and all of the Medium-High and High Density multi-family designations.



**Legend**

**Open Space**

- Creeks
- Shoreline
- Parks
- Goleta Slough Natural Reserve

**Hillside**

- 1 Low Density Residential (Max 1 du/acre)
- 2 Low Density Residential (Max 2 du/acre)
- 3 Low Density Residential (Max 3 du/acre)

**Sub-Urban**

- 3 Low Density Residential (Max 3 du/acre)
- Low Density Residential (Max 5 du/acre)
- Medium Density Residential (12 du/acre)
- Office Low Impact Research & Development

**General Urban**

- Medium High Density Residential (15-25 du/acre)
- High Density Residential (27-45 du/acre)
- Hotel/Medium High Density (15-25 du/acre)
- Ocean Related Commercial/Medium High Density (15-25 du/acre)
- Office/Medium Density (12 du/acre)
- Office/High Density (27-45 du/acre)
- Commercial/Medium High Density (15-25 du/acre)
- Commercial/High Density (27-45 du/acre)
- Commercial Industrial/Medium High Density (15-25 du/acre)
- Industrial
- Ocean Related Industrial

**Institutional & Related**

- Institutional
- Harbor-Stearns Wharf
- Airport

Note: Medium-High and High Density Residential designations as shown reflect allowed densities under the Average Unit Density program.

**SANTA BARBARA AIRPORT**

**CITY OF GOLETA**

**UCSB**

0 0.25 0.5 1 Mile

1:36,000

NAD 1983 State Plane  
California V FIPS 0405 (Feet)

**Figure 22.2:**  
**City of Santa Barbara**  
**Draft General Plan**  
**Land Use Map**

Map prepared by City of Santa Barbara, Planning Division, Aug 2010

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The primary housing policy emphasis would be to encourage workforce housing in smaller units in well designed buildings through the immediate adoption of revisions to the Variable Density incentive ordinance to reduce unit sizes, a Rental/Employer Housing Overlay, and targeted exploration of maximum residential parking requirements.

- *Average Unit Size.* Under the Hybrid Alternative, Implementation Action LG6.1-Average Density (*amended, formerly Policy H4*) would amend the Variable Density Ordinance to base future multi-family residential density incentives on an average unit size, to be targeted at 1,000 square feet, rather than on the number of bedrooms, for specified land use designations. A 1,000-square foot average unit size could reduce average unit sizes almost 24% more compared to the *Plan Santa Barbara* project.
- *Residential Density.* Under the Hybrid Alternative, Implementation Action LG6.1-Average Density (*formerly Policy H4*) would be amended to implement Housing Element policies to focus allowable higher densities on affordable and workforce housing and/or community benefit projects. The density incentive range for Commercial-High Density/Office-High Density designations would increase to 27-45 du/ac compared to a base density of 12-18 du/ac and the 15-27 du/ac under the *Plan Santa Barbara* project. Further density increases could occur under the provisions of the Rental/Employer Housing Overlay. Such projects would continue to be reviewed on a case-by-case basis with the adopted City Affordable Housing Policies and Procedures.

*Location of Growth.* Hybrid Alternative amendments to proposed Policy LG4-Location of Residential Growth (*formerly Policy LG9-Mobility Oriented Development Area*), in conjunction with amended Policy LG6-Location of Residential Growth (*formerly Policy LG4*) and the Land Use Element map would identify targeted subareas for potential higher density residential and commercial mixed-use growth compared to the larger Mobility Oriented Development Area (MODA) area identified under the *Plan Santa Barbara* project. Main commercial districts of the Downtown, Milpas Street, Upper De la Vina/State Street, and near the La Cumbre Plaza/Five Points centers, and multi-family districts between the Downtown and U.S. Highway 101 are identified as the areas where higher density housing could be most appropriate and compatible. The policy intent would continue to be to reduce potential environmental impacts of future growth and emphasize continued economic viability, cultural significance, and healthy, livable places. Multiple plan objectives coincide in these locations including: more workforce housing; reduced traffic congestion; proximity to frequent transit service; easy walking and biking access to commercial services (especially fresh food), parks and open space. The MODA concept would now be represented by these principles and policies and not by a specified boundary on the Land Use Map.

*Building Heights/FAR.* Hybrid Alternative amendments to Implementation Action LG13.4 would limit the majority of new buildings to two- to three-stories, but permit consideration of buildings taller than 45 feet with a super-majority vote of the Planning Commission and community benefit findings. In addition, modified Implementation Action LG13.2-Building Size, Bulk and Scale (*amended, formerly Policy CH15*) would have additional detail to ensure that maximum FARs for non-residential and high density areas also pay particular attention to protecting areas adjacent to residential zones. Restrictions on unit sizes and limits on size, bulk, and scale are intended to combine with height restric-



*Proposed policy changes would result in smaller unit sizes and buildings of generally 2-3 stories with reduced size, bulk, and scale such as the Casas De Las Fuentes Project on Carrillo Street.*



tions to reduce the overall size of proposed new mixed-use and higher density multiple-family buildings, ensuring compatibility, and minimizing impacts to visual character and historic resources. Proposed policy amendments under the Hybrid Alternative would be consistent with EIR Recommended Measure RM VIS-2 Community Character.

*Historic Preservation.* Amended policies under the Hybrid Alternative are intended to provide additional protection for historic resources, including buffers applied to districts, designated historic buildings, and the El Presidio de Santa Barbara State Historic Park, with greater design review, reduced residential densities, and further building height and size restrictions, consistent with EIR Mitigation Measure HER-1 Protection of Historic Buildings, Structures, and Districts. Proposed new Implementation Action LG14.5-Historic Resource Buffers would establish interim buffer zones with special design attention to carefully consider projects within 100 feet of designated downtown historic resources, and within 250 feet of historic adobe structures, the El Presidio, and established historic districts, and would establish Preservation Design Guidelines for the grouping of landmarks in close proximity to the El Pueblo Viejo design district.

#### Updated Land Use Element Map

The Hybrid Alternative includes an updated General Plan Land Use Map (refer to Figure 22.2) amended to clarify density incentive designations, remove the High Density designation from the multi-family zones near downtown, depict El Presidio de Santa Barbara State Historic Park parcels owned by the State as Open Space/Parks, and combine the civic, hospital, and public school categories into one Institutional category.

#### Housing Element

Proposed adjustments to Housing Element policies under the Hybrid Alternative are intended to improve incentives for the provision of affordable and workforce housing through changes to the Inclusionary Housing Ordinance and provision of second units as described below:

*Inclusionary Housing.* Implementation Action H11.3-Inclusionary Housing amendments (*formerly Policy H9*) provides for a general 25% inclusionary housing requirement to replace the existing 15% standard applied to for-sale condominium and subdivision projects. Plan Objectives for future projects would include: 1) compatibility with the existing built (and natural) environment, and 2) maximizing the potential for affordable housing, where feasible through development of FARs and FBCs. Implementation Action H11.3-Inclusionary Housing (*formerly Policy H9*) would also include amendment of fees based on a sliding scale with lower fees for beneficial projects, and phase in a commercial development fee when the economy recovers.

*Second Units.* Hybrid Alternative amendments to Policies and Implementation Actions H15-Secondary Dwelling Units (*formerly H14*), H15.1-Second Units, H15.2-Secondary Dwelling Unit Ordinance, H17-Flexible Standards, and H13.3-Rental Units (*formerly H15*), and H15.2-Secondary Dwelling Unit Ordinance (*formerly H14*) would allow potential relaxation of second unit standards on a neighborhood-by neighborhood basis; in areas near adequate transit, commercial services, and parking; with individual neighborhood support; and with inclusion of additional square footage on a site within the overall FAR limitations provided by the Neighborhood Preservation Ordinance. Relaxation of second unit standards could include size limitations, lot size limitations, affordability requirements, and parking requirements.

#### Additional Policy Directives:

#### Circulation Element

The Hybrid Alternative would adjust proposed Circulation Element policies and implementation phasing intended to manage future traffic congestion and to further recognize the importance of adequate parking in protecting Downtown economic vitality and quality of life.

*Transportation Demand Management (TDM)*. Rather than a moderate expansion of TDM measures proposed under the *Plan Santa Barbara* project (Implementation Action C6.2- TDM Program), the Hybrid Alternative policy would be modified to a program to continue existing City TDM programs to assist in managing projected traffic congestion, but would not assume any expansion of these existing programs. The policy change would establish that any added TDM measures would be exploratory and undertaken only with the clear support of business and other stakeholders. In addition, any such exploratory measures would need to secure adequate funding, be implemented in a phased manner, and be carefully monitored through the Adaptive Management Program to determine if any program extensions, expansions, or adjustments should become permanent.

Exploratory TDM measures to be considered include pursuing improved transit frequency, along with expanded programs for transit passes, parking cash-out, Safe Routes to Schools, improved car and van-pooling, and telecommuting. Similarly, amended Implementation Action-7.1 Appropriate Parking (*formerly Policy C13*) would continue existing City parking management programs. However, review and consideration of exploratory targeted changes to City parking programs could be considered. Any potential changes to parking management and pricing Downtown would be formulated in cooperation with the Downtown Organization, businesses, and merchants, and would be limited to exploratory actions only. Any future potential changes to Downtown parking would be subject to careful future review for practicality, success, and modification through the Adaptive Management Program.

*Residential Parking Downtown*. Implementation Action C7.6-Residential Parking Requirements (*formerly Policy C18*) would be altered under the Hybrid Alternative to establish maximum residential parking standards for High Density Multi-Family designations of 1.5 spaces per unit in targeted areas (Downtown higher density commercial mixed-use areas), rather than the 1.0 space maximum proposed under the *Plan Santa Barbara* project. Amendments would also permit, rather than require, residential parking spaces for purchase or rent to be “unbundled” (sold or rented separately) from the cost of the residential unit, in order to reduce the size of buildings and cost of the residential units.

#### Environmental Resources Element

*Air Quality*. Proposed Policy ER7-Highway 101 Set-Back (*formerly ER12*) would be amended under the Hybrid Alternative per EIR Mitigation Measure MM AQ-1 to establish an interim standard temporarily suspending new development of residential units (excluding minor additions or remodels of existing homes or single units on vacant lots) on existing lots of record within 250 feet of U.S. Highway 101, until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and diesel emission risks reduced. Implementation Action ER7.2 would include the pursuit of funding for installation of walls, trees, and shrubs along unprotected areas of U.S. Highway 101 to increase barriers that reduce particulate transmission, per MM AQ-1.

#### Historic Resources Element

*Historic Resources*. Proposed new Policy HR5-Historic Resource Protection would be amended under the Hybrid Alternative to identify and/or designate Historic Districts or grouping of historic resources and consider additional implementation actions listed under Land Use Element Policies LG13 (Community Character, including design overlays, building size, bulk, and scale, FARs and FBCs, and building setbacks) and LG14 (Historic Resources, including stepped-back buildings, FBCs, adaptive reuse, and transfer of development rights) (*formerly Policies CH9 through CH15*). Such revised development standards, buffer protection, and overlay zones would be used to further protect historic resources. Proposed new Implementation Action HR5.1- Buffers would establish permanent historic resource buffers involving additional design guidelines and de-

sign review to further protect historic resources, with priority focus on historic adobe structures, the Brinkerhoff Avenue Landmark District, designated City Historic Landmarks and Structures of Merit, and El Presidio de Santa Barbara State Historic Park.

#### Public Services and Safety Element

*Water Supply.* Proposed Policy PS4-Long Term Water Supply Program (*formerly PS1*) would be augmented under the Hybrid Alternative to identify in additional detail water management issues that would receive further evaluation during the update of the City Long Term Water Supply Program, consistent with EIR Recommended Measure RM PU-1 (Long Term Water Supply Program Update). These include State Water Project, groundwater banking, sedimentation management, Gibraltar Reservoir yield, desalination, groundwater management, conservation opportunities, recycled water opportunities, and climate change monitoring.

Implementation Action PS6.4-Montecito Water District would be added for the City to pursue establishment of a process to coordinate with the Montecito Water District on the availability of water to serve new development and redevelopment on Coast Village Road, consistent with the Long Term Water Supply Program.

#### **Analysis Assumptions**

Policy refinements proposed as part of the Hybrid Alternative Analysis include an adjustment of growth assumptions as compared to those used for EIR analysis of the *Plan Santa Barbara* project. Amended growth management policies would lower the non-residential growth cap to 1.0 million net new square feet within the City to the year 2030, plus 0.5 million square feet assumed for development excluded from the growth cap (Table 22.4). The projected amount of residential growth within the City would not be expected to change based on the policy modifications; the Hybrid Alternative analysis continues to assume build-out of up to 2,795 new residential units, as under the *Plan Santa Barbara* project analyzed previously. Growth would continue to be expected to occur in the main commercial/mixed-use areas, within commercial zones in the Downtown, at La Cumbre Plaza, near upper De La Vina and State Streets, and along the Milpas Street corridor, and the amended policies would restrict higher density designations to these areas. Growth within the City sphere of influence continues to be assumed at 403 new residential units and 178,202 square feet of additional non-residential development. Therefore, the total assumed amount of development within the City and sphere together would be up to 3,198 new residential units (same as in the *Plan Santa Barbara* project), with non-residential development assumed at up to 1,678,202 square feet (0.5 million square feet less than in the *Plan Santa Barbara* project).

The mix of growth assumed would be similar to that under the *Plan Santa Barbara* project, with the same proportion of single-family versus multiple-family homes assumed. City policy emphasizes the importance of high-quality jobs and retention of the industrial zones, and industrial growth of 200,000 square feet is presumed to remain the same as under the *Plan Santa Barbara* project, with the reduction in non-residential growth occurring in other categories (e.g., retail, office, hotel, etc.). A summary of the assumed effects of the Hybrid Alternative key policies on growth is presented in Table 22.5.

**Table 22.4: Development Assumptions for *Plan Santa Barbara* and the Hybrid Alternative**

Type of Development	Historical Development 1990-2007 (17 years)	Growth Assumptions in <i>Plan Santa Barbara</i> Project 2008-2030 (22 years)	Growth Assumptions Under Hybrid Alternative 2008-2030 (22 years)
Single-family (Dwelling Units)	562 DU	358 DU	358 DU
Multi-family (DU) <sup>1</sup>	2,145 DU	2,380 DU	2,380 DU
Second Units (DU)	10 DU	57 DU	57 DU
Commercial/Institutional (sf) <sup>2</sup>	1,963,020 sf	~1,800,000 sf	~1,300,000 sf
Industrial (sf)	194,089 sf	~200,000 sf	~200,000 sf
<b>Citywide Subtotal (within City boundaries)</b>	<b>2,157,109 sf/2,717 DU</b>	<b>~2,000,000 sf/2,795 DU</b>	<b>~1,500,000 sf/2,795 DU</b>
<b>Sphere of Influence (sphere)<sup>3</sup></b>	<b>-</b>	<b>178,202 sf/403 DU</b>	<b>178,202 sf/403 DU</b>
<b>Total (City plus sphere)</b>	<b>2,157,109 sf/ 2,717 DU</b>	<b>2,178,208 sf/ 3,198 DU</b>	<b>1,678,208 sf/ 3,198 DU</b>

Sources: City of Santa Barbara 2008a and 2008d, and City data (January 2009).  
 Notes: ~ indicates approximate values.  
<sup>1</sup> Multi-family residential units include development in the Multi-Family, Commercial, Waterfront, Industrial, and Parks and Recreation zone districts from Table 4 in the Development Trends Report.  
<sup>2</sup> Commercial sf includes development in the Multi-Family, Commercial, Waterfront, Parks and Recreation, Specific Plan, and Airport zone districts. Non-residential uses in the Single Family residential zone are limited to legal non-conforming uses or institutions such as schools or churches permitted by conditional use permit.  
<sup>3</sup> Sphere of influence refers to approximately 5,580 acres outside of the City proper which is identified by the Local Agency Formation Commission (LAFCO) as the area anticipated to eventually annex to the City.

**Table 22.5: Comparison of Key Policy Assumptions for Impact Analysis: Hybrid Alternative and *Plan Santa Barbara* Project**

<i>PlanSB</i> Project Policies	Hybrid Alternative Policies	Hybrid Alternative Analytic Assumptions
<b>LG2-Limit Non-Residential Growth</b> – Extends Growth Management Program to limit net new non-residential growth to 1,500,000 sq ft + 500,000 sq ft for demolition rebuilds, minor additions, annexations; total 2,000,000 sq ft.	<b>LG2-Limit Non-Residential Growth</b> – Extends Growth Management Program to limit net new non-residential growth to 1,000,000 sq ft; + 500,000 sq ft for minor additions, pending and approved projects, government buildings, demolition rebuilds, annexations ; total 1,500,000 sf.	Would reduce non-residential development cap by 25% from the <i>Plan Santa Barbara</i> project; may encourage gradual transition of commercial mixed-use zones to include higher density residential uses.
<b>LG4-Location of Residential Growth/LG9-MODA</b> – Encourage new residential development in 2,325 acre Mobility-Oriented Development Area (MODA) in City core near transit, established pedestrian/ bike systems, and mix of uses including commercial services and employment.	<b>LG6-Location of Residential Growth</b> -Would combine with new Land Use Map to limit most higher density residential to most appropriate, compatible areas within 792 acres of core commercial mixed use with Commercial/ High Density and Office/ High Density designations.	Would reduce area designated for high density land uses by 53% from approximately 1,684 acres to 792 acres, except in cases of the application of the Rental/Employer Housing Overlay. Would direct higher density development to Downtown, La Cumbre/ Five Points, Upper De La Vina/ State and along Milpas Street.

**Table 22.5: Comparison of Key Policy Assumptions for Impact Analysis: Hybrid Alternative and *Plan Santa Barbara* Project (Cont'd)**

<i>PlanSB</i> Project Policies	Hybrid Alternative Policies	Hybrid Alternative Analytic Assumptions
<b>H4-Average Unit Size and Density Incentive</b> – Amend Variable Density standards for multi-family/commercial zones to reduce density for large units and increase density for small units (target 1,300 sq ft average unit size).	<b>LG6.1-Average Unit Size and Density Incentive</b> - Amend Variable Density Ordinance to base future multi-family densities on average unit size, targeted at 1,000 sq ft, rather than on the number of bedrooms.	Could further reduce unit sizes, potentially increase unit affordability, and if successful, facilitate accommodating increased density in smaller buildings.
<b>H5-Incentives for Affordable by Design Units</b> – Encourages development of smaller affordable by design units; <b>H6-Promote Affordable/ Workforce Housing</b> - Explore options to promote affordable/ workforce housing.	<b>LG5.1-Rental/Employer Housing Overlay</b> - Would allow density increases of up to 50% in Commercial/High Density, R-3 and R-4 zones for qualifying projects.	Could permit density increases for employer sponsor or rental housing projects; may help promote construction of workforce and affordable housing.
<b>CH9- Commercial Building Size, Bulk and Scale Requirements/ CH14- Commercial Neighborhood Compatibility/ CH15-Formed Based Codes</b> - Provided general direction to enact mechanisms to ensure compatible building design.	<b>LG13.2- Building Size, Bulk and Scale/ LG13.4</b> - Allows buildings of over 45 feet with supermajority vote of the Planning Commission; strengthen size, bulk and scale design standards for large buildings; develop maximum floor-to-area ratios (FAR) for high density developments.	Would be expected to substantially reduce size, bulk and scale of most structures, and lower maximum building height of most structures to 3 stories; depending upon effectiveness of average density incentive, appropriate parking, and rental/employer overlay programs, could reduce housing production.
<b>CH10-Building Height Limits... Next to Historic Structures</b> - General recommendations to ensure building compatibility Downtown with residential neighborhoods and historic structures.	<b>LG14.5-Historic Resource Buffers</b> - Imposes required: 100 foot planning buffer from designated historic resources Downtown, and; 250 foot buffers from adobes, El Presidio State Historic Park and historic districts; adoption of interim preservation Guidelines within 6 months of plan adoption.	Would ensure higher levels of protection for key historic resources Downtown. Would appear to place substantial additional limits on area available for high density housing construction, further reducing potential housing production from targeted higher density areas.
<b>H9 Inclusionary Affordable Housing Amendments</b> - Explore increasing exaction above 15% (consider 25%) for middle income requirements to provide affordable and workforce housing. Consider in lieu of fees based on market price.	<b>H11.3- Inclusionary Housing</b> - Consider requiring 25% affordable/workforce housing in new residential ownership projects; Adjust in-lieu fees based on unit size (i.e., lower fees for smaller units) and reduce or eliminate fees for preferred unit types (i.e., affordable or special needs housing). Require inclusionary housing in-lieu fees for commercial development; suspend requirements or in-lieu fees during economic downturn if development costs are prohibitive.	Potential to affect the type, location, amount, and percentage of new residential growth and the percentage that would be affordable to middle income households in the City, depending on ordinance provisions, incentives, economics and developer reaction.

**Table 22.5: Comparison of Key Policy Assumptions for Impact Analysis:  
Hybrid Alternative and *Plan Santa Barbara* Project (Cont'd)**

<b><i>PlanSB</i> Project Policies</b>	<b>Hybrid Alternative Policies</b>	<b>Hybrid Alternative Analytic Assumptions</b>
<p><b>H14- Second Unit Incentives-</b> Would encourage second units in MODA within 10 minute walk of transit through reduced development standards (e.g., size, parking, utilities); permitted outside MODA</p>	<p><b>H15-Secondary Dwelling Units-</b> Consider changing standards to encourage second units on a neighborhood-by-neighborhood basis; in areas near adequate transit, commercial services, and parking; with individual neighborhood support, through reduced development standards (e.g., size, parking, utilities); Change size limitations and allowable addition requirements to size range of 300 – 700 sf; include unit size in FAR for Neighborhood Preservation Ordinance (NPO); remove attachment requirement.</p>	<p>Effect on second unit production unclear due to combination of incentives (relaxed development standards) and disincentives (neighborhood support requirement, subject to NPO). If relaxed development standards are successfully designed and implemented, could remove substantial barriers to second unit construction in some neighborhoods.</p>
<p><b>C1- Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities -</b> Moderate expansion of Alternative Transportation and TDM programs to manage projected future traffic congestion: add pedestrian and bicycle infrastructure; expand subsidized transit passes, begin car- and bike-sharing programs, continue Safe Routes to School program, increase car-pooling and telecommuting.</p>	<p><b>C6.2-Alternative Transportation and TDM Program-</b> Continue existing level of City support for TDM and alternative transportation programs. Would permit exploration of program expansion with business and other stakeholder support through pilot programs and phased implementation with careful Adaptive Management Program monitoring and adjustment. Programs that may be explored could include enhanced alternative transportation and expanded TDM-improved commuter peak hour transit, subsidized transit passes, car/ vanpool, safe routes to schools, and telecommuting.</p>	<p>Continuation of existing TDM programs would increase peak hour vehicle trip generation and result in additional impacted intersections which could be a further constraint to development.</p>
<p><b>C13- Appropriate Parking –</b> Moderate expansion of Downtown parking strategies to maximize customer parking, discourage employee use of public parking, and protect residential parking, including public parking pricing, maximum parking allowed in new development, implement residential parking rental and sale separate “unbundled” from housing cost; and permit off-site residential parking in commercial zones.</p>	<p><b>C7.1 Appropriate Parking-</b> Continue existing City parking management programs. Would permit exploration of program possible changes to City parking programs in cooperation with the Downtown Organization, business, merchants and other stakeholders. Exploratory changes that may be considered include parking garage operations consideration of costs and benefits of on-street public parking pricing downtown. Any consideration of agreed upon changes to Downtown parking would be phased in gradually to avoid impairment of Downtown economic vitality and would be reviewed for practicality and success through the Adaptive Management Program.</p>	<p>Continuation of existing City parking management programs would increase peak hour vehicle trip generation and result in additional impacted intersections which could be a further constraint to development.</p>

**Table 22.5: Comparison of Key Policy Assumptions for Impact Analysis: Hybrid Alternative and *Plan Santa Barbara* Project (Cont'd)**

<i>PlanSB</i> Project Policies	Hybrid Alternative Policies	Hybrid Alternative Analytic Assumptions
<b>C18-Residential Parking Requirements in MODA-</b> Reduce parking requirements for residential uses in MODA core commercial mixed-use and multi-family areas.	<b>C7.6-Downtown Residential Parking Requirements-</b> Alter residential parking standards for high density projects to permit consideration of reduced parking of 1.5 spaces per unit in targeted areas and for selected units types (e.g., affordable units, rental housing); permit consideration of parking spaces to be “unbundled” (sold separately) from the housing.	May facilitate construction of targeted housing types by reducing the cost of parking and targeted affordable or rental units and allowing reductions in the size of the buildings and overall project costs. A higher rate for a maximum parking requirement (1.5 rather than 1.0) could have less effect on reducing building sizes.

Sources: City of Santa Barbara 2008d, 2009 and 2010.

**22.4.3 Hybrid Alternative Impacts and Mitigation**

This section identifies EIR analysis of impacts and mitigation measures related to the Hybrid Alternative (Section 22.4.2).

A number of the policy modifications such as reduction in the amount of permitted non-residential growth, limitations on the locations of high density residential development, and incorporation of EIR mitigation language would lessen the severity of a number of impacts compared to impacts of the *Plan Santa Barbara* project. Policies related to protection of historic resources and community character could further reduce the potential for impacts to those resources. However, not including the proposed moderate improvements to the City’s Transportation Demand Management (TDM) program from the project could incrementally increase congestion.

Further limitation on non-residential growth and the addition of amended policies to mandate, facilitate, or encourage workforce and affordable housing could reduce housing demand and improve the jobs/housing balance. However, the reduction in areas available for higher density development and limitations on building size (and indirectly on density) could also work to restrict opportunities for housing production and likely decrease production of affordable housing. It is unclear to what extent the effects of reductions in the extent of higher density land use designations and restrictions on building height would be offset by programs such as the Rental/Employer Housing Overlay.

The impact analysis for the Hybrid Alternative is organized as follows: *Key Issues* identifies impacts associated with Heritage Resources, Open Space and Visual Resources, Public Utilities/Water Supply; Transportation, Global Climate Change, and Population and Jobs/Housing Balance. *Comparison of Key Issues* includes Table 22.7 which compares impacts under *Plan Santa Barbara* and the Hybrid Alternative. *Other Impacts* reviews impact differences in other EIR impact sections.

***Key Issues***

**Heritage Resources**

Under the *Plan Santa Barbara* project, potential impacts to historic resources are identified as less than significant with mitigation (MM HER-1-Protection of Historic Buildings, Structures, and Districts) that would modify density and design policies for landmark and design districts.

The Hybrid Alternative includes additional policy protections for historic resources that were not in the *Plan Santa Barbara* project analyzed in the EIR, including some of the EIR mitigation measures.

### IMPACT HER-3: HISTORICAL RESOURCES

#### ***Potential for loss or damage to important buildings, structures, and other historical resources.***

The Hybrid Alternative would continue to direct in-fill development to commercial zones within the Downtown, which includes historic resources in El Pueblo Viejo. However, the potential location, size, and design of such development and associated impacts would be substantially affected by new and amended policies such that historic resources would be further protected.

Amended density and unit size provisions (LG6.1, *formerly Policy H4*), requirements for community priority findings and supermajority votes for fourth story building elements (LG13.4), more limited locations for higher density developments (LG4, *formerly Policy LG9*, LG6, *formerly Policy LG4*, LUE Map) and added provisions for design measures such as floor-to-area ratios (FARs) form-based codes (FBC) (LG13.2, *formerly Policy CH15*) would generally reduce potential building sizes and provide additional guidance to ensure compatibility of new development. The new heritage resources policies in the Hybrid Alternative would more fully describe mitigation measure MM HER-1b by providing further policy details for protection of landmark and design districts and historic resources and incorporate it as policy.

New Implementation Action LG14.5-Historic Resource Buffers would establish interim 100-foot buffer zones for designated historic resources, 250-foot buffer zones for historic adobe structures and El Presidio de Santa Barbara State Historic Park, and preservation design guidelines for the grouping of landmarks in close proximity to El Pueblo Viejo. New Policy HR5-Historic Resource Protection would identify and/or designate Historic Districts or groupings of historic resources, and additional implementation actions listed under Policies LG13 and LG14 (*formerly Policies CH9 through CH15*), such as revised development standards, buffer protection, and overlay zones, would further protect historic resources. In addition, new Implementation Action HR5.1-Buffers would establish permanent historic resource buffers with priority focus on the historic adobe structures, the Brinkerhoff Avenue Landmark District, designated City Landmarks and Structures of Merit, and El Presidio Park.

Under these measures, new construction adjacent to historic resources would receive heightened compatibility review and be subject to more restrictive standards that could reduce building size, bulk, and scale and preserve the character and continuity of the City's historic resources.

Inclusion of these policies and implementation actions within the Hybrid Alternative would further reduce the potential for direct or indirect effects on historic resources identified in Impact HER-3. Long-term impacts related to change in overall historic character would be ***less than significant (Class 3 impact)***.

Possible damage to historic structures from construction-related impacts would be ***Class 2 (less than significant with mitigation)***. Mitigation measures MM HER-1a (Construction Adjacent to Historic Structures) identified in the *Plan Santa Barbara* EIR would also apply to the Hybrid Alternative to further protect historic resources during nearby construction processes.

#### **Open Space and Visual Resources**

Potential open space impacts of the *Plan Santa Barbara* project are identified in the EIR as less than significant with mitigation to provide additional planning and development policies in the General Plan as protec-



tion for open space (MM VIS-1-Open Space Protection and Restoration). Visual impacts were identified as less than significant based on existing and proposed *Plan Santa Barbara* policies.

The Hybrid Alternative would include *Plan Santa Barbara* policies and additional policy protections for open space and visual resources that were not in the *Plan Santa Barbara* project analyzed in the EIR, including incorporation of EIR recommended measures for more detailed design guidelines, and measures to limit most building heights to 2 to 3 stories except for projects that are permitted exceed 45 feet through a supermajority (5 votes) of the Planning Commission. Additional policies protecting historic resources would also address open space and visual resources.

### **IMPACT VIS-1: OPEN SPACE**

#### ***Potential for future new development to lead to loss or fragmentation of important open space areas.***

The Hybrid Alternative would continue to direct in-fill development to the main commercial areas of the City. However, approximately 40% of all new development is estimated to occur outside of the core, with a portion of this located within areas or adjacent to important open space areas such as the Las Positas Valley and foothills. Such development occurs based on many individual owner and market factors, however pressure to develop in more outlying areas could potentially be indirectly increased by limitations imposed on residential development in the City core (e.g., reductions in building size, bulk and scale, historic resources buffers). The potential for impacts from loss or fragmentation of open space could be expected to occur under the Hybrid Alternative.

However, potential for development impacts on open space would be somewhat lessened by new and amended policies and implementation actions which incorporate portions of proposed EIR mitigation measures. New Implementing Action OP1.2 Remaining Open Space would require the City to identify and take action to protect key open space. New Implementing Action OP1.3 requires that new development in open space areas be sited and designed to minimize impacts while Implementing Actions OP2.1 Acquisition Funding and OP2.3 Regional Open Space direct the City to pursue open space acquisition funding and promote regional cooperation on open space protection. Mitigation Measures MM BIO-1-Upland Habitat and Species Protection and MM BIO-2-Creeks and Riparian Habitat and Species Protection, portions of MM VIS-1 not included in new implementing actions, MM VIS-2-Preservation of Regional Open Space as well as recommended measures RM VIS-1-Scenic Views and RM VIS-2-Community Character would also act to support open space protection and reduce impacts.

Inclusion of these Implementing Actions under the Hybrid Alternative would be expected to result in reduced potential for impacts to open space under Impact VIS-1, which would be ***less than significant with mitigation (Class 2 impact)*** as outlined for the *Plan Santa Barbara* project in the EIR.

### **IMPACTS VIS-2: SCENIC VIEWS AND VIS-3: COMMUNITY CHARACTER**

#### ***Potential for substantial impact to scenic public views; Potential for substantial change to community visual character.***

The Hybrid Alternative would continue to direct in-fill development in main commercial areas and along major transportation corridors. However, the size and design of such development and associated impacts would be substantially affected by new and amended policies.

Under the Hybrid Alternative, Impacts VIS-2 Scenic Views and VIS-3 Community Character could be further reduced due to enhanced implementation actions. Implementation Action LG6.1-Average Density (*formerly Policy H4*), would require amendments to the Variable Density Incentive Ordinance to base future multi-family residential densities on an average unit size - targeted at 1,000 square feet - rather than on the number of bedrooms, helping to reduce building size. Implementation Action LG13.2-Building Size, Bulk, and Scale (*formerly Policy CH15*) would be amended to add additional detail for maximum FARs for non-residential and high-density areas. New Implementation Action LG13.4 would allow approval of buildings taller than 45 feet only with supermajority approval of the Planning Commission (5 votes), effectively reducing maximum building height to three stories absent such a vote.

These additional policies and actions could reduce the amount of development and housing production that could otherwise occur in the main development areas, increase compatibility of future development with areas where growth is directed, and reduce potential obstruction of views due to the decreased height and scale of most new structures. Development of additional design tools, including FARs and FBCs for non-residential and high density residential development would provide additional guidance to help proposed development be compatible with the scale of the surrounding built environment. Limitations to fourth-story allowances could enhance preservation of existing scenic views and neighborhood character. Measures to buffer and protect historic resources (see Impact HER-3 above) above would further reduce development potential and potential visual impacts within and adjacent to historic districts. Impacts VIS-2 Scenic Views and VIS-3 Community Character would be further reduced and would be ***less than significant (Class 3 impact)*** as outlined for the *Plan Santa Barbara* project in the EIR.

### **Public Utilities/Water Supply**

The EIR identifies water supply impacts of the *Plan Santa Barbara* project as less than significant (Class 3) with recognition of existing water sources and management systems and the Long-Term Water Supply Program.

Under the Hybrid Alternative, non-residential growth would be reduced, additional policies would promote smaller residential unit sizes, and water supply policies would provide additional detail for items to be studied further in upcoming update of the City Long-Term Water Supply Program.

## **IMPACT PU-1: FUTURE WATER SUPPLY AND DEMAND**

### ***Potential increase in water demand, and adequacy of water supply to support future growth***

Residential water use for the Hybrid Alternative is estimated as the same as projected by the EIR for the *Plan Santa Barbara* project as the number of projected residential units to be developed to the year 2030 would not be expected to change due to policy modifications of this alternative. There is some potential that residential water demand could be lower than for the *Plan Santa Barbara* project due to refined policies to direct future development to main commercial/mixed-use and multi-family areas, and policies to promote smaller future residential unit sizes.

Reductions in future non-residential development under the Hybrid Alternative, by 0.5 million square feet when compared to *Plan Santa Barbara*, would lower potable water demand by approximately 65 acre-feet per year (AFY) compared to projected potable water demand under the *Plan Santa Barbara* project.

Future water demand under the Hybrid Alternative is estimated at 14,726 AFY, and could leave an estimated surplus of 632 AFY available over and above the City's required 10% drought buffer. Potential development under the Hybrid Alternative could increase long-term water demand by an estimated 726 AFY, well within the City's available average supply.

Under the Hybrid Alternative, Policy PS4-Long Term Water Supply Program (*formerly numbered PS1*) would incorporate added detail about proposed water management strategies to be considered in the update of the Long Term Water Supply Program, consistent with measures identified in EIR Recommended Measure. Issues to be studied further include State Water Project, groundwater banking, sedimentation management, Gibraltar management, desalination, groundwater management, conservation, recycled water, and climate change.

Implementation Action PS6.4-Montecito Water District. The City would pursue establishment of a process to coordinate with the Montecito Water District on the availability of water to service new development and redevelopment on Coast Village Road, to ensure adequate supplies to that portion of the City until such a time as the Montecito Water District can more readily provide additional service.

Impact PU-1-Future Water Supply and Demand, would be further reduced and would be ***less than significant (Class 3 impact)*** for the Hybrid Alternative, similar as outlined in the EIR for the *Plan Santa Barbara* project.

### **Transportation**

The EIR identifies traffic impacts of the *Plan Santa Barbara* project as (1) significant and unavoidable (Class 1) for increased congestion at 17 intersections, (2) less than significant impacts with inclusion of improvements at two locations, with partial mitigation at one additional location, and (3) a beneficial impact of reduction in per capita vehicle commute trips. Application of robust Transportation Demand Management (TDM) mitigation would substantially reduce projected impacts.

Under the Hybrid Alternative, non-residential growth would be reduced and revised policies would not include the moderate expansion of TDM policies proposed as part of *Plan Santa Barbara*.

The impact analysis below for the Hybrid Alternative is qualitative in nature based on the expertise and assessment of the EIR team and not on a formal traffic model run. This analysis is supported by a Technical Memorandum (September 2010) prepared by Fehr and Peers (see Technical Appendix following Section 3.0)

### **IMPACT TRANS-1: INCREASED CONGESTION – CITY STREETS AND INTERSECTIONS**

***Increased vehicle trips cause the number of intersections exceeding the City's LOS standard to increase from 13 to between 20 and 26. Intersections that are already congested would also get worse.***

The Hybrid Alternative would continue to direct in-fill development to the main City commercial mixed-use and multi-family areas, with over 60% of new development projected to occur within ¼ mile of major transit corridors and within areas conducive to walking and biking, with a mix of housing, employment, services and entertainment. In addition, non-residential growth of 0.5 million square feet less than under the *Plan Santa Barbara* project would result in less growth in non-residential trip generation and long-distance commuting into Santa Barbara and improve the overall jobs/housing balance compared to that identified for the *Plan Santa Barbara* project.

The Hybrid Alternative does not include any assured expansion of City TDM programs beyond existing levels. Not including the moderate expansion of TDM strategies proposed in *Plan Santa Barbara* would more than offset the lower growth in vehicle trip generation because of the effectiveness of such TDM programs in reducing congestion from both existing traffic and potential future traffic growth. As a result, citywide AM and PM peak hour-vehicle trip generation and related congestion under the Hybrid Alternative would be expected to incrementally increase when compared to *Plan Santa Barbara*.

The Hybrid Alternative is projected to result in an increase of 13% in 2030 commuter traffic volumes (approximately 3,550 new trips) over existing levels, and is approximately 7% (approximately 1,575 new trips) more trips than were estimated for *Plan Santa Barbara*. Construction of up to a total of 3,198 new units and 1.678 million square feet of new non-residential development (includes 403 dwelling units and 178,202 sf of non-residential within sphere of influence) is expected to generate substantial increases in traffic volumes on City streets. However, Vehicle Miles Traveled (VMT) under the Hybrid Alternative are anticipated to be similar to the *Plan Santa Barbara* project as a result of the lower growth in long-distance.

Under the Hybrid Alternative, Policy LG2 Limit Non-Residential Growth would be modified to reduce non-residential development, and Implementation Action C6.2-TDM Programs would be amended to maintain but not expand existing TDM programs, which would increase future peak hour traffic volumes as compared to the *Plan Santa Barbara* project. This increase in peak hour traffic would cause many of the intersections that were projected to experience congestion under *Plan Santa Barbara* to become more congested under the Hybrid Alternative. The number of impacted intersections would also increase from 20 under the *Plan Santa Barbara* project to between 20 and 26 under the Hybrid Alternative.

Under the Hybrid Alternative, congestion on local City streets and intersections would increase when compared to *Plan Santa Barbara*, but Impact TRANS-1 would remain **less than significant with mitigation (Class 2 impact)** for those intersections that are subject to full roadway improvement mitigation and **significant (Class 1 impact)** for an increased number of intersections where no feasible mitigation or only partial mitigation would be available.

*Regional Impacts to Transportation.* Development permitted under the Hybrid Alternative would continue to incrementally contribute to growth in regional traffic volumes on facilities such as U.S. Highway 101, Highway 154 and regional arterials identified in the Congestion management Plan located east and west of the City. However, the reduction in non-residential growth would incrementally reduce the City's contribution to regional traffic growth as identified in the *Plan Santa Barbara* Program Final EIR.

### **Population and Jobs/Housing Balance**

The EIR identifies Population and Jobs/Housing Balance issues associated with *Plan Santa Barbara* project as having important implications, including a projection that the overall production of jobs and housing would remain largely in balance, but that increases in demand for affordable housing would occur that would that would substantially exceed the City's historic rate of production of such housing.

Under the Hybrid Alternative, non-residential growth would be reduced, and additional policies would promote rental and employer housing and smaller residential unit sizes, although the total area formally designated for high density development would be less than under the *Plan Santa Barbara* project scenario.

Under the Hybrid Alternative, adding up to 2,795 new units of housing and 1.5 million sf of new non-residential development within the City to the year 2030 could affect projected population growth and the City's jobs/housing balance. Based on the analysis in Section 19 of the Final EIR, employment generation of up to 3,453 new jobs is projected under the Hybrid Alternative compared to more than 4,264 new jobs under the *Plan Santa Barbara* project would reduce projected job growth by almost 20% (refer to Table 19.9 in Final EIR). Because the number of projected new homes would be the same as the *Plan Santa Barbara* project, overall population growth projections would also be the same; the overall number of housing units in the City could be expected to increase from 37,650 in 2009 to an estimated 40,470 in 2030 using these assumptions. Lower job growth associated with Policy LG2-Limit Non-Residential Growth combined with similar levels of housing growth could lead to a slight improvement in the projected jobs/housing balance in the City by 2030 (Table 22.6).

Although the overall jobs/housing balance could improve slightly under the Hybrid Alternative, the effect of Hybrid Alternative policies on the City’s ability to provide housing are less clear. Lower projected employment growth could reduce the creation of low- and moderate-income jobs and associated increase in affordable housing demand, although a substantial increase in demand would continue to be expected. Policies to restrict average unit size to an average of 1,000 square feet in high density zones could decrease per unit land and construction costs, increase the number of units provided in new buildings and potentially ease provision of affordable by design housing. Expanded use of the Rental/Employer Housing Overlay could also ease construction of higher density uses by permitting density increases of 50% over the allowable maximum densities within Commercial-High Density/Office-High Density and multiple-family designations. However, this overlay is not yet fully drafted and its ability to rekindle long dormant construction of rental housing or stimulate employer interest in providing employee housing has not yet been tested.

**Table 22.6: Comparative Projected Affordable Housing Needs**

Income Category	Plan Santa Barbara		Hybrid Alternative	
	Total Workers	Units Needed <sup>1</sup>	Total Workers	Units Needed
Very Low (<\$20,000)	1,296	1,020	1,049	826
Low (<\$30,000)	1,040	818	842	663
Low-moderate (<\$60,000)	870	685	704	554
Upper-moderate (<~\$80,000)	307	241	249	196
<b>Total</b>	<b>3,513</b>	<b>2,764</b>	<b>2,844</b>	<b>2,239</b>

<sup>1</sup> Based on 1.27 workers per household.  
 Source: City of Santa Barbara 2009e; AMEC 2009.

New and revised policies under the Hybrid Alternative could also decrease affordable housing production in several ways. Proposed Land Use Map amendments would reduce land available for new higher density housing by approximately 53%, from approximately 1,684 acres to 792 acres. New policies and mitigation measures designed to protect historic resources (e.g., buffers) and address view preservation and protection of community character (e.g., reduced building heights), could also reduce potential opportunities construction of high density housing. When combined with expiration of the City Redevelopment Agency, high land cost, and other existing challenges facing construction of affordable housing, as well as the Hybrid Alternative’s reliance on high density construction to produce affordable/workforce housing, reductions in the area available for high density construction could contribute substantially to a decline in affordable/workforce housing production.

Of projected total future housing demand of 2,764 new units generated by projected job growth, an estimated 84% (2,239 units) of this demand would be created by households of low, moderate, or middle incomes which are typically either unable to afford market rate housing or are required to spend a disproportionate share of their income on such housing (Table 22.6). Partially offsetting the potential barriers to housing production described above, the density incentive range for Commercial-High Density/Office-High Density zones would be modified from 15-27 dwelling units/acre under the Plan Santa Barbara project to 27-45 dwelling units/acre under the Hybrid Alternative.

To summarize, the Hybrid Alternative policies could help to increase affordable housing production through the following implementation actions:

- LG5.1-Affordable Housing would permit a 50 percent density increase for rental and employer-sponsored housing in Commercial-High Density/Office-High Density zones and multiple-family zones;

- LG6.1-Average Density/Unit Size Incentive would amend the Variable Density Ordinance to include smaller average unit sizes targeted at 1,000 sf;
- H11.3-Inclusionary Housing directs future amendment to the ordinance to require 25 percent inclusionary housing at middle income levels for ownership projects;
- H15.2-Secondary Dwelling Unit Ordinance and H17-Flexible Standards would potentially encourage future production of second units in some neighborhoods if approved by the City in the future.

All of these measures could help increase affordable or workforce housing production. However, the potential exists that the reduced amount of available land designated for high density developments under this alternative and increased restrictions on the size and location of new multiple-story structures may combine with expiration of Redevelopment Agency funding and other barriers to housing construction to outweigh the benefits of the above implementation actions and decrease affordable housing production from that anticipated under the *Plan Santa Barbara* project. Any substantial decrease in affordable housing production could increase the severity of the jobs/affordable housing imbalance identified in the EIR.

*Recommended Measures.* Recommended measure RM POP-1 (Improved Jobs/Housing Balance) identified in the EIR is still recommended for the Hybrid Alternative. This measure identifies additional policies for monitoring growth, job creation, identifying appropriate locations for affordable housing, and incentives for affordable housing.

### **Global Climate Change**

The EIR identifies greenhouse gas (GHG) issues for the *Plan Santa Barbara* project as having important implications, including that under a reasonable worst-case analysis, GHG emissions could increase to a level that would not be consistent with meeting AB 32 GHG reduction objectives.

GHG implications associated with the Hybrid Alternative could be incrementally lower compared to those of the *Plan Santa Barbara* project as energy consumption associated with lower total non-residential growth could reduce demand for and use of electrical power and natural gas. Revised policies related to the Hybrid Alternative would include a lower total square foot limit to non-residential growth under Policy LG2-Limit Non-Residential Growth and continue to target in-fill growth areas (e.g., high-density designation in sub-areas of the main commercial areas and increased density in high density/commercial areas).

However, the overall increase in future year 2030 peak hour traffic would be approximately 3% greater under the Hybrid Alternative compared to the *Plan Santa Barbara* project because enhanced TDM measures would not be included in the General Plan policies.

On balance, transportation related emissions of GHGs under the Hybrid Alternative would remain similar to *Plan Santa Barbara* as total vehicle miles traveled would be similar; the large reduction in vehicle miles traveled from long distance commuting into Santa Barbara would be offset by increases in outbound commuting and local trips. However, overall GHG emissions would be slightly lower under the Hybrid Alternative as reduced non-residential growth would decrease non-transportation related indirect GHG emissions from electrical generation and natural gas combustion by approximately 11% as compared to the *Plan Santa Barbara* project.

Because of this, global climate change implications could be slightly less severe than those of the *Plan Santa Barbara* project. However, similar to the *Plan Santa Barbara* project, the City's contribution to the generation of regional transportation GHG emissions would be expected to be cumulatively considerable, and recommended measures identified in the EIR are still recommended to be applied.

*Recommended Measures.* Recommended measures RM CLIMATE-1 (Carbon Sequestration), RM CLIMATE-2 (Landfill Fuel Cell), RM CLIMATE-3 (Energy Efficient City Facilities), and RM CLIMATE-4 (Renewable City Energy Sources), and RM CLIMATE-5 (Stronger Solar Energy Objective) identified in the EIR are still recommended under the Hybrid Alternative.

**Comparison of Key Issues**

A comparison of significance of key impacts associated with the *Plan Santa Barbara* and Hybrid *Alternatives* is provided in Table 22.7.

<b>Table 22.7: Comparison Summary of Impact Determination for Key Issues</b>		
<b>Impact</b>	<b>Plan Santa Barbara Project</b>	<b>Hybrid Alternative</b>
<b>Heritage Resources</b>		
HER-3 Historical Resources <i>Potential for loss or damage to important buildings, structures, and other historical resources</i>	Class 2 Impacts	Class 2 and 3 Impacts
<b>Open Space and Visual Resources</b>		
VIS-2 Scenic Views <i>Potential for substantial impact to scenic public views</i>	Class 3 Impacts	Class 3 Impacts
VIS-3 Community Character <i>Potential for substantial change to community visual character</i>	Class 3 Impacts	Class 3 Impacts
<b>Public Utilities</b>		
PU-1 Future Water Supply and Demand <i>Potential increase in water demand, and adequacy of water supply to support future growth</i>	Class 3 Impacts	Class 3 Impacts
<b>Transportation</b>		
TRANS-1 Increased Congestion – City Streets and Intersections <i>More Vehicle trips would increase the number of intersections exceeding the City’s LOS standard from 13 to 21</i> Impact TRANS-1.1. Impacted Intersections with Potential for Full Mitigation Impact TRANS-1.2. Impacted Intersections with Potential for Partial Mitigation Impact TRANS-1.3. Impacted Intersections without Feasible Intersection Improvement Mitigation Impact TRANS-1.4. Increased Roadway Corridor Congestion	Class 2 Impacts Class 1 Impacts Class 1 Impacts Class 2 Impacts	Class 2 Impacts Class 1 Impacts Class 1 Impacts Class 2 Impacts
<b>Population and Jobs/Housing</b>		
Citywide Job Growth and Housing Availability	No substantial difference in existing jobs/housing balance	Similar Implications
Citywide Job Growth and Housing Affordability	Greater imbalance between jobs and affordable workforce housing	Similar or reduced Implications
<b>Global Climate Change</b>		
Citywide Transportation GHG Emissions in 2030 and Effects On Climate Change	Class 1 Impacts	Class 1 Impacts

Notes:

*Class 1 Impacts – Significant Impacts*

*Class 2 Impacts – Less Than Significant Impacts With Mitigation*

*Class 3 Impacts Less Than Significant Impacts*

### *Other Impacts*

The following subsection describes impacts to issue areas that are not anticipated to substantially differ under the Hybrid Alternative.

### Air Quality

Under the *Plan Santa Barbara* project evaluated in the EIR, air quality impacts associated with Clean Air Plan (CAP) consistency and with future construction emissions are found to be less than significant, and impacts associated with location of residential development near U.S. Highway 101 are found to be less than significant with mitigation (freeway setback for diesel emissions).

Under the Hybrid Alternative, potential citywide growth and development within the City over the next 20 years could be slightly less than the conditions anticipated under the *Plan Santa Barbara* project; however, as explained in Section 3.1.4 (Transportation) above, vehicle miles traveled would be similar. Demand for both electrical power and natural gas and associated emissions could also be incrementally reduced due to reductions in non-residential growth.

The Hybrid Alternative would also incorporate revised language for Policy ER7- Highway 101 Setback (*formerly ER12*) to reflect the EIR analysis and mitigation of highway diesel emission impacts. This identifies an interim guideline for a 250-foot setback (rather than 500 feet) from U.S. Highway 101 for residential development in Santa Barbara until State regulations reduce diesel conditions.

## **IMPACT AQ-1: CITYWIDE GROWTH AND CONSISTENCY WITH CLEAN AIR PLAN**

### ***Consistency of projected City population growth under Plan Santa Barbara with Clean Air Plan population forecasts that relate to attainment of State air quality standards.***

The projected growth and development scenario analyzed for the *Plan Santa Barbara* project fall within the projections used in the adopted County CAP. Under the Hybrid Alternative, projected residential growth would also be assumed at up to 2,795 units as the *Plan Santa Barbara* project, and non-residential growth would be up to 1.5 million square feet, 0.5 million square feet less than the *Plan Santa Barbara* project, with associated lower increases in indirect air emissions associated with 26% less growth in new indirect power plant emissions as compared to the *Plan Santa Barbara* project. Because projected population growth would be expected to be the same under both the *Plan Santa Barbara* project and the Hybrid Alternative, the Hybrid Alternative would also be consistent with the CAP and the air quality impact would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

## **IMPACT AQ-2: SHORT-TERM CONSTRUCTION EMISSIONS**

### ***Potential for air quality impacts from temporary grading and construction activities.***

As with the *Plan Santa Barbara* project, under the Hybrid Alternative, short-term construction-related emissions associated with individual projects would occur incrementally over time. Due to lower non-residential development, such emissions could be incrementally lower than those associated with the *Plan Santa Barbara* project. Impacts under the Hybrid Alternative from citywide construction equipment emissions and dust generation would still represent a small percentage of total emissions in the County and air basin, and existing City policies would require construction measures to reduce impacts. Impacts would be incrementally reduced when compared to *Plan Santa Barbara* and would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.



**IMPACT AQ-3: LOCATION OF RESIDENTIAL LAND USES*****Potential air quality impacts from increased number of residents near freeway and commercial/industrial uses.***

Under the Hybrid Alternative, as with the *Plan Santa Barbara* project, policies direct most future residential growth to occur within the commercial/mixed-use and multifamily areas; however, a small amount of new residential growth could potentially occur within 250 feet of U.S. Highway 101, which could present a potential health risk to residential uses until phased California Air Resources Board regulations are completed. Therefore, the potential impacts of development near U.S. Highway 101 would be expected to be similar to the *Plan Santa Barbara* project. The Hybrid Alternative includes a modified Policy ER7-Highway 101 Setback based on the identified EIR mitigation, and impacts under the Hybrid Alternative would be further reduced and would be ***less than significant (Class 3)***. Air quality impacts associated with residential development near commercial uses under the Hybrid Alternative would be similar to the *Plan Santa Barbara* project impacts, and with existing and ongoing City policies, would also be ***less than significant (Class 3)***.

**Biological Resources**

The EIR analysis of the *Plan Santa Barbara* project identifies potentially significant impacts to upland, creek, and coastal habitats and wildlife and plant species from citywide development to the year 2030, which could be mitigated to less than significant impacts with identified mitigation programs for further habitat protection and restoration.

Similar to the *Plan Santa Barbara* project, the Hybrid Alternative would direct in-fill development to main commercial/mixed-use and multi-family residential areas. However, it is estimated that approximately 40% of new development could occur in more outlying areas, with a portion potentially within or adjacent to important habitat areas such as the Las Positas Valley and foothills, along with development adjacent to creeks.

**IMPACT BIO-1: UPLAND HABITATS AND SPECIES*****Potential future development could displace or disturb important upland habitats and special status species.***

Potentially significant effects to biological resources under the Hybrid Alternative would be similar to those identified for the *Plan Santa Barbara* project, including temporary disturbance of resources during construction, incremental direct loss of habitat, fragmentation of larger open areas and wildlife corridors, and disturbance of special status wildlife or vegetation species. Impacts to coastal sage scrub, oak woodlands, grasslands, and chaparral would be ***less than significant with mitigation (Class 2)***. Mitigation Measure MM BIO-1 (Upland Habitat and Species Protection) would add policies to the General Plan Environmental Resources Element to establish guidelines, mapping, and restoration program for important upland habitat protection.

## IMPACT BIO-2: CREEK, WETLAND & RIPARIAN WOODLANDS HABITATS AND SPECIES

*Potential future development could displace or disturb important creek and riparian habitats and associated status species.*

Under the Hybrid Alternative, as with the *Plan Santa Barbara* project, incremental in-fill and development of open land adjacent to City creeks could potentially impact riparian habitats, wildlife, and water quality. Impacts would be similar to those under the *Plan Santa Barbara* project and would be ***less than significant with mitigation (Class 2)***. Mitigation Measure MM BIO-2 (Creeks and Riparian Habitat and Species Protection) would establish additional General Plan policies and programs to protect habitat resources, including use of non-impervious materials as feasible in creek structures, restoring surface drainages, riparian habitat development guidelines and restoration program, and creek setback policy.

## IMPACT BIO-3: COASTAL HABITATS AND SPECIES

*Potential for future development to displace or substantially disrupt important coastal habitats (creeks, estuaries, dunes, beaches, bluff scrub, and woodlands) and special status species.*

Under the Hybrid Alternative, incremental development adjacent to City creeks and estuaries, the Goleta Slough, dunes and beaches, coastal bluff scrub, and nearshore marine habitats could potentially impact these coastal habitats and associated species. Impacts would be similar to the *Plan Santa Barbara* project, and would be ***less than significant with mitigation (Class 2)***. Mitigation Measure MM BIO-2 described above would mitigate potential impacts to coastal creeks, estuaries, and associated wildlife species.

### **Geological Conditions**

The EIR analysis of potential geological impacts of future development under the *Plan Santa Barbara* project identifies less than significant impacts associated with earthquake hazards, landslides, soil erosion, and radon, due to ongoing regulations that address these issues. Potential impacts associated with sea cliff retreat were identified as less than significant with mitigation for updated review guidelines and long-range adaptive management planning.

The same general distribution and mix of development as the *Plan Santa Barbara* would occur under the Hybrid Alternative with similar exposure to geologic hazards and contribution to potential geologic impacts.

## IMPACT GEO-1: SEISMIC HAZARDS

*Potential for earthquake-related hazards, including fault rupture, ground shaking, liquefaction, and seismic waves.*

Future seismic events from a variety of local and regional fault systems could produce seismic hazards throughout the City, similar to those under the *Plan Santa Barbara* project. Impacts related to fault rupture, ground shaking, liquefaction, and seismic waves (tsunami and seiche) would be ***less than significant (Class 3)***, similar to impacts of the *Plan Santa Barbara* project.

## IMPACT GEO-2: GEOLOGIC AND SOIL INSTABILITY AND HAZARDS

***Potential for geological and soil instability and hazards, including landslides, expansive soils, erosion, sea cliff retreat, and radon gas.***

As with the *Plan Santa Barbara* project, under the Hybrid Alternative, minor amounts of development could occur on or adjacent to areas with slope instability, expansive soils, or geologic formations with radon gas. In addition, removal of vegetation and earthwork associated with new development could potentially expose soils to erosion. With ongoing regulations addressing these issues, impacts related to these slope and soil instabilities and hazards would be ***less than significant (Class 3)***, similar to the *Plan Santa Barbara* project.

Existing structures and facilities, as well as potentially a minor amount of new development under the Hybrid Alternative could be exposed to coastal bluff erosion, hazards similar to those under the *Plan Santa Barbara* project. Impacts related to sea cliff retreat would be ***less than significant with mitigation (Class 2)*** as outlined for the *Plan Santa Barbara* project in the EIR. Mitigation Measure MM GEO-1 (Coastal Bluff Retreat) would add General Plan programs to update cliff retreat evaluation guidelines and include shoreline management as a part of longer-range adaptive management planning for the City climate change action plan (proposed Implementation Action ER. 1.1, *formerly ER3*.)

### **Hazards**

The EIR analysis of potential hazards impacts of future development under the *Plan Santa Barbara* project identifies less than significant impacts associated with accident risks, hazardous materials, and wildland fire hazard, due to ongoing conditions and regulations that address these issues.

The same general distribution and mix of development for *Plan Santa Barbara* would occur under the Hybrid Alternative with similar exposure to hazards and contribution to hazard-related impacts.

## IMPACT HAZ-1: ACCIDENT RISKS

***Potential for substantial, unacceptable public safety risk associated with transportation, oil and gas facilities, or transmission lines.***

Compliance with existing regulations and proposed policies would result in impacts related to aircraft, transportation corridors, and transmission lines and electromagnetic fields that would be ***less than significant (Class 3)***, similar to those for the *Plan Santa Barbara* project.

## IMPACT HAZ-2: HAZARDOUS MATERIALS

***Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials.***

Minor amounts of development under the Hybrid Alternative could occur on or adjacent to areas with groundwater or soil contamination or commercial/industrial businesses that use hazardous materials, as with the *Plan Santa Barbara* project. Compliance with existing regulations and proposed policies would result in impacts related to contaminated sites and commercial/industrial uses that would be similar to the *Plan Santa Barbara* project and would be ***less than significant (Class 3)***. Future development and population increase under the Hybrid Alternative would be expected to involve an increase in citywide use and disposal of household hazardous materials. Potential impacts associated with household hazardous waste would be ***less than significant with mitigation (Class 2 impact)***, similar to the *Plan Santa Barbara* project. Mitigation

Measure MM HAZ-1 (Hazardous Materials) would add a General Plan program for coordinating regionally to establish additional household hazardous waste collection capacity.

### **IMPACT HAZ-3: WILDLAND FIRES**

#### ***Potential for exposure of new development and residents to wildland fire hazard.***

Under the Hybrid Alternative, as with the *Plan Santa Barbara* project, no change to land use designations is proposed in high fire hazard areas, and added General Plan policies would confirm City policies to limit additional development in high fire areas. Only a small amount of additional development could potentially occur in high fire hazard areas, and impacts related to wildland fire risks, emergency response, and the water system would be ***less than significant (Class 3)*** similar to the *Plan Santa Barbara* project.

#### **Heritage Resources**

Potential impacts of future development under the *Plan Santa Barbara* project are identified in the EIR as less than significant for important archaeological and paleontological resources due to extensive existing, ongoing regulations. (See key issues discussion above for historic resource impacts).

Under the Hybrid Alternative, in-fill development would continue to be directed to main commercial areas, in close proximity to areas of known archaeological resource sensitivity. However, the City's existing review process and Master Environmental Assessment standards would ensure detailed review of any projects involving earth disturbance proximate to sensitive locations.

### **IMPACT HER-1: ARCHAEOLOGICAL RESOURCES AND IMPACT HER-2: PALEONTOLOGICAL RESOURCES**

#### ***Potential for loss or damage to important archaeological and paleontological resources.***

Most potential future construction activities would be expected to be located within areas of low paleontological resource potential and sensitivity, similar to the *Plan Santa Barbara* project. Extensive ongoing regulations, including the City's existing review process and Master Environmental Assessment standards, would ensure detailed review and mitigation as needed for projects involving earth disturbance proximate to sensitive locations. As with the *Plan Santa Barbara* project, impacts to archaeological and paleontological resources under the Hybrid Alternative would be addressed by existing policies and procedures and would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

#### **Hydrology and Water Quality**

The EIR analysis finds that, based on continuing regulations and programs addressing flooding and water quality issues, potential future development under the *Plan Santa Barbara* project would result in less than significant impacts associated with flooding and storm water run-off, and surface, groundwater, and marine water quality.

Under the Hybrid Alternative, as with the *Plan Santa Barbara* project, incremental development could occur within identified floodplains and near creek banks, and could contribute to increases in storm water runoff associated with new impermeable surfaces.

## IMPACT HYDRO-1: FLOOD HAZARDS

### *Potential for future development to increase flood hazards.*

Because the location and intensity of growth would remain largely unchanged, potential Hybrid Alternative impacts associated with increased flood hazards would be ***less than significant (Class 3)***, similar to *Plan Santa Barbara* effects.

## IMPACTS HYDRO-2: SURFACE WATER AND WATER QUALITY IMPACTS AND HYDRO-3: COASTAL AND MARINE WATER QUALITY

### *Potential for future development to impact water quality of creeks, groundwater, and ocean.*

Construction activities and increased impervious surfaces associated with future development could potentially result in increased pollutants in storm water runoff under the Hybrid Alternative, similar to the *Plan Santa Barbara* project. Potential impacts to surface and groundwater quality would be ***less than significant (Class 3)***. Future development and associated population growth would result in incremental increases in wastewater discharges from the El Estero Wastewater Treatment Plant, storm water discharges, and debris inflow to the ocean similar to or less than under the *Plan Santa Barbara* project. These potential increases in discharges and debris inflow would have a ***less than significant impact (Class 3)*** on coastal and marine water quality as outlined for the *Plan Santa Barbara* project in the EIR.

## Noise

*Plan Santa Barbara* noise impacts are identified in the EIR as less than significant with mitigation for potential traffic noise increases, and less than significant for noise guideline change, for mixed-use (residential/non-residential) development, and for construction noise. The Hybrid Alternative assumes the same policy update for the residential exterior noise guideline (from 60 to standard 65 dBA Ldn or CNEL).

Under the Hybrid Alternative, increases in future traffic volumes on local streets and roads and associated noise level increases along transportation corridors could be greater than for the *Plan Santa Barbara* project while trips along U.S. Highway 101 and Highway 154 north and south of the City and associated noise in these areas could be lower due to reductions in long-distance commuting.

## IMPACT NOISE-1: INCREASED TRANSPORTATION NOISE.

### *Potential noise effects to existing land uses from future increases in traffic volumes and airport activity.*

In addition, minor amounts of additional development could still be sited along roadway noise corridors under the Hybrid Alternative. Impacts related to increased transportation noise would be similar or incrementally greater than the *Plan Santa Barbara* project impacts and ***less than significant with mitigation (Class 2)***. Increased growth under the Hybrid Alternative could incrementally contribute to projected increases in air travel at the Santa Barbara Airport, similar to the project, and related noise impacts would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

**IMPACT NOISE-2: NOISE-SENSITIVE USES AND NOISE GUIDELINE CHANGE*****Potential for noise impacts with new development under proposed change to noise guideline.***

Proposed policy changes to the residential noise guideline to the standard level of 65 dBA CNEL would occur as with the *Plan Santa Barbara* project; and new development would be required to meet interior noise levels and provide acceptable outdoor noise environment under this Alternative. Impacts related to this proposed policy change would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

**IMPACT NOISE-3: MIXED USE DEVELOPMENT*****Potential for noise impacts from siting dissimilar uses together.***

Growth under the Hybrid Alternative would be expected to incrementally increase mixed-use development in commercially zoned areas, as well as with non-residential uses in residential areas, similar to the *Plan Santa Barbara* project. Potential impacts under the Hybrid Alternative associated with siting dissimilar uses together would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

**IMPACT NOISE-4: CONSTRUCTION NOISE*****Potential for temporary construction noise and vibration impacts of future development.***

Under the Hybrid Alternative, construction activities associated with future development project could result in temporary noise and vibration impacts to nearby land uses, similar to the *Plan Santa Barbara* project. As under the *Plan Santa Barbara* project, with existing policies and regulations, impacts for the Hybrid Alternative would be ***less than significant (Class 3)*** as outlined for the *Plan Santa Barbara* project in the EIR.

**Public Services**

The EIR analysis of future development under the *Plan Santa Barbara* project identifies potential effects on provision of police, fire protection, parks and recreation, and public school services as less than significant.

Under the Hybrid Alternative, projected population growth would be similar to that under the *Plan Santa Barbara* project, although the reduction in allowable future non-residential growth would reduce employment by approximately 800 jobs and potentially somewhat reduce increases in visitor-serving uses (e.g., hotels, retail space), potentially limiting future increases in daytime population and associated service demands.

**IMPACT SERV-1: POLICE SERVICES AND SERV-2: FIRE PROTECTION SERVICES*****Potential for future population increase to affect adequacy of police and fire protection services.***

Under the Hybrid Alternative, projected population growth could increase demand for police officers and fire fighters. Demand for police and fire protection services could potentially be slightly reduced by decreased non-residential growth; however, service ratios for sworn police officers and firefighters primarily consider population growth and demographics, which would be similar to the *Plan Santa Barbara* project. The impacts from potential future need for nine additional sworn police officers, seven additional firefighters, and associated equipment would be ***less than significant (Class 3)***, similar to the *Plan Santa Barbara* project impacts.

**IMPACT SERV-3: PARKS AND RECREATION SERVICES*****Future population increases may affect adequacy of parks and recreation facilities and services.***

Under the Hybrid Alternative, an incremental increase in demand would occur for City Parks and Recreation facilities and services. Under the Hybrid Alternative, projected population growth would gradually increase the demand for open space, sports facilities, neighborhood and community parks, supporting staff, etc. (refer to Table 14.6 in Section 14, *Public Services* of the Final EIR). Impacts to parks and recreation services would ***less than significant (Class 3)***, similar to the *Plan Santa Barbara* project.

**IMPACT SERV-4: PUBLIC SCHOOL SERVICES*****Potential for future population increases to affect adequacy of public school facilities and services.***

Under the Hybrid Alternative, projected population growth would gradually increase enrollment at citywide and regional schools similar to the *Plan Santa Barbara* project, with the School Districts projected to retain surplus capacity overall. Under the Hybrid Alternative, projected population growth would gradually increase the demand for a school in the Downtown area as growth as directed there, leading to a potential increased demand for a Downtown school. Impacts to school facilities would be ***less than significant (Class 3)***, similar to those of the *Plan Santa Barbara* project.

**Public Utilities**

The EIR analysis of the *Plan Santa Barbara* project identifies potential impacts associated with wastewater and power and communications facilities as less than significant, and impacts pertaining to solid waste management facilities as less than significant with mitigation to pursue actions with agencies in the region to establish additional long-term waste management facility capacity. (For water supply issues, please see key issues discussion above).

Under the Hybrid Alternative, projected population growth would be similar to that under the *Plan Santa Barbara* project, although the reduction in allowable future non-residential growth would reduce demand on public utilities when compared to *Plan Santa Barbara*.

**IMPACT PU-2: WASTEWATER COLLECTION AND TREATMENT*****Increased demand for wastewater treatment; potential increased wet weather inflows to sewer system.***

Under the Hybrid Alternative, projected growth could increase wastewater generation by 0.51 million gallons per day (MGD). This increase in demand is slightly lower than the increase of 0.56 MGD total) anticipated under the *Plan Santa Barbara* project, and wastewater flows would remain within the capacity of the City's wastewater collection system and the El Estero Treatment Plant. Impacts related to wastewater collection and treatment would be further reduced and would be ***less than significant (Class 3)***, similar to the *Plan Santa Barbara* project.

**IMPACT PU-3: SOLID WASTE MANAGEMENT*****Adequacy of solid waste management facilities to support future growth.***

Under the Hybrid Alternative, projected growth would gradually increase generation of solid waste by 2,132 tons per year, assuming that 70 percent of waste is recycled. This increase in solid waste generation would be slightly lower than the increase of 2,577 tons per year (also accounting for a 70 percent reduction from recycling) anticipated under the *Plan Santa Barbara* project. Increased generation of solid waste would continue to incrementally contribute to the Tajiguas Landfill eventually exceeding its capacity and the increased need for other waste disposal approaches (e.g., waste to energy facility, replacement landfill capacity) similar to the *Plan Santa Barbara* project. Impacts related to solid waste management would be further reduced and would be ***less than significant with mitigation (Class 2)***, similar to the *Plan Santa Barbara* project. Mitigation Measure MM PU-1 (Solid Waste Management) would add General Plan policies directing continued coordination and participation in regional efforts to establish additional waste management facility capacity, and further reduction of specified components of solid waste.

#### **IMPACT PU-4: POWER AND COMMUNICATION UTILITIES**

##### ***Increased Demand for Electricity, Natural Gas, Telephone, and Television/Computer Services.***

Under the Hybrid Alternative, projected growth would gradually increase demand for power, natural gas, telephone, television, cellular, and internet services, similar to or slightly lower than under the *Plan Santa Barbara* project. Utility providers have indicated the continued adequacy of facility and service capacity, and impacts to power and communication utilities would slightly reduced and would be ***less than significant (Class 3)***, similar to impacts of the *Plan Santa Barbara* project.

##### **Transportation**

A discussion of impacts related to increased congestion on City streets and intersections under the Hybrid Alternative can be found in Key Issues above. The EIR also evaluates the potential change in per capita vehicle trips and finds that for the *Plan Santa Barbara* project, a beneficial impact would occur through a net reduction in per capita vehicle trips.

#### **IMPACT TRANS-2: NO REDUCTION IN PER CAPITA VEHICLE COMMUTE TRIPS**

##### ***Policy elements of the Hybrid Alternative would contribute to maintenance of the status quo in per capita vehicle commute trips.***

The Hybrid Alternative would have an overall increase in peak hour vehicle commute trips when compared to the *Plan Santa Barbara* project. As a result, under the Hybrid Alternative, beneficial impacts associated with a reduction in per capita vehicle trips would not be anticipated to occur.

##### **Energy**

The EIR analysis of the *Plan Santa Barbara* project identifies potential implications of increased energy demand in use for transportation and in buildings, and finds that energy use and demand would increase by over 18% for non-renewable fossil fuels for transportation and smaller amounts for use in buildings.

Under the Hybrid Alternative, projected residential population growth would be similar to that under the *Plan Santa Barbara* project, and future non-residential growth would be less than under the *Plan Santa Barbara* project.

***Citywide Transportation Fuel Consumption and Reduction.*** Under the Hybrid Alternative, future development in the City is still projected to result in increased vehicle trips and associated consumption of



non-renewable fossil fuels (gasoline, diesel), with demand that would be similar to the *Plan Santa Barbara* project. A similar amount of total vehicle miles traveled is estimated under the Hybrid Alternative as identified for the *Plan Santa Barbara* project. Overall transportation fuel consumption would be similar when compared to the *Plan Santa Barbara* project.

***Citywide Energy Consumption and Conservation in Buildings.*** Under the Hybrid Alternative, potential increases in energy consumption for residential uses (e.g., electricity and natural gas) would be expected to be similar to that identified for the *Plan Santa Barbara*, as both the project and alternative are estimated to result in up to 2,795 new residential units. Future non-residential development is projected to increase city-wide electric power demand by about 32,130,000 kilowatt-hours (kWh) per year, as compared to an increase of 42,840,000 kWh per year under the *Plan Santa Barbara* project. In addition, non-residential development under the Hybrid Alternative is anticipated to increase natural gas demand by about 74,441 thousand cubic feet of gas (MCF) per year, as compared to an increase of 99,200 MCF per year under the *Plan Santa Barbara* project. Non-residential building energy demand could be reduced by approximately 25% under the Hybrid Alternative. In addition, proposed policies and recommended measures in the EIR for energy conservation in buildings and use of TDM to reduce vehicle miles traveled could substantially reduce future energy consumption in new buildings.

### **Socioeconomics**

The EIR analysis for the Plan Santa Barbara project discusses how policy changes may affect lower-income and ethnic minority residents with respect to hazards, resources and public services, and neighborhood involvement in planning.

Under the Hybrid Alternative, projected population growth would be similar to that under the Plan Santa Barbara project, although the reduction in allowable future non-residential growth would reduce future employment opportunities by 20%.

***Environmental Implications to Lower-Income and Ethnic Minority Populations.*** Similar to the *Plan Santa Barbara* project, the Hybrid Alternative would include policies and other project objectives that could potentially result in both adverse and positive environmental effects to lower-income and ethnic minority populations in the City. With proposed policy modifications and mitigation, potential exposure to physical environmental hazards would be reduced (e.g., air quality, hazardous materials, noise); affordable housing production would be promoted with more economically feasible unit sizes, densities, and with financing incentives; availability of neighborhood resources, public services, and multi-modal transportation opportunities could be enhanced; and community participation in planning efforts could be improved.

#### **22.4.4 Environmentally Superior Alternative (Hybrid Alternative Discussion)**

Please see EIR Volume I, Section 22.3 – Identification of Environmentally Superior Alternative. The following adds discussion pertaining to the Hybrid Alternative Analysis.

CEQA Guidelines Section 15126.6 requires that an EIR identify the Environmentally Superior Alternative to the proposed project from among the alternatives analyzed.

For a General Plan policy document such as this project, it is anticipated that policies will be refined through the plan development process, based on the environmental review, public comment, and decision-maker deliberations. For such as broad policy document, the potential also exists that there may not be a clear Environmentally Superior Alternative. One alternative may have some reduced impact levels and other impacts that are greater than the project, while another alternative reduces different impacts. CEQA does

not provide specific guidance in this matter; however, where a project has lower impacts in a majority of resource areas and/or substantially lower impacts in especially critical resource areas, this can support a finding that that alternative is environmentally superior. In such instances, the EIR may disclose the differences between the alternatives and identify how each alternative may be superior. The lead agency retains the authority to identify the Environmentally Superior Alternative based on the evidence in the EIR, agency and public input, lead agency standards and policies, and the lead agency's independent decision-making.

The Hybrid Alternative retains most policies from the *Plan Santa Barbara* project and incorporates some policy modifications taken from elements of both the Lower Growth and Additional Housing Alternatives. From the Lower Growth Alternative, the Hybrid Alternative includes stronger protection of visual character and historic resources and guides the compatibility of new in-fill development through incorporation of policies to limit building size, bulk, and scale. Such policies include measures to limit the use of fourth stories of buildings, along with buffers and floor-to-area ratios (FARs) to limit development around historic resources, and additional detail for development of form-based codes (FBCs) and other design tools. In addition, areas available for high density development would be substantially reduced from 1,684 acres under the *Plan Santa Barbara* project to 792 acres under the Hybrid Alternative. The Hybrid Alternative also includes a reduction in allowable future non-residential development, with this amount falling between the allowable non-residential growth under the *Plan Santa Barbara* project and both the Lower Growth and Additional Housing alternatives.

The Hybrid Alternative also includes a key element from the Additional Housing Alternative for a greater density incentive designation for High Density of 27-45 units per acre, with the potential for further increase of 50% under the proposed Rental Housing/Employer Housing Overlay, and the potential for future consideration of relaxed development standards for second units in some single-family areas with individual neighborhood support could increase production of that type of housing. Finally, the Hybrid Alternative does not include the moderate enhancement in Transportation Demand Management (TDM) programs which is proposed under *Plan Santa Barbara*.

In summary, the Hybrid Alternative contains some of environmentally beneficial programs of the other alternatives, particularly the Lower Growth Alternative, and of the *Plan Santa Barbara* proposals. By including selected elements of the various alternatives and the *Plan Santa Barbara* project, the Hybrid Alternative would balance among sometimes competing issues such as housing density and visual or historic resource preservation, with a strong emphasis on preservation of existing community character. However, not including the moderate expansion of TDM Programs would result in additional impacts to traffic congestion when compared to the *Plan Santa Barbara* project.

The Lower Growth Alternative would continue to be identified in the EIR as the environmentally superior for issues such as energy demand, localized traffic congestion, and air pollutant emissions, visual resources, heritage resources, and community character issues, due to the overall lower amount of growth potential. Similarly, demands for public services and utilities could be lower under the Lower Growth Alternative. The Lower Growth Alternative could have fewer impacts associated with site-based constraints such as hazards, geological conditions, and hydrology, as fewer new homes, businesses, and their residents and employees could be exposed to these hazards. Both the *Plan Santa Barbara* project and the Hybrid Alternative would also have similar residual impact levels as the Lower Growth Alternative for these issues with application of mitigation. It is also noted that, if combined with more vigorous TDM Programs, impacts to traffic, air quality, energy and climate change under the Lower Growth Alternative could be further reduced.

The Additional Housing Alternative would remain environmentally superior for housing issues in that it would substantially improve the existing jobs/ housing balance and has the best potential to meet future

affordable housing demands. With regard to the robust TDM program included in this Alternative, while these measures can be applied to any of these alternatives with substantial effects of reducing both *existing* and future traffic volumes, the Additional Housing Alternative would have the greatest affect on reducing long-distance commuting and related impacts to these City’s interchanges due to the additional housing availability, improved jobs/housing balance, and a declining need for the City to “import” workers. As discussed in Section 3.1.4 (Transportation), the Additional Housing Alternative would have the least impact on congestion and somewhat lower impacts to energy, noise, and climate change resulting in beneficial effects on these issues from combining lower non-residential growth with robust TDM program expansion.

**TECHNICAL APPENDICES**

**TRANSPORTATION  
AIR QUALITY  
GREENHOUSE GASES**





## MEMORANDUM

Date: August 24<sup>th</sup>, 2010

To: Dan Gira, AMEC

From: Brian Welch & Reid Keller

***Subject: Assessment of the Effects on Travel Related Performance Measures of the Hybrid Alternative Scenario, as Compared to Plan Santa Barbara***

LA08-2253

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The purpose of this memorandum is to discuss the likely changes in traffic and congestion projections that would occur by altering the *Plan Santa Barbara* policy set for future development potential and level of Travel Demand Management (TDM). The Hybrid Alternative would reduce the commercial square footage potential to 1.5 million square feet from 2 million square feet, retain the estimated housing unit build-out compared to the *Plan Santa Barbara* project scenario, and assume no improvement to the current level of TDM programs and investment by the City over currently existing levels.

The first section of the memo discusses broadly the relationships between transportation and land use that influence traffic increases and congestion. The second section describes how the various proposed programs, policies, and assumptions influence the analysis results for *Plan Santa Barbara*. The third section of the memo describes the ways in which the Hybrid Alternative is predicted to differ from *Plan Santa Barbara*, and considers how these differences would change traffic congestion predictions.

Finally, by examining the land use and policy differences between the Hybrid Alternative and *Plan Santa Barbara*, we present rough estimates of the difference between the two scenarios in key performance measures that characterize peak-hour traffic impacts. When considering the differences between the two scenarios, we estimate that the Hybrid Alternative would result in greater peak hour intersection congestion than *Plan Santa Barbara*. Without performing additional intersection analysis, but considering the primary influential factors, we estimate that the number of significantly impacted intersections would increase from those projected to occur under the Plan Santa Barbara project, and fall somewhere between the 20 impacts found with *Plan Santa Barbara*, and the 26 impacts found with the No Project Alternative that assumed no increase to the existing TDM program in Santa Barbara. In addition, the potential exists for increases in congestion at least some, but probably not all of the 20 impacted intersections identified for under Plan Santa Barbara.

## FACTORS INFLUENCING TRANSPORTATION PERFORMANCE MEASURE OUTPUT

To consider the effects on travel behavior that changing land use and policy assumptions would have, it is important to first understand which factors have the greatest influence. To start, peak hour travel has different characteristics and the primary influential factors are different from overall daily travel. These factors are factors are discussed below.

### Peak Hour Travel

#### Commuting

The effects of commuting are far more pronounced on peak hour travel behavior and traffic conditions than during other periods of the day. Commute trips make up about 18% of daily trips in Santa Barbara, but reach about 40% during the AM peak hour and 26% during the PM peak hour.

Many Santa Barbara employees commute from outside the *Plan Santa Barbara* Study Area to their job location. At the same time, many Santa Barbara residents leave the area for work, though fewer residents leave the area than commuters who enter, both in absolute terms and as a percentage of the total. Also, different residential areas of Santa Barbara show different commuting patterns. Residents of the downtown area and surrounding central area<sup>1</sup> are more likely to work in Santa Barbara than residents of the more outlying parts of the City.

Workers commuting into the area leads to many regional commute trips that tend to follow similar paths focused on Highway 101 and on Santa Barbara's local freeway interchanges. These commute trips can account for upwards of 65% of AM peak hour trips on freeway-related facilities, such as the Garden Street & Laguna Street northbound off-ramps.

#### Intersection Congestion

As a result of these trips following similar paths to employment centers, freeway intersections movements become particularly congested, with a poor Level of Service (LOS) grade. This congestion results in long delays for travel in certain directions through the intersection (the peak-direction), while there is often minimal delay in the opposite direction (the off-peak direction).

The traffic analysis of *Plan Santa Barbara* showed that a disproportionate number of impacted<sup>2</sup> intersections are either connecting city streets to freeway ramps, or are within ¼ mile of freeway ramps. As trips move further away from the freeway and are able to disperse, especially in the downtown grid, there is less strain on individual intersection movements meaning most motorists are able to pass through them with minimal delay. This is not the case in Upper State Street where there few, if any, east-west travel alternatives.

#### Travel Demand Management (TDM)

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<sup>1</sup> Defined as Areas 1 & 2 in the Travel Model, refer to *Santa Barbara Travel Model Overview* (Fehr & Peers, 2009) for maps and discussion of model area types.

<sup>2</sup> Per City policy, an impacted intersection is defined as one with a volume to capacity ratio of greater than 0.77 for signalized intersections.

The goal of TDM is to provide attractive options to the vehicle to increase the overall capacity of the transportation system and to limit increases in traffic congestion. TDM strategies are most effective with commute trips because work locations are relatively fixed in their locations. These strategies can either encourage alternative travel modes for commuting or make travel to work by single occupant vehicle less convenient. Some strategies provide subsidies for favorable modes (such as transit pass subsidies and preferential carpool parking), while other strategies appropriately price driving (such as parking pricing, and cash-out parking)<sup>3</sup>, while other strategies remove the need to travel altogether (such as telecommuting). As such, peak hour traffic congestion can be addressed to some extent by increasing the City's current policies and investment in TDM strategies.

## Daily Travel

### Discretionary Trips

Non-commute trips make up 82% of all trips in Santa Barbara on a daily basis. While school trips generally have a fixed destination and must occur at a specific time, the vast majority of non-commute trips are discretionary. Although a person must eventually shop for things like food, when and where they shop is generally flexible. Frequently, these types of trips will be met at the nearest possible location. If shopping opportunities are close enough, walking or biking becomes an option, especially for small convenience shopping trips. Similarly, when a number of different land uses are clustered together it is possible to walk between them regardless of the travel mode of arrival.

### Travel and the Urban Environment

Areas with a variety of land uses clustered closely together tend to have lower vehicle trip generation rates than areas that are single use and less dense. The Santa Barbara travel model was calibrated to account for current differences between areas in Santa Barbara and shows that the central Downtown and street grid areas have lower average daily and peak hour trip generation rates than the outlying areas. Using a process call the "4Ds"<sup>4</sup>, the Downtown area was shown to have a high degree of land use/transportation relationships and design that have and will result in lower trip generation rates and increased use of alternative modes of transportation.

### VMT

Vehicle Miles Traveled (VMT) is an estimate of overall cumulative travel in the City as a whole, and is an important performance measure of any General Plan. The amount of VMT is directly related to energy use, the emissions of greenhouse gasses (GHGs) from and other pollutants and

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<sup>3</sup> Employees that park in public facilities in commercial areas for free are taking up the space that is in high customer demand. This parking is not free as there is an opportunity cost forgone by customers that would have found convenient parking had employees not taken the space. By charging employees for the true cost of that parking, space is freed up for the customer and the vehicle becomes a less attractive commute choice because the employee must now pay or walk a further distance to the job site. Parking cash out gives users of alternative modes of transportation to the work site the same employee benefit as the free parking, but instead the benefit is given in cash. This strategy reveals to the employee that there is a benefit given to them in which they can now choose to receive cash instead of free parking.

<sup>4</sup> For information on existing model calibration, refer to *Santa Barbara Travel Model Overview* (Fehr & Peers, 2009). For more information on the 4Ds as they relate to the Santa Barbara General Plan update land use scenarios, refer the traffic section of the Draft Environment Impact Report (DEIR) technical appendices.



noise generation from transportation and this metric provides a significant look at the environmental impacts of various land use decisions.

VMT is a function of two things, the number of trips being made and the length of those trips. Land uses that generate more and longer trips will typically result in more VMT, while land uses that generate fewer and shorter trips will result in less VMT.

#### Number of Trips

In general, commercial land uses generate more trips per unit area than residential land uses. For instance, a 1,000 square foot store typically generates more trips than a 1,000 square foot apartment. That said, a good mix of land uses can actually reduce VMT. For instance, adding a shopping center - which typically generates more trips per unit area than residences - to an entirely residential neighborhood, can redirect the residential shopping trips from more distant shopping opportunities, thereby reducing the overall length of those trips and reducing VMT. In some cases, people who formerly had to drive to shop will be able walk to the new shopping opportunities, reducing the number of vehicle trips.

However, once a good mix of land uses has been achieved, there is a point of diminishing returns where land uses that generate more and longer trips will again contribute more to VMT than land uses that generate fewer and shorter trips. These areas will have lower trip generation rates than single use areas, but within the area there will still be variation in trip generation rates amongst different land uses.

#### Trip Lengths

The average length of commute and non-commute trips is largely dependant on whether needs can be met within the Santa Barbara area. For Santa Barbara residents that means finding work, shopping, recreation, and other opportunities. For Santa Barbara businesses, that means finding employees and customers.

The average trip length for non-commute trips that both start and end in Santa Barbara is about 2  $\frac{3}{4}$  miles. For trips that start in Santa Barbara and end elsewhere, or start elsewhere and end in Santa Barbara, the average trip length is about 14  $\frac{1}{2}$  miles. Commute trips show a similar pattern, with average lengths of 3 miles and 14  $\frac{3}{4}$  miles respectively. These differences are noticeable. Each internalized vehicle commute trip on average results in 23  $\frac{1}{2}$  fewer vehicle miles traveled. Similarly, each vehicle commute trip from outside Santa Barbara that is shifted to another mode through the TDM program on average results in 29  $\frac{1}{2}$  fewer vehicle miles traveled.

### **TRAVEL MEASURES AND *PLAN SANTA BARBARA***

The Hybrid Alternative would alter the land use and policy assumptions compared to the *Plan Santa Barbara* scenario. Since a full forecast of travel conditions was prepared for *Plan Santa Barbara*, comparing and contrasting the differences in the previously described travel factors between the Hybrid Alternative and *Plan Santa Barbara* can provide insight for travel conditions with the Hybrid Alternative. This section relates the previously described travel factors to the *Plan Santa Barbara* forecast results.

## **Peak Hour Travel**

### Commuting

Changes to the mix of land uses anticipated to occur under *Plan Santa Barbara* would change the fundamental jobs/housing situation from its current form. Although the plan would add both jobs and housing, it would add jobs at a greater rate than it would add housing. These jobs would be met by some combination of a greater number of Santa Barbara residents working in Santa Barbara, and/or a greater number of Santa Barbara employers importing commuters from outside areas.

Without evidence to the contrary, the *Plan Santa Barbara* forecast included the cautious assumption that the rate of importing more workers would exceed the rate of new Santa Barbara residents working in Santa Barbara. In other words, there would be increased commuting from housing outside Santa Barbara to work in jobs in Santa Barbara. However, the forecast did not assume much increase in Santa Barbara residents working outside Santa Barbara. Model results for the off-peak travel direction did not show a major increase in commute trips.

### Intersection Congestion

This commuting pattern further continues the trend of regional trips following a similar path on Highway 101 and ending up driving through the same freeway-related intersections. The result was increased congestion at intersections connected to, or near freeway ramps. Again, the further one travels from the freeway the less congestion they find.

In addition to the *Plan Santa Barbara* increase in commuting, regional forecasts indicate that there will be an increase in the amount of pass-through traffic (trips that neither start nor end in Santa Barbara) on regional facilities. Pass-through traffic currently accounts for about 21% of traffic on Santa Barbara freeways, but is projected to climb to 26% by 2030. The result is that certain trips that currently use, or would have used the freeway to travel within Santa Barbara may use surface streets instead.

This pattern was in keeping with the analysis results for *Plan Santa Barbara* where a disproportionate number of intersection impacts were found around freeway interchanges. To some extent this situation already exists today, and the results are a logical continuation of it. Finally, without exporting more commuters, the off-peak direction at freeway intersections remains less congested.

### Travel Demand Management (TDM)

*Plan Santa Barbara* addresses the increase in commute trips with the inclusion of a TDM plan. The moderately increased TDM plan would affect workers in different areas to different extents. The increased TDM program would have the greatest effect on Downtown and areas within the street grid network, where transit service is greatest and the urban environment is particularly walkable.

Overall the *Plan Santa Barbara* TDM plan was forecast to reduce peak hour commute trips by 9% Citywide.<sup>5</sup> The difference in the number of deficient intersections between the No Project alternative and *Plan Santa Barbara*, 26 vs. 20, illustrates the value of TDM plan that has a moderate increase in investment over the City's current plan.

TDM programs aimed at commuters are most effective on the work end of the trip. In this respect the *Plan Santa Barbara* TDM plan is no different than the current TDM plan. As such, employees working in Santa Barbara would primarily benefit from the TDM plan. Residents of Santa Barbara who work outside the area would generally not benefit from the majority of measures under the TDM plan.

TDM plans do not generally attempt to influence non-commute trips. However, as a desirable area to work and shop, Santa Barbara has the unique opportunity to encourage alternative transportation modes for non-commute trips in addition to commute trips (especially within the Downtown and central street grid areas). This part of the TDM plan included in *Plan Santa Barbara* contributed a 4% reduction in peak hour non-commute trips.

## Daily Travel

### Discretionary Trips, Travel, and the Urban Environment

The placement of land use development potential for *Plan Santa Barbara*, largely within the Downtown and central street grid, will help minimize the number of discretionary trips made by single occupant vehicle, and shorten the lengths of the trips made by vehicles. This will be achieved by placing these land uses in areas that are already mixed-use districts with lower trip generation rates. It is also worth noting that focusing the development potential in this manner would preserve the characteristics of existing single-family neighborhoods.

### VMT

A regional phenomenon, largely outside the control of *Plan Santa Barbara*, is the continuing urban growth to the north of the City. While trips to and from the south have traditionally outnumbered trips to and from the north, and will continue to do so in the future, the growth in travel to and from the north is projected to increase at a greater rate than travel to and from the south. This would be true both for commute trips and non-commute trips visiting Santa Barbara from other areas.

The effect of this change for VMT is notable. The distance between Santa Barbara and Ventura is roughly 30 miles, while the distance between Santa Barbara and Lompoc is closer to 55 miles, and the distance to Santa Maria is 65 miles. In other words, each new trip between Santa Barbara and Santa Maria creates more than double the VMT that a new trip between Santa Barbara and Ventura creates.

While the average trip length for trips that both start and end in Santa Barbara is projected to decline slightly with *Plan Santa Barbara*, the average trip length for trips that start or end outside Santa Barbara is projected to increase from 14 <sup>3</sup>/<sub>4</sub> miles to 17 <sup>3</sup>/<sub>4</sub> miles. This represents a 20% increase for these trips. Thus, new trips from outside the City will contribute to a greater increase

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<sup>5</sup> Details of the TDM plan can be found in the Santa Barbara General Plan Update EIR technical appendix I-4.

in VMT than the current trips from outside the City. This increase in trip lengths helps explain why overall VMT was projected to grow by 35% while overall trip generation was projected to grow by 13%.

## **WHAT WOULD HAPPEN IF *PLAN SANTA BARBARA* ASSUMPTIONS WERE ALTERED?**

The Hybrid Alternative would alter two key aspects of *Plan Santa Barbara* that would have an impact on travel. The first revision would reduce the allowable new commercial development by 500,000 square feet, from the 2 million square feet assumed for *Plan Santa Barbara*. The second revision would remove any changes to the existing TDM program assumed for *Plan Santa Barbara*.

Reducing the quantity of additional development and expanding the existing TDM program are two possible approaches to reduce overall vehicle trip-making associated with the General Plan. However, these two methods affect vehicle trips in different ways.

Reducing new development prevents the increase in vehicle trip making associated with that land use in the future. This method removes all future trips for that land use, but does nothing to change existing travel behavior. TDM programs shift a certain portion of all trips to alternative modes. This shift includes the trips currently being made to and from existing land uses, which will continue to be made in the future, and the additional trips associated with increased future development. In other words, TDM programs attempt to influence the fundamental travel behavior for all trips (both existing and new), while reducing the additional quantity of development attempts to reduce the net new incremental amount of travel.

The final section of this memo discusses how these changes would affect the travel factors relative to *Plan Santa Barbara*, and finally, attempts to provide a ballpark estimate of the change in travel that one might assume from these measures. Please note that all numbers are rough estimates provided to allow a quick comparison between these scenarios.

### **Peak Hour Travel**

#### Commuting

More housing relative to jobs would be created under the Hybrid Alternative scenario than under *Plan Santa Barbara*. With a smaller number of employment opportunities, there would be fewer commuters coming into Santa Barbara from outside the area. *Plan Santa Barbara* would lead to a 31% increase in inbound peak hour commute vehicle trips relative to existing conditions, while the Hybrid Alternative would result in a 27% increase in inbound peak hour commute vehicle trips relative to existing conditions.

However, the Hybrid Alternative would likely result in more Santa Barbara residents leaving the City than under *Plan Santa Barbara*. This is because there are fewer employment opportunities for everyone. Although optimistically one would hope that the new residents would find work in Santa Barbara (or put another way, the new housing would be occupied by Santa Barbara employees), absent additional information the forecast assumes a continuation of current trends. *Plan Santa Barbara* did not result in a notable increase in outbound peak hour commuting relative to existing conditions, while the Hybrid Alternative would result in a 3% increase in outbound peak hour commuting relative to existing conditions.

With *Plan Santa Barbara* the number of vehicle trips attributed to people who both live and work in Santa Barbara would decrease by 10% relative to existing conditions, while the Hybrid Alternative would result in a 6% increase in these commute vehicle trips.

Overall, *Plan Santa Barbara* was forecast to increase peak hour commute trips by 6% relative to existing conditions, while the Hybrid Alternative would increase peak hour commute trips by 13%. **This difference is attributable to the fact that TDM programs influence travel for all commuters, existing and future, while reducing the quantity of additional development reduces only the new trips associated with that development.**

#### Intersection Congestion & Travel Demand Management (TDM)

The increase in regional pass-through traffic will not change with the Hybrid Alternative scenario. However, importing fewer employees will put less strain on the most heavily congested paths through the most heavily congested intersections, specifically the freeway and freeway-related intersections.

Ideally, new residents would also work in Santa Barbara (or new residential units would be filled by Santa Barbara employees). However, even if current trends continue and the Hybrid Alternative results in exporting more commuters, these commuters would be using the off-peak direction and travelling along less congested paths.

As mentioned, without the expanded TDM program the Hybrid Alternative would result in an increase in vehicle commute vehicle trips during the peak hours relative to *Plan Santa Barbara*. Additionally, peak hour non-commute vehicle trips would increase at a greater rate than *Plan Santa Barbara*. As such, *Plan Santa Barbara* would result in a total increase of peak hour vehicle trips of 7-8% relative to existing conditions, while the Hybrid Alternative would result in a 10-11% increase in peak hour vehicle trips relative to existing conditions.

As a point of reference, the No Project Alternative resulted in a 14% increase in peak hour vehicle trips relative to existing conditions. Because the increase in peak hour traffic with Hybrid Alternative falls between the No Project Alternative and *Plan Santa Barbara*, is reasonable to expect that the level of congestion experienced with the Hybrid Alternative would fall somewhere between these two scenarios. This could include both the number of intersections that would be impacted under the Hybrid Alternative as well as the level of increased congestion at intersections projected to be impacted under *Plan Santa Barbara*.

In general terms, impacts would likely fall somewhere between the No Project Alternative and *Plan Santa Barbara*. The number of intersection experiencing significant impacts would likely fall be between 20 identified for *Plan Santa Barbara* and the 26 identified for the No Project Alternative.

It is difficult predict the exact number of intersections significantly impacted under the Hybrid Alternative because the number of inbound vehicle commute trips would be reduced relative to *Plan Santa Barbara* and the No Project Alternative, while the total number of vehicle commute trips would be increased relative to *Plan Santa Barbara*. Currently, the inbound commuters are the drivers experiencing the most congestion and pushing down intersection LOS grades.

As such, relative to *Plan Santa Barbara*, the Hybrid Alternative would shift some of the experience of intersection congestion from inbound commuters and visitors, to Santa Barbara residents who work and shop in Santa Barbara and elsewhere in the model area. Since these drivers are not currently experiencing the same level of congestion as inbound commuters, it is not entirely clear what LOS grades would result from these changes. For example, it is unclear if increases in local peak hour trips passing through congested interchanges of US Highway 101 with Garden Street or Carrillo, would offset the decreases in long-distance commuters access the freeway. In addition, congestion at surface street locations such as Carrillo & San Andreas or La Cumbre & Upper State Street could become more severe, similar to what was projected for the No Project Alternative.

However, the overall increase in peak hour trips relative to both existing conditions and *Plan Santa Barbara* suggests that more intersections would be significantly impacted and that congestion could increase in severity at a substantial number of intersections previously identified as being significantly impacted. Similarly, the overall peak hour vehicle trip increase being less than the No Project alternative suggests that the number of significantly impacted intersections for the would be capped at the number found for the No Project alternative and that congestions levels at impacted intersections would not increase beyond those identified for the No Project Alternative.

## **Daily Travel**

### Discretionary Trips, Travel, and the Urban Environment

The Hybrid Alternative would further focus residential development in the Downtown and central street grid. This area already contains a mix of uses, and much of the future non-residential development would also be focused there. Although the Hybrid Alternative results in less commercial development, it would not noticeably increase residential trip generation rates from *Plan Santa Barbara* levels because there would still be adequate opportunities to meet personal needs in the Downtown and central street grid.

### VMT

As mentioned previously, VMT is a function of the number of trips generated and the distance those trips travel. The *Plan Santa Barbara* land use forecast characterized future development in three ways:

1. Development projects in the pipeline – these were constant across all scenarios
2. New non-residential potential in the City – distributed by City Planning Staff
3. New non-residential potential in the Sphere of Influence – distributed by City planning staff

These three sources of development total approximately 2 million square feet of new non-residential development under *Plan Santa Barbara*. The Hybrid Alternative calls for 500,000 less square feet of non-residential development than *Plan Santa Barbara*. By holding items 1 and 3 from above constant and reducing item 2 (the new non-residential development potential under the General Plan) by half, the land use forecast has approximately 1.5 million square feet of new non-residential development. The aggregate numbers can be used to develop a rough estimate of trip generation. It is important to note that this is a very rough estimate, prepared to give the

reader a general idea of the relative magnitude that these changes would have on travel between the Hybrid Alternative and *Plan Santa Barbara*.

It is also important to note that it was difficult to quantify the effectiveness of the TDM strategies on a daily basis because much of the available body of research used to assess the programs was focused on the peak hours. In order to provide a conservative forecast supported by the research for future conditions with *Plan Santa Barbara*, reductions to total vehicle trips were only taken for trips that occur within the peak hours. It is likely that these TDM programs would have some effect outside the peak hours, if not to the full extent that they do during the peak hours. As such, when considering the results below one should bear in mind that the daily trip generation and VMT estimates for *Plan Santa Barbara* included the benefits of the TDM program only for trip occurring in during the peak hours.

The Hybrid Alternative would result in fewer overall trips on a daily basis than *Plan Santa Barbara*. Relative to existing conditions, *Plan Santa Barbara* was forecast to increase overall daily trips by 13%, while the Hybrid Alternative would increase overall daily trips by 11%.

As discussed previously, because there are overall fewer employment opportunities with the same amount of new housing relative to *Plan Santa Barbara*, the Hybrid Alternative would result in more commuters leaving Santa Barbara than *Plan Santa Barbara*. However, there would be fewer new commuters leaving than additional commuters entering.

Non-commute trips entering Santa Barbara would also decrease relative to *Plan Santa Barbara*. Non-commute trips leaving Santa Barbara would increase, but at a slower pace. This increase in outbound non-commute trips is because there are fewer opportunities to meet personal needs with the Hybrid Alternative than with *Plan Santa Barbara*.

Therefore relative to *Plan Santa Barbara*, the Hybrid alternative could result in a smaller increase in VMT associated with long distance commuting, a key goal in reducing energy demand and associated production of air pollutant and GHG emissions.

## CONCLUSION

The comparison of performance measures between *Plan Santa Barbara* and the Hybrid Alternative would have somewhat contradictory effects when looking at total daily vehicle trip generation and peak hour congestion. Reducing the total new development potential would decrease the net new peak hour trip generation relative to *Plan Santa Barbara*. However, by removing the TDM program, which would shift some of the existing and future vehicle trips, the Hybrid Alternative would result in greater peak hour trip generation and associated increases in congestion. This would likely result in a greater number of intersections being significantly impacted than found for *Plan Santa Barbara*, as well as some increase in the severity of congestion at some facilities.

However, because the *Plan Santa Barbara* TDM program was only quantified for the peak hours, the Hybrid Alternative would appear to result in lower daily trip generation, VMT, and GHG emissions than *Plan Santa Barbara*. If the *Plan Santa Barbara* TDM program quantification was expanded to include off-peak trips, these scenarios might have similar changes in VMT relative to existing conditions.

<b>INCREASE IN PEAK HOUR TRIP GENERATION RELATIVE TO EXISTING CONDITIONS</b>		
<b>Scenario</b>	<b>AM</b>	<b>PM</b>
Plan Santa Barbara	7%	8%
Hybrid Alternative	10%	11%
Hybrid Alternative with Plan Santa Barbara TDM program	4%	6%
No Project Alternative	14%	14%



#### Hybrid Alternative with an Enhanced TDM Program?

If the Hybrid Alternative included the same TDM program as *Plan Santa Barbara*, the results for all traffic related performance measures would be superior to *Plan Santa Barbara*. This is because both options in the traffic reduction palette, increased TDM programs and reduced net development, would be employed.

As mentioned, *Plan Santa Barbara* would lead to a 31% increase in inbound peak hour commute vehicle trips relative to existing conditions, while the Hybrid Alternative would result in a 27% increase in inbound peak hour commute vehicle trips relative to existing conditions. The Hybrid Alternative with an enhanced TDM program would lead result in a 21% increase in inbound vehicle commute trips.

The number of commuters from the Santa Barbara area who travel to work by car would decrease by 10% relative to existing conditions *with Plan Santa Barbara*, while the Hybrid Alternative would result in a 6% increase in the commute vehicle trips from the Santa Barbara area. The Hybrid alternative with TDM would result in a 13% decrease in these trips.

*Plan Santa Barbara* would result in a total increase in peak hour vehicle trips of 7-8% relative to existing conditions, while the Hybrid Alternative would result in a 10-11% increase in peak hour vehicle trips relative to existing conditions. The Hybrid Alternative with TDM would result in a 4-6% increase in total peak hour trips.

With less peak hour traffic overall than *Plan Santa Barbara*, and fewer inbound commuters, there would be fewer significant intersection impacts with the Hybrid Alternative if it included the same TDM plan as *Plan Santa Barbara*.

## AIR QUALITY

<b>Estimated Maximum Daily and Annual City and Sphere Operational Emissions From the Updated-Hybrid Project in 2030</b>								
Sources	VOC		NO <sub>x</sub>		PM <sub>10</sub>		PM <sub>2.5</sub>	
	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)	Daily (lbs/day)	Annual (tons/yr)
Mobile (Vehicular)	1,722.04	306.52	2,592.21	461.41	141.07	25.11	140.79	25.06
Electricity – Indirect	2.89	0.51	44.64	7.95	6.50	1.16	6.50	1.16
Area (Buildings) Sources	197.31	35.12	37.09	6.60	0.14	0.03	0.13	0.02
<b>Total</b>	<b>1,663.93</b>	<b>296.17</b>	<b>2,285.11</b>	<b>406.75</b>	<b>126.55</b>	<b>22.53</b>	<b>126.3</b>	<b>22.48</b>

Notes: Emissions estimates do not include stationary source emissions from potential future industrial development, as the nature of these industrial operations is currently not known. PM<sub>10</sub> emissions for mobile sources include exhaust, brake wear, and tire wear, but do not include emissions from entrained road dust from travel on paved roads. Because electricity generation occurs relatively distant from the City, it is likely that much of the indirect emissions do not enter the South Coast Air Basin. However, because this is unknown, these emissions are included here as a conservative estimate. Refer to Air Quality Appendix E for more details on assumptions. Sources: URBEMIS 2007 ver. 9.2.4, AP-42 5<sup>th</sup> Ed. 1998, 1996, EMFAC2007 ver. 2.3, see Air Quality Appendix E

Compare this table with Table 6.5 of the EIR.

## GREENHOUSE GASES

<b>Annual Citywide GHG Emissions Under the Updated-Hybrid Project, 2030, metric tons of CO<sub>2</sub> equivalents</b>				
Emission Source	<i>Updated-Hybrid Project</i>			
	Total	Change from Existing	Total Per Capita	
<b><i>Electricity Consumption<sup>1</sup> (Indirect)</i></b>				
Residential	58,754	4,201	0.61	
Commercial	84,511	7,047	0.87	
Industrial	33,686	4,066	0.35	
<i>Total GHG From Electricity Consumption</i>	<i>176,951</i>	<i>15,314</i>	<i>1.82</i>	
<b><i>Natural Gas (Direct)<sup>1</sup></i></b>				
Residential	85,999	5,292	0.89	
Commercial	50,836	4,258	0.52	
Industrial	733	93	0.007	
<i>Total GHG From Natural Gas Consumption</i>	<i>137,568</i>	<i>9,643</i>	<i>1.42</i>	
<b><i>Construction Vehicles (primarily diesel)</i></b>				
	231	231	0.002	
<b><i>Petroleum for Transportation</i></b>				
Vehicle Trips	944,858	186,647	9.74	
	197,180	51,763	2.03	
Aircraft Jet Fuel Consumption	51,219	3,565	0.53	
Aircraft Aviation Fuel Consumption	3,367	240	0.03	
<i>Total GHG From Transportation</i>	<i>1,196,624</i>	<i>242,215</i>	<i>12.33</i>	
<b><i>Public Utilities<sup>2</sup></i></b>				
Solid Waste Decomposition	59,397	4,272	0.612	
Potable Water Delivery <sup>3</sup>	656	45	0.007	
<i>Total GHG from Public Utilities</i>	<i>60,053</i>	<i>4,317</i>	<i>0.619</i>	
<b>TOTAL ANNUAL GHG EMISSIONS, 2030</b>	<b>1,571,427</b>	<b>271,720</b>	<b>16.20</b>	

<sup>1</sup> Assumes that future construction will have the same energy consumption rates as the current building stock; while this may not be accurate it provides a conservative estimate.

<sup>2</sup> Indirect GHGs from electricity consumed for wastewater treatment and internal City potable and recycled water pumping are captured under commercial and or industrial electricity consumption.

<sup>3</sup> Includes pumping from SWP deliveries.

Compare this table with Table 18.4 of the EIR.



## 23.0 MITIGATION MONITORING AND REPORTING

### 23.1 Introduction

Section 15097 of the California Environmental Quality Act (CEQA) requires that a mitigation monitoring program be established upon certification of an Environmental Impact Report (EIR). It stipulates that "the public agency shall adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation." CEQA Section 15097 (b) also notes that "where the project at issue is the adoption of a general plan..., the monitoring plan shall apply to policies and any other portion of the plan that is a mitigation measure or adopted alternative. The monitoring plan may consist of policies in plan level documents."

The following draft Mitigation Monitoring and Reporting Program (MMRP) prepared for *Plan Santa Barbara* has been developed in compliance with CEQA Section 15097, and is based upon the findings and required mitigation measures contained in the DEIR prepared for *Plan Santa Barbara*. This draft MMRP will be revised to reflect the Mitigation Measures adopted by the City as part of the final *Plan Santa Barbara* project adoption.

This MMRP is designed to check compliance with adopted mitigation measures over the next 20 years in order to avoid or reduce potentially significant environmental impacts resulting from implementation of *Plan Santa Barbara*. Consistent with these objectives, this MMRP identifies: 1) the City decision-making bodies and/or department(s)/agency(s) responsible for implementing the mitigation measure, 2) the approximate timing of department action for implementing the mitigation measure, 3) how the mitigation measure will be enforced by the monitoring department, and 4) a description of potential funding mechanisms to implement the mitigation measure.

Although the MMRP for *Plan Santa Barbara* differs from a typical development project in that it will be implemented over a 20-year horizon, the same key elements identified above would continue to apply. The MMRP would involve actions by a range of City departments, the allocation and expenditure of public funds through the City's annual budget and Capital Improvement Program (CIP), as well as conditions imposed on future development projects. Some of these measures would be adopted concurrently with *Plan Santa Barbara*, others as part of an annual City review of its General Plan and CIP, and others only upon approval of specific development projects as discussed below. Additional measure may involve future legislative decisions, adoption of new or amended programs, approval of specific capital improvements, etc.

**General Plan Annual Report:** As discussed in CEQA Section 15097 (b), a General Plan Annual Report is a monitoring mechanism for reviewing the status of implementation of the various policies and programs in a General Plan. Although charter cities such as Santa Barbara are not required to prepare a General Plan Annual Report, such a report could provide a venue to consider the status of ongoing implementation of General Plan mitigation measures, along with the prioritization for implementation of mitigation measures as part of the annual or two-year CIP and budget review process.

The General Plan Annual Report could include the following components:

1. A list of previously implemented mitigation measures.
2. A brief assessment of the success of these measures and any issues encountered with successful implementation.
3. A list of any new measures or actions to be included in the upcoming budget and CIP process.
4. A brief summary and analysis of any failures regarding mitigation implementation and the manner in which they were addressed.
5. The status of any technical reports required for successful mitigation implementation.
6. A list of key department representatives responsible for mitigation implementation and mitigation monitoring.

**Capital Improvement Program (CIP):** Each City department typically identifies its major capital improvement and infrastructure needs as part of the City’s annual review of its CIP. The City Administrator’s Office reviews, compiles, and prioritizes these needs, and provides an annual update for City Council review and approval. The City Council considers the CIP in light of the City’s available budgets and prioritizes CIP projects based on the City’s established goals and policies and Council priorities. The CIP process is the most appropriate vehicle to identify and prioritize funding for implementation of long-term capital improvement-related mitigation measures identified in this EIR.

**City Budget Process:** The City Administrator’s Office prepares and submits an annual or two-year budget to the City Council for review and approval. As input to this process, City departments typically submit budgets that reflect both anticipated annual operating budget as well as any specific capital improvements. The City Administrator’s Office balances these requests with available funding and submits a proposed budget for City Council review and approval. The annual budget approval process is the most appropriate vehicle to allocate funding for implementation of long-term EIR mitigation measures involving capital improvements or departmental programs.

**Adaptive Management Program:** This MMRP is also integrated with the Adaptive Management Program (AMP) proposed as part of the *Plan Santa Barbara* General Plan Update. The AMP provides for monitoring and reporting of “community indicators” to assess the effectiveness of adopted policies and programs in meeting the goals and objectives of the General Plan. The monitoring and reporting also provides the consideration and impetus to allow the City to proceed with any necessary adjustments to adopted policies where needed to improve effectiveness or avoid unanticipated consequences. This allows for more timely adjustments to policy rather than waiting for a larger General Plan update cycle. The AMP provides the Planning Commission and City Council with a vehicle to consider evolving policy, environmental, infrastructure, service and other issues associated with future growth and development under *Plan Santa Barbara*, to consider the effectiveness of the policy and mitigation/implementation in addressing key issues, and to consider any adjustments in levels of permitted growth as needed to address concerns. The AMP process can also provide a feedback loop into the City’s budget and CIP process for prioritization of mitigation measure implementation.

**Responsibilities and Duties:** Effective monitoring and implementation of mitigation measures for *Plan Santa Barbara* will require coordination among multiple City departments and decision-making bodies, as well as allocation of funding over the long term. As custodian of the City General Plan, the City Community Development Department is the most appropriate agency to administer the MMRP and AMP, and to track the status of implementation and effectiveness of policies and mitigation measure. The City Planner or a designated representative would need to be designated as the Plan Environmental Coordinator (PEC) for *Plan Santa Barbara*. The PEC would be responsible for coordinating with other City departments and moni-

toring individual future developments to assure compliance with the provisions of this MMRP. However, because many of these mitigation measures require actions by other City departments over which the PEC does not have authority, or require funding decisions which lie within the authority of the City Administrator or City Council, the City Administrator or designee (e.g., budget analyst) would also be required to ensure effective implementation of these measures. The PEC, City Administrator’s designee, and representatives of affected City departments would need to establish appropriate internal coordination procedures to consider and prioritize mitigation implementation, and to provide clear recommendations regarding measures to be included in upcoming budgets and the CIP. This could be accomplished through an existing City committee or formation of a *Plan Santa Barbara* implementation committee.

**MMRP Matrix:** The following draft MMRP Matrix describes each required mitigation measure identified in the EIR, the decision-makers and department(s) or agency(s) responsible for implementation, the timing of implementation, and the status or source of funding as appropriate. Recommended Measures are included for consideration as well. The final adopted MMRP will reflect final mitigation measures adopted by City Council. The MMRP Matrix is intended for use by City decision-makers and staff and interested members of the public. The Matrix can be used as a compliance checklist to aid in verification and monitoring of the mitigation measures required as part of adoption of *Plan Santa Barbara*. The final adopted MMRP matrix will be posted on the City website and included as part of the documentation made available during the General Plan Annual Report, Adaptive Management reporting, CIP updates, and the City budget process.

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<p align="center"><b>Table 23.1: EIR Mitigation Monitoring and Reporting Program for <i>Plan Santa Barbara</i></b>  <i>(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)</i></p>					
Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>AIR QUALITY</b>					
<b>MM AQ-1 Location of Sensitive Land Uses</b>					
The City shall reword Policy ER12-Highway 101 Setback subsection “a” to read as follows:					
<i>New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one unit on vacant property) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and diesel emission risks reduced. The City will monitor the progress of CARB efforts.</i>	Planning Commission, City Council and Community Development, City Attorney’s Office.	Potentially completed by 2015 depending upon progress at State level	Report progress as part of General Plan Annual Report	General Fund	Adjust as needed to reflect progress of State efforts
The City shall reword Policy ER12-Highway 101 Setback to add the following new subsection:					
<i>Pursue funding and installation of sound walls, trees and shrubs along unprotected areas of U.S. Hwy 101 to create a barrier to reduce particulate transmission.</i>	Planning Commission, City Council Community Development and Public Works in coordination with Caltrans and neighbors.	Identify need for and options to expand soundwalls and landscaping, based on periodic monitoring every five years through 2030.	As part of 2015, 2020, 2025, 2030 General Plan Annual Reports	Grant funding and/or General Fund for monitoring; Caltrans, grant funding, General Fund for improvements as needed	Adjustments may be required depending upon progress made by State
<b>RM AQ-1 Reduce Sources of Air Pollutants</b>					
The City should consider adding the following language to <i>Plan Santa Barbara</i> Environmental Resources Element:					
<b>1.a. Electric Vehicles:</b> Policy ER10-Incentives for Alternative/Advanced Fuel Infrastructure:					
<i>Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.</i>	Public Works, City Attorney’s Office	Ongoing	Report progress or changes as part of General Plan Annual Report	General Fund for monitoring	Adjustments in conditions of approval for future developments may be required depending upon progress with increasing use of electric vehicles or changes to electric charging station needs
<b>1.b. Low-Emission Vehicles and Equipment:</b> Policy ER14-Low-Emission Vehicles and Equipment:					
<i>Promote the use of low-emission vehicles (e.g., fuel efficient, small diesel automobiles, small hybrid automobiles, electric vehicles) in the downtown core by offering reduced parking fees in City parking lots and reserving priority parking spaces in all City lots.</i>	Public Works	Implement changes by 2015	Report progress and changes as part of General Plan Annual Reports	General Fund	Adjustments may be required to expand number of priority spaces provide as low emission vehicle us expands
<b>BIOLOGICAL RESOURCES</b>					
<b>MM BIO-1 Upland Habitat and Species Protection</b>					
<b>1a. Important Upland Habitat and Corridor Areas Program:</b> The City shall add to Policy ER22-Native Species and Habitat Planning as follows:					
<b>Important Upland Habitat Protection.</b> <i>Protect, enhance, and preserve contiguous areas of important upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub of generally 5.0 acres or greater, oak woodlands of generally 0.5 acres or greater, perennial grasslands of generally .025 acres or greater, annual grasslands of generally 5.0 acres or greater, chaparral areas of 5.0 acres or greater and important wildlife movement corridors including creeks and tributaries.</i>	Community Development and individual developers	Ongoing for all development within and adjacent to identified larger contiguous habitats	General Plan Annual Report to identify developments within or adjacent to key habitats and actions taken for protection of such areas	Individual developments	May need to strengthen policy if developments damage key habitats
<b>Map Important Upland Habitats.</b> <i>As part of the Land Use and Growth Management Element’s Parks, Recreation Trails and Open Space Identification Program, map important City upland habitats and wildlife corridors that merit long-term protection for habitat and wildlife values, including coastal sage scrub, chaparral, oak woodlands, perennial grass-lands, annual grasslands, and important wildlife movement corridors (refer to Figure 7.1 and mitigation measure MM VIS-1). The map will provide a tool to more easily implement the Important Upland Habitat Protection policy above.</i>	Community Development and Parks Department	Completed by 2015- Estimated one-year work period.	General Plan Annual Report; City budget process; publication of final report and maps in 2015.	Identify sources of grant funding, or General Fund	No adjustment needed if study completed on time



**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>1b. Wildlife Corridor Protection Policy:</b> The City shall add to Policy ER19-Protection of Wildlife and Native Vegetation as follows:					
<b>Restore, Enhance, and Preserve Important Wildlife Migration Corridors In Upland Areas.</b> Foster urban wildlife linkages and corridors by preserving existing trees within identified wildlife corridors (refer to MM BIO-1a above and Figure 7.1), planting new trees, and installing and maintaining appropriate native landscaping in new development within or adjacent to important upland wildlife corridors and all streams. Efforts shall also be made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide for movement of species that utilize these habitats.	Community Development, Creeks Committee, Parks and Recreation, and Public Works, and individual developers	Ongoing for all public and private development within and adjacent to identified larger contiguous habitats	General Plan Annual Report to identify developments within or adjacent to key wildlife corridors and actions taken for protection of such areas	Individual developments and General Fund	May need to strengthen policy if developments damage key wildlife corridors
<b>RM BIO-1 Upland Habitat and Species Protection</b> The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:					
<b>Oak Woodland Protection.</b> Site new development outside of oak woodlands to the maximum extent feasible. Within and adjacent to oak woodlands: (1) avoid removal of specimen oak trees; (2) preserve and protect oak saplings and native understory vegetation within areas planned to remain in open space; (3) provide landscaping compatible with the continuation and enhancement of the habitat area, consisting primarily of native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; 5) minimize or avoid installation of high water use landscaping (e.g., lawn) under the dripline of oak trees.	Community Development, and individual developers	Ongoing for all development within and adjacent to oak woodlands	Individual permit requirements; General Plan Annual Report to provide overview of status of City’s oak woodlands in 2015 as part of open space mapping project	Individual developments	May need to strengthen policy if developments damage key habitats
<b>MM BIO-2 CREEKS, RIPARIAN HABITAT AND SPECIES PROTECTION</b>					
<b>2.a. Creek Channel Restoration Policy and Program:</b> The City shall add new policies or programs to the Plan Santa Barbara Environmental Resources Element as follows:					
<b>Creek Naturalization.</b> The placement of concrete or other impervious materials into, or piping of, major creeks and primary tributaries shall be prohibited except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be “daylighted.”	Community Development, Creeks Committee, Parks and Public Works and individual developers	Ongoing for all public and private development within and adjacent to creeks	General Plan Annual Report to identify any major projects that have or are anticipated to result in major creek alteration or restoration	Individual developments and General Fund	May need to strengthen policy if developments damage or do not restore creeks
<b>Surface Water Drainage Restoration.</b> Set a goal to restore or daylight a total of at least 0.5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza.	Parks Commission, City Council, Creeks Committee, City Creeks Division	Ongoing	Identify progress on creek restoration in General Plan Annual Report	“Measure B” revenue, State and Federal grants, General Fund	Adjust policy as needed to meet goals
<b>2.b. Riparian Woodland Habitat Restoration Program:</b> The City shall modify Policy ER22- Native Species and Habitat Planning as follows:					
<b>Native Riparian Habitat Protection.</b> New development and redevelopment projects shall result in no net reduction/ loss in size and value of native riparian habitat.	Parks Commission, City Council, Creeks Committee, City Creeks Division	Ongoing	Identify progress on creek restoration in General Plan Annual Report	“Measure B” revenue, State and Federal grants, General Fund	Adjust policy as needed to meet goals
<b>Riparian Habitat Restoration.</b> Set a goal to increase riparian habitat within the City and/or its sphere of influence by 20 acres or more, and 1 linear mile or more, over the 20-year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City’s three major creeks.	Parks Commission, City Council, Creeks Committee, City Creeks Division	Ongoing	Identify progress on creek restoration in General Plan Annual Report	“Measure B” revenue, State and Federal grants, General Fund	Adjust policy as needed to meet goals
<b>2.c. Creek Setback Development Policies:</b> The City shall modify Policy ER26-Creek Setbacks and Restoration Development Standards Update as follows:					
<b>Creek Setback Standard.</b> A creek setback of greater than 25 feet from the top of	Planning Commission, City Council,	Ongoing for all public and private devel-	General Plan Annual Report to identify	Individual developments and	May need to strengthen policy if develop-

<p align="center"><b>Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)</b>  <i>(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)</i></p>					
Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>bank shall be established for new structures and hard surfaces adjacent to creeks and wetlands.</i>	Community Development, Creeks Committee, Creeks Division and Public Works and individual developers	Development within and adjacent to creeks	developments within or adjacent to creek corridors and actions taken for protection of such areas	General Fund	Prevents damage key creek corridors
<p><b>RM BIO-2 CREEKS, WETLAND, AND RIPARIAN HABITAT AND SPECIES PROTECTION</b>                      The City should consider modify Policy ER19-Protection of Wildlife and Native Vegetation as follows:</p>					
<b>Riparian Woodland Protection.</b> <i>Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands: (1) avoid removal of mature native trees; (2) preserve and protect native tree saplings and understory vegetation; (3) provide landscaping within creek setback compatible with the continuation and enhancement of the habitat area, consisting primarily of appropriate native species and excluding use of invasive non-native species; (4) include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat; (5) include water quality protection and enhancement measures consistent with the adopted City Storm Water Management Plan.</i>	Community Development, Creeks Committee, and individual developers	Ongoing for all development within and adjacent to oak woodlands	Individual permit requirements; General Plan Annual Report to identify developments within or adjacent to key wildlife corridors and actions taken for protection of such areas	Individual developments	May need to strengthen policy if developments damage key habitats
<p><b>RM BIO-3 COASTAL HABITATS AND SPECIES PROTECTION</b>  <b>3.a. Waterfront Habitat and Wildlife Management:</b> The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:</p>					
<b>Native Habitat Restoration.</b> <i>Incorporate as part of the Multi-Use Plan, a Waterfront habitat and wildlife management program that provides measures to improve the extent and quality of native coastal habitats within the City Waterfront, with the following goals:</i> <ul style="list-style-type: none"> <li>Restoration of a line of coastal sand dune habitat along the City Waterfront, including the removal of non-native and/or invasive plants.</li> <li>Restoration and enhancement of the estuaries of Mission and Sycamore creeks and the Laguna Channel, including appropriate revegetation and removal and control of invasive species. Measures should be considered to enlarge these estuaries where feasible to maximize biological productivity and ecological function taking into consideration the dynamics of ocean waves and currents and ongoing movement of sand along the City coast.</li> <li>A public access management plan that maintains public access to and along the shoreline, but channels the public to appropriate access locations as needed through sensitive habitat areas of the beach.</li> </ul>	Parks Commission, City Council, Community Development, Creeks Committee, Parks Department/ Creeks Division and Waterfront Department	Consider completing as part of Comprehensive Shoreline Management Plan by 2015	Consider as part of General Plan Annual Report and City budget process; publication of final report and maps in 2015	General Fund	No adjustment needed if plan is completed on time
<p><b>3.b. Coastal Bluff Habitat Restoration Program and Protection Policy:</b> The City should consider modifying Policy ER19-Protection of Wildlife and Native Vegetation as follows:</p>					
<b>Coastal Bluff Scrub Protection.</b> <i>Site and design new development or major remodels/expansions along the City coastal bluffs (including access, drainage, and landscape improvements) to: (1) minimize impacts to coastal bluff scrub habitat; (2) include provisions for habitat restoration of coastal bluff scrub habitats where development creates direct or indirect impacts to the affected habitat; (3) provide compatible landscaping within 10 feet of the edge of the bluff or on the bluff face, consisting of appropriate native coastal bluff scrub species.</i>	Community Development, and individual developers	Ongoing for all development within and adjacent to oak woodlands	Individual permit requirements; General Plan Annual Report to identify developments within or adjacent to coastal bluffs and actions taken for protection of such areas	Individual developments	May need to strengthen policy if developments damage coastal bluff scrub habitats
<p>The City should consider modifying Policy ER21-Multi-Use Plan for Coast as follows:</p>					
<b>Coastal Bluff Restoration.</b> <i>Establish a goal to restore 5.0 acres of coastal bluff habitat over the 20-year life of Plan Santa Barbara. Work to increase the acreage of coastal bluff scrub through restoration projects on publicly-owned lands along Shoreline Park and the Douglas Family Preserve, and through providing education and assistance to private land owners to encourage the restoration of such habitats.</i>	Parks Commission, City Council, Parks & Recreation Department	Ongoing	Identify progress on bluff restoration in General Plan Annual Report	State and Federal grants; General Fund	Adjust policy as needed to meet goals
<p><b>RM BIO-4 URBAN FOREST AND INDIVIDUAL SPECIMEN TREES PROTECTION</b>                      Urban Tree Protection and Enhancement Program: The City should consider adding to Policy ER18 Urban Tree Protection and Enhancement as follows:</p>					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>Preservation of Mature Trees.</b> <i>New development shall be sited and designed to preserve all existing mature healthy native and non-native trees to the maximum extent feasible. Within important native habitat areas or wildlife corridors, native trees larger than 6 inches in diameter at breast height (including oak trees with multiple trunks with at least one trunk greater than 3.5 inches and a cumulative diameter of 6 inches) shall be protected.</i>	Planning Commission, City Council, Community Development and individual developers	Ongoing for all development with mature specimen trees	Individual project permits; General Plan Annual Report to identify developments that affected mature specimen trees	Individual developments	May need to strengthen policy if developments damage key habitats
<b>Tree Protection Standards.</b> <i>Establish protection standards for large non-native trees, especially where such trees have known wildlife values.</i>	Planning Commission, City Council, Community Development and Parks & Recreation Departments	Consider establishing standards by 2106	Report on progress as part of General Fund Annual Report	General Fund	Adjust policy if needed to meet goal
<b>GEOLOGICAL CONDITIONS</b>					
<b>MM GEO-1 COASTAL BLUFF RETREAT AND SAND SUPPLY</b>					
<b>1.a. Adaptive Management Planning:</b> The City shall add the following policy to the <i>Plan Santa Barbara</i> Environmental Resources Element:					
<b>Updated Bluff Retreat Policy and Review Guidelines.</b> <ul style="list-style-type: none"> <li>Bluff setbacks shall be adequate to address long-term erosion and slope stability issues.</li> <li>Update the existing Seismic Safety Element bluff retreat formula (which uses an average bluff retreat rate of 8 inches per year) to reflect updated bluff retreat rate of 12 inches per year. Recalculate the resultant expanded area to be included in 75-year bluff retreat setback line that is used to screen individual projects which are required to prepare project-specific analysis to identify the 75-year retreat line for the property and any design measures to avoid or minimize hazards. Monitor information about climate change and periodically update bluff retreat rate and 75-year retreat line to reflect new data of potentially accelerated bluff retreat rates.</li> </ul>	Planning Commission, City Council, Community Development	As part of <i>Plan Santa Barbara</i> adoption	Adoption process	General Fund	Adjust policy if needed to reflect sea level rise and changes in rate of bluff retreat
Modify Policy ER3-Comprehensive Climate Change Action Plan to include:					
<b>Shoreline Management Plan.</b> <i>Develop a comprehensive Shoreline Management Plan to identify, manage and to the extent feasible mitigate or reduce climate change-induced sea level rise impacts upon public facilities and private property along the City shoreline. The proposed Shoreline Management Plan should continue City coordination with the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), the County, other South Coast cities, and UCSB to manage coastal issues, including: 1) protection/restoration of natural sand transport and sand supply replenishment projects; 2) natural bluff restoration, stabilization and erosion control measures; 3) non-intrusive methods to slow sand transport and retain sand along the beaches that front the City's bluffs; 4) coordination with private property owners on bluff management and retreat; and 5) funding mechanisms to implement beach replenishment and methods to reduce bluff retreat.</i>	Community Development, Parks, Public Works and Waterfront Departments	Consider completing as part of Comprehensive Shoreline Management Plan by 2015	Consider as part of General Plan Annual Report and City budget process; publication of final report and maps in 2015	General Fund	No adjustment needed if plan is completed on time
<b>RM GEO-1 SEA LEVEL RISE AND COASTAL BLUFF RETREAT</b>					
<b>1.a. Siting of Development and Public Facilities:</b> The city should consider modifying the Local Coastal Plan "Sea Cliff Retreat # 1" to read:					
<b>Sea Cliff Retreat.</b> <i>"Bluff setbacks shall be adequate to address long-term erosion and slope stability issues. New development on top of a cliff shall be placed at a distance away from the edge of the cliff, such that potential accelerated rates of erosion and cliff material loss associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change, will minimize sea cliff-related impacts, and not seriously affect the structure during the expected lifetime. The design life of new structures is presumed to be a minimum of 75 years. Exact future rates of accelerated sea cliff retreat are unknown, but are currently projected to be 12 inches per year, potentially accelerating to 1 to 3 feet per year if sea level rise progresses.</i>	Planning Commission, City Council, Community Development Department	Completed by 2014 as part of Coastal Commission certification of <i>Plan Santa Barbara</i> amendments to Local Coastal Plan	General Plan Annual Report; City budget process for fiscal years 2011-2014; City acceptance of Coastal Commission action by 2014	General Fund	No adjustment needed if policy amendments completed on time

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<p>The City recognizes the need for owners of threatened coastal properties to perform maintenance and modest improvements to threatened coastal homes and other facilities. The City’s goal is to minimize exposure of substantial new improvements to hazards of bluff retreat and avoid the need for installation of environmentally harmful coastal protection structures that could be requested to protect such improvements. To meet these goals, the following guidelines apply:</p> <ul style="list-style-type: none"> <li>Protection for existing structures shall first focus on techniques that avoid use of coastal protection structures including use of non-intrusive techniques such as drainage control, installation of drought tolerant landscaping, construction of cantilevered grade beam foundations, removal of threatened outbuildings, etc.</li> <li>Relocation of threatened structures further inland on parcels shall be favored over installation of coastal protection structures</li> <li>The siting of new major improvements shall consider accelerated rates of sea cliff retreat associated with climate change-induced sea level rise as projected by the State of California, or a site-specific geologic investigation that accounts for climate change.”</li> </ul>					
<b>HAZARDS</b>					
<b>MM HAZ-1 HAZARDOUS MATERIALS</b>					
The City shall add the following new policy to the Plan Santa Barbara Public Services and Safety Element:					
<b>Household Hazardous Waste Disposal Capacity.</b> Coordinate with other South Coast jurisdictions and the waste management industry to establish additional household hazardous waste collection facility capacity on the South Coast.	City Council, Public Works Department in coordination with MarBorg, UCSB and County;	Ongoing coordination. Establish additional capacity as needed by 2015	General Fund Annual Report to identify progress	Enterprise funds and fees; General Fund	Adjust schedule as needed to reflect capacity and improvements at other facilities
<b>RM HAZ-1 ACCIDENT RISKS</b>					
The City should consider adding the following new policies to the Plan Santa Barbara Public Services and Safety Element:					
<b>EMF Development Setbacks.</b> Continue application of prudent avoidance policy in siting development near trans-mission lines with adequate setbacks.	Community Development Department	With Plan SB adoption. Ongoing for projects	Individual development permits	Individual developments	Adjust as needed if new data becomes available on EMF
<b>Monitor EMF Study.</b> Continue to monitor scientific study of electromagnetic fields and update development policies as necessary.	Community Development Department	Ongoing	Use General Plan Annual Report as needed to report on changes	General Fund	Adjust as needed if new data becomes available on EMF
<b>RM HAZ-2 HAZARDOUS MATERIALS</b>					
The City should consider adding the following new policy to the Plan Santa Barbara Public Services and Safety Element:					
<b>Hazardous Materials Exposure Vapor Barrier Study.</b> Conduct an engineering study on the use of vapor barriers as part of site development on properties next to sites with past contamination for further protection against potential vapor intrusion. Identify guidelines for the type and thickness of materials for specified foundation types, proper installation and construction techniques, and general area distances for application.	Community Development and Public Works Departments in coordination with County Fire Department/ Hazardous Materials Division	Ongoing individual project reviews per State and County regulations. Study and guidelines by 2015.	Individual project permits; use General Plan Annual Report to disclose progress on study and effectiveness of and/ or difficulty with approach	Individual developments; grant funding, General Fund for study/guidelines	May need to adjust policy based on study results
<b>RM HAZ-3 WILDFIRE HAZARDS</b>					
The City should consider adding the following new programs to the Plan Santa Barbara Public Services and Safety Element:					
<b>Water System Improvements for Fire Fighting.</b> Evaluate the potential for additional water system improvements to assist in emergency preparedness and incorporate feasible measures into the City Capital Improvement Plan (partially implements Objective PS1).	Fire and Public Works Departments	As part of next update to City Wildland Fire Management Plan	Acceptance of Wildfire Management Plan update by City Council	Grant funding, or General Fund	May need to adjust policy if wildfire or water supply issues change.
<b>Private Water Supplies for Fire Fighting.</b> Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies for fire fighting operations. Assistance could include expedited permit review.	Community Development, Fire Department, and individual homeowners	Ongoing	Identify progress as part of General Plan Annual Report and next update of Wildland Fire Management Plan	Individual homeowners, potentially grants or General Fund	Adjust if needed to address changes in wildfire hazards

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>HERITAGE RESOURCES</b>					
<b>MM HER-1 PROTECTION OF HISTORIC BUILDINGS, STRUCTURES, AND DISTRICTS</b>					
<b>1.a. Protection of Historic Structures and Buildings:</b> Add new policies as follows:					
<i>Construction Adjacent to Historic Structures. Provide that construction activities adjacent to an important historical structure do not damage the historical structure. For projects involving substantial demolition and/or grading adjacent to an important historical structure, include any necessary measures to provide that such construction activities do not damage the historical structure, as determined in consultation with the City Urban Historian, or in approved Historic Structures Report recommendations. Such measures could include participation by a structural engineer and/or an historical architect familiar with historic preservation and construction in the planning and design of demolition or construction adjacent to important historic structures. Where appropriate, study and mitigation for potential damage of certain historic structures (e.g., older adobe structures) shall be considered when adjacent development might result in a change in micro-climate of the affected historic structure.</i>	Historic Landmarks Commission, Architectural Board of Review., Planning Commission, City Council Community Development Department	Ongoing for all development that substantially affect historic structures	Individual permit requirements; General Plan Annual Report to identify developments that have potentially impacted historic structures	Individual developments	Reconsider policy as needed if new information arises
<b>1.b. Protection of Landmark and Historic Districts:</b> Add new policy as follows:					
<i>Implement a Historic Preservation Work Program for surveying and identifying future Historic Districts throughout the City, including mapping and evaluating Historic Resources within El Pueblo Viejo to determine where Historic Districts, permanent buffer areas, and overlay zones should be considered to ensure further protection from new development, as well as buffer protection for historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.</i>  <i>Add new Historic Resource Protection policy HR5 to the Historic Resources Element as follows:</i> <ul style="list-style-type: none"> <li><b>Historic Resource Protection.</b> Identify and designate Historic Districts or grouping of historic resources and consider additional implementation actions listed in LG13 and LG14 such as revised development standards, buffer protection and overlay zones to further protect historic resources.</li> </ul> <i>Add new Historic Resource Protection Implementation Action HR5.1 to the Historic Resources Element as follows:</i> <ul style="list-style-type: none"> <li><b>Buffers.</b> Implement a priority focus on buffer protection for the historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.</li> </ul> <i>Add new Historic Structures Implementation Action LG14.5 to the Plan Santa Barbara Land Use and Growth Management Element as interim measures to establish buffer zones to further protect historic resources as follows:</i> <ul style="list-style-type: none"> <li>a. Require that all parcels within 100 feet of a Historic Resource located within the downtown core be identified and flagged for careful consideration by decision-makers prior to approval of any development application including increased bonus density proposals.</li> <li>b. Require all development proposed within 250 feet of historic adobe structures, El Presidio State Historic Park, and other significant City Landmarks and the grouping of landmarks in close proximity to El Pueblo Viejo be subject to Preservation Design Guidelines in the core of the City to protect these resources. Protection may require actions such as adjustments in height, bulk, or setbacks.</li> <li>c. Adopt Interim Preservation Design Guidelines within six months of the General Plan Update adoption that outline suggested buffer protection methods establishing specific distance, setback, height limits, separation and step back cri-</li> </ul>	Historic Landmarks Commission, Architectural Board of Review., Planning Commission, City Council Community Development Department	By 2012	Review as part of adoption of <i>Plan Santa Barbara</i> ; 2012 General Plan Annual Report to identify status; subsequent General Plan Annual reports to identify development trends and progress on sub area plans	General Fund	Adjust timing for sub-area plan adoption based on development trends

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>teria for parcels adjoining designated Historic Resources.</i>					
<b>HYDROLOGY AND WATER QUALITY</b>					
<b>MM HYDRO-1 SEA LEVEL RISE (EXTENDED RANGE IMPACT)</b>					
<b>1.a. Adaptive Management Planning; Flooding:</b> The City shall add the following measures to <i>Plan Santa Barbara</i> Policy ER3-Comprehensive Climate Change Action Plan as part of the development of a Comprehensive Shoreline Management Plan:					
<i>Identify policy options, costs, and consequences for addressing sea level rise issues, including:</i> <ul style="list-style-type: none"> <li>Techniques to minimize wave energy and damage from storm surges, while minimizing disruption of coastal activities and habitats.</li> <li>Review of City public improvements and utilities for potential consequences of sea level rise, and consideration of means of adaptation such as measures to protect in place, raising facilities above projected flood heights, and managed retreat or relocation of facilities.</li> <li>Coordination with private property owners along the waterfront on techniques for structural adaptation and new design.</li> </ul>	Planning Commission, City Council, Community Development, Public Works, Waterfront and Parks Departments	Completed by 2013 as part of Comprehensive Climate Change Action Plan	General Plan Annual Report; City budget process for fiscal years 2011-2014; City Council adoption of Plan in 2014	General Fund	No adjustment needed if policy amendments completed on time
<b>1.b. Adaptive Management Planning; Groundwater:</b> Amend Public Services and Safety Element Policy PS2-Water Conservation program to add					
<i>As part of the Long Term Water Supply Program update, perform a comprehensive analysis of water savings from specific conservation measures, including a cost-benefit analysis, to determine which potential new water conservation measures will be most feasible and cost effective for the City to pursue. The City shall incorporate identified measures into the water conservation component into the LTWSP update.</i>	Water Commission, City Council, City Water Resources Division	Completed by 2013 as part of Long-Term Water Supply Plan update	General Plan Annual Report; City budget process for fiscal years 2011-2013; City Council adoption of Plan in 2013	Water Resources Funds	No adjustment needed if policy amendments completed on time
<b>RM HYDRO-1 FLOOD HAZARDS</b>					
The city should consider adding the following to <i>Plan Santa Barbara</i> program ER26-Creek Setbacks and Restoration:					
<b>Considerations for Creek Setback Standards.</b> <ol style="list-style-type: none"> <li>At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.</li> <li>In developing Creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where "hard bank" protection is present.</li> </ol>	Planning Commission, City Council, Community Development, Creeks Division, Creeks Committee	Adopt revised setback standards by 2014	General Plan Annual Report to detail status of effort; City Council adoption of Plan in 2014	General Funds and/ or Measure B revenue	No adjustment needed if policy amendments completed on time
<b>Creek Setbacks and Bank Stabilization.</b> Consider a stated policy to codify the following existing general practices: <ol style="list-style-type: none"> <li>For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.</li> <li>When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g., revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.</li> </ol>	Planning Commission, City Council, Community Development, Creeks Division, Creeks Committee	Consider adoption of standard as part of <i>Plan Santa Barbara</i> approval or defer until adoption of creek setback standards in 2014	<i>Plan Santa Barbara</i> approval process or follow up City Council creek setback adoption process in 2014	General Fund	No adjustment needed if policy amendments completed on time
<b>RM HYDRO-2 IMPROVE WATER QUALITY AT AREA BEACHES</b>					
The city should consider adding the following programs to the Environmental Resources Element.					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>Pharmaceutical Waste Education and Collection.</b> Continue coordination with the County of Santa Barbara and other agencies to establish and maintain an ongoing public education campaign and periodic drop-off collection days, focusing on proper disposal of pharmaceutical materials and other emergent contaminants of concern, to reduce the contaminants entering wastewater, storm drain, and solid waste systems.	Planning Commission, City Council, Public Works Department, Environmental Services Division, Creeks Division	Ongoing	General Plan Annual Report to identify collection days and other outreach tools	General Fund	Adjust policy as needed as new information about potential threats from contaminants become available
<b>Beach Water Quality Improvement.</b> Consider actions for further improving water quality at East Beach, which could include: (1) a restoration plan for Lower Mission Creek/Laguna Channel, including the potential for a constructed wetland at the creek/ocean interface (refer also to Recommended Biological Resources measure RM BIO-3 for waterfront habitat and wildlife management); and/or (2) an ultraviolet treatment system to disinfect the flow within Mission Creek during low flow periods (e.g., May-September) prior to entering the channel and discharging to the beach.	Creeks Division and Community Development Department	Consider completing as part of Comprehensive Shoreline Management Plan by 2014	Consider as part of General Plan Annual Report and City budget process for fiscal years 2011-2014; publication of final report and maps in 2014	General Fund	No adjustment needed if plan is completed on time
<b>Watershed Action Plans.</b> Continue work toward completion of Watershed Action Plans for Mission Creek, Sycamore Creek, Arroyo Burro Creek, and Laguna Watersheds.	Creeks Division, Creeks Advisory Committee	Ongoing	General Plan Annual Report to identify progress and issues	General Fund and Measure B revenue	Review plans every 10 years to assess adequacy and refine as needed
<b>RM HYDRO-3 MINIMIZE DEBRIS AND TRASH</b>					
The City should consider adding the following policies to the Plan Santa Barbara Environmental Resources Element, new subsection, "Beach and Marine Water Quality"					
<b>Restrictions on Retailers Plastic Bags.</b> The City shall implement a ban on the use of plastic bags for large retail establishments; such a ban could be modeled upon the regulation in San Francisco.	Planning Commission, City Council Community Development	Consider adoption of new standards by 2015	General Plan Annual Report	General Fund	No action required
<b>NOISE</b>					
<b>MM NOISE-1 ROADWAY NOISE</b>					
The City shall add the following policy to Plan Santa Barbara's Environmental Resource Element. The goal of this additional policy is to minimize impacts to sensitive receivers from increased traffic noise.					
<b>Residential Noise Reduction Along Highway 101:</b> The City shall periodically monitor freeway noise level in-creezes through the year 2030. Should increased traffic noise expand the 65 dBA Ldn contours affecting existing residential development along the U.S. Highway 101 corridor, the City shall work with neighborhoods, the California Department of Transportation, and Union Pacific Railroad to identify and implement specific measures to reduce future freeway noise in-creezes affecting expanded areas of existing residential neighborhoods with noise levels of 65 dBA or more. Noise attenuation measures may include added sound walls along portions of the freeway and/or localized measures such as barriers and retrofits of structures.	Planning Commission, City Council Public Works and Community Development Departments	Complete study by 2017; construct any required soundwalls by 2030	Prepare a study to identify affected neighborhoods and identify potential soundwall locations, general costs and funding sources.	General Fund for study completion; General Fund, State and Federal Grants for soundwall construction	Monitor and consider growth in traffic and related affects on roadway noise; update the Plan Santa Barbara Transportation Model (i.e., perform revised model runs) every three years; amend policy as needed to reflect changes in traffic volumes and/ or technology
<b>RM NOISE-1 NUISANCE NOISE</b>					
The City should consider adding the following policy to Plan Santa Barbara's Environmental Resource Element. The goal of this additional policy is to minimize nuisance noise to residential neighborhoods from special events at institutional facilities.					
<b>Neighborhood Noise Reduction:</b> To further General Plan policies for maintaining quiet, high quality neighborhoods, consider requiring more detailed noise assessments for special, conditional, and institutional uses with activities and events that may cause noise effects to residential neighborhoods.	Community Development Department	Ongoing	Individual development permits	Developer/ project proponent	No action required
<b>OPEN SPACE AND VISUAL RESOURCES</b>					
<b>MM VIS-1 Open Space Protection and Restoration</b>					
Add new programs and policies to the Plan Santa Barbara Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:					
<b>Identification of Key Open Space for Protection.</b> Use the information on the MEA Visual Resource Map and data contained in the Plan Santa Barbara EIR to identify key areas within the City and its sphere of influence that merit long-term protection, and take appropriate actions to preserve such areas as passive open space. Focus on larger areas of contiguous open space including areas in the Las Positas Valley, Elings Park, El Presidio de Santa Barbara State Historic Park, east slopes of Hope Ranch, north Mesa hillsides, the Riviera, and throughout the foothills, particularly in	Community Development and Parks Departments	Completed by 2014- Study to be funded to begin work in fiscal year 2011-2012; estimated time to completion 1-2 years	General Plan Annual Report; City budget process for fiscal years 2011-2014; publication of final report and maps in 2014	General Fund	No adjustment needed if study completed on time

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>lower Mission Canyon and watersheds of Arroyo Burro and Barger Canyon creeks, as well as the Atascadero and Cieneguitas creek watersheds adjacent to the San Marcos Foot-hills Preserve.</i>					
<b>Protection of Contiguous Open Space.</b> All new development within identified key open space areas, including the Las Positas Valley and foothills and other suitable areas identified by the City shall be sited and designed to preserve contiguous tracts of open space and connectivity with open space on adjacent parcels. Connectivity includes connected habitats and wildlife corridors.	Community Development and individual developers	Ongoing for all development within and adjacent to identified key open spaces	General Plan Annual Report to identify developments within or adjacent to key open spaces and actions taken for protection of such areas	Individual developments	May need to strengthen policy if developments damage key open space
<b>Open Space Acquisition Funding.</b> Establish funding mechanisms for preservation of key open space areas including updating the City's <i>Quimby Act</i> and <i>Park Development Fees</i> to reflect the actual costs of providing such facilities, and actively pursue state, federal, and private grants to enable acquisition.	Parks Department with assistance from Community Development Department on any required fee update studies	New fees adopted by 2015; estimated time to completion 2 years; pursuit of grants ongoing	General Plan Annual Report; City budget process for fiscal years 2011-2014; publication of final report and maps by 2014	Grant funding or General Fund	May need to identify and seek additional funding if fees do not generate sufficient revenue
<b>Open Space Management-Citizen Involvement.</b> Coordinate with interested citizens groups on appropriate conservation and passive recreational activities that should occur in existing and newly acquired open space areas.	Parks Department	Ongoing as open space is acquired	General Plan Annual Report	Grant funding or General Fund	No action required
<b>Coordination with Owners of Private Open Space.</b> Coordinate with private landowners on the management and restoration of private hillside lands protected under the City's Hillside preservation ordinance. Ensure that such lands are managed to preserve open space values of significant stands of native vegetation and mature trees. Explore costs and benefits of transfer of such lands to public ownership with willing property owners.	Community Development and Parks Departments	Identify all qualifying private lands by 2014 as part of Identification of Key Open Space Study, including priorities for management, restoration and/ or acquisition	General Plan Annual Report; City budget process for fiscal years 2011-2014; publication of final report and maps in 2014; ongoing outreach to owners of qualifying properties	Grant funding, development fees, or General Fund for completion of study; restoration/ acquisition	No action required
<b>Youth Involvement.</b> Work with local education institutions (e.g., high schools, colleges) and community organizations to foster youth appreciation for and participation in open space protection and management.	Parks Department	Establish Program by 2018	General Plan Annual Report; City Annual Budget process	General Fund	No action required
<b>MM VIS-2 Preservation of Regional Open Space</b>					
Add new programs and policies to the <i>Plan Santa Barbara</i> Land Use and Growth Management Element, Parks, Recreation, Trails and Open Space Policies Section as follows:					
<i>Coordinate with the County on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:</i>	Community Development and Parks Departments	Ongoing for all development within and adjacent to identified key open spaces; 2014 for identification of key open space corridors and new trails	General Plan Annual Report to identify areas protected; CIP to program any funds for acquisition or trail construction as needed	Individual developments; potential use of City/ County general funds, State, Federal and private grants for acquisition/ restoration and trail construction	Monitor developments and amend policy as needed if City annexes regional open space areas.
<ul style="list-style-type: none"> <li>Expanding the San Marcos Foothills Preserve by siting and clustering any new development south of the Preserve to set aside steep hillsides and creek corridors as additions to the Preserve. Consider potential options to expand the Preserve northward during any future proposed subdivisions of larger adjacent ranches by considering use of agricultural clustered development or other techniques to permit preservation of larger areas of contiguous open space while permitting reasonable development of such properties.</li> <li>Coordinating with the County and private property owners to restore foothills and other lands degraded by past inappropriate grading or agricultural activities.</li> <li>Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch.</li> </ul>					
<b>RM VIS-1 SCENIC VIEWS</b>					
The City should add the following policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, Policy ER39-Public Views:					
<b>Protection of Views from Key Locations.</b> Design new development adjacent to all important public viewing locations, particularly parks or open spaces such as the Courthouse Sunken Gardens, Alameda Park, De la Guerra Plaza, etc. to respect the most significant mountain or hillside views available from such locations.	Architectural Board of Review, Planning Commission, City Council, Community Development Department	Ongoing	Individual development permits; General Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures to protect community character and views	Developers/ project proponents	Review and adjust policy as needed to protect key views
<b>Protection of Public Views.</b> Protect existing high-quality views from public streets,	Architectural Board of Review,	Ongoing	Individual development permits; Gener-	Developers/ project propo-	Review and adjust policy as needed to pro-



**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>sidewalks, or intersections where they are unique or unusual to a particular neighborhood or corridor. Where such protection would preclude reasonable development of a property, consider project design changes to include public viewing areas from upper-story locations.</i>	Planning Commission, City Council, Community Development Department		al Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures to protect community character and views	nents	tect key views
<b>RM VIS-2 COMMUNITY CHARACTER</b>					
The City should add to the proposed <i>Plan Santa Barbara</i> Community Design policies:					
<b>Strengthen Design Standards.</b> <i>Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.</i>	Architectural Board of Review, Planning Commission, City Council, Community Development Department, City Attorney’s Office, Historic Landmarks Commission	Ongoing	General Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures.	General Fund	Review and adjust priorities as needed based on issues arising from new development and effectiveness of policy
<b>Design Overlays.</b> <i>Create Design Overlay areas for selected non-residential and residential areas of the city through Form Base Codes (FBCs), Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include the Downtown, Coast Village Road, Outer State Street, Milpas Street, and Haley/Gutierrez Streets.</i>	Architectural Board of Review, Planning Commission, City Council, Community Development Department, City Attorney’s Office, Historic Landmarks Commission	Ongoing as part of adoption of new form-based codes from 2011-2016	General Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures to protect community character and views	General Fund	Review and adjust priorities as needed based on issues arising from new development and effectiveness of policy
<b>Building Size, Bulk and Scale.</b> <i>Ensure that proposed buildings are compatible in scale with the surrounding built environment.</i> <u>Standards &amp; Findings.</u> <i>Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 sq ft or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.</i> <u>Floor Area Ratios (FAR).</u> <i>Develop a set of maximum FARs for the non-residential and high density areas of the City, with particular attention to protecting historic resources, maintaining Santa Barbara’s small town character, and encouraging small, affordable residential units.</i> <ul style="list-style-type: none"> <li><i>Maximums.</i> Develop a set of maximum FARs that permit the largest structures in the core of the city adjacent to transit and commercial services; more restrictive maximum FARs to radiate-out, generally consistent with the land use designations (a range of FARs may be appropriate depending on location for example modeled after “Parking Zone of Benefit”);</li> <li><i>Buffers.</i> Establish more restrictive FAR limits to protect historic structures and adjacent areas to establish “buffers”;</li> <li><i>Incentives.</i> Consider higher FARs for multi-family rental projects and small, affordable residential units; and</li> <li><i>Guidelines.</i> Consider FAR Guidelines for Form Based development models such as where parking is proposed at the ground or in basement floors.</li> </ul>	Architectural Board of Review, Planning Commission, City Council, Community Development Department, City Attorney’s Office, Historic Landmarks Commission	Ongoing as part of adoption of new form-based codes from 2011-2016	General Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures to protect community character and views	General Fund	Review and adjust priorities as needed based on issues arising from new development and effectiveness of policy
<b>Form Base Codes (FBC).</b> <i>Develop FBCs for non-residential and high density residential areas of the City, with particular attention to protecting the City’s historic resources. Consider locations within commercial areas, historic districts, streets, and blocks with unique qualities.</i> <ul style="list-style-type: none"> <li><i>Overlay Areas.</i> Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Density Program with the FAR and FBC programs, once established;</li> <li><i>Priority Implementation.</i> Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.</li> </ul>	Architectural Board of Review, Planning Commission, City Council, Community Development Department, City Attorney’s Office, Historic Landmarks Commission	Ongoing as part of adoption of new form-based codes from 2011-2016	General Plan Annual Report to detail progress on adoption of new form-based codes, FARs and other measures to protect community character and views	General Fund	Review and adjust priorities as needed based on issues arising from new development and effectiveness of policy

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<ul style="list-style-type: none"> <li>Block Analysis. Consider the relationship of new buildings to existing structures, view corridors and historic resources along an entire block.</li> <li>Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the new form-based codes include measures to protect these assets.</li> </ul>					
<b>Development Monitoring.</b> Monitor the scale and pace of development within the City; take action to where transformative developments may occur along a block or corridor prior to adoption of new form-based codes to guide development along that corridor.	Architectural Board of Review, Planning Commission, City Council, Community Development Department, Historic Landmarks Commission	Ongoing as part of review of new development projects	Individual development permits; General Plan Annual Report to identify pace and location of major new developments and adverse effects on community character and views	General Fund	Review and adjust policy as needed based on issues arising from new development and effectiveness of policy
<b>Community Character Preservation:</b> As part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.	Architectural Board of Review, Planning Commission, City Council, Community Development Department, Historic Landmarks Commission	Ongoing	Individual development permits; General Plan Annual Report to identify pace and location of major new developments and adverse effects on community character and views	Developers/ project proponents	Review and adjust policy as needed based on issues arising from new development and effectiveness of policy
<b>RM VIS-3 LIGHT AND GLARE</b>					
The City should add new policies to the Environmental Resource Management Element, Aesthetics, and Visual Resources Section, consistent with existing Outdoor Lighting Ordinance policy:					
<b>Open Space Night Sky Preservation.</b> New development and major remodels adjacent to open space such as the beach, foothills, San Marco Foothills Preserve and Las Positas Valley shall be designed to the maximum extent feasible to minimize outdoor lighting; flood lighting of passive open space areas shall be discouraged. Lighted recreational courts or ball fields shall be designed to minimize overspill of lighting through appropriate hooding and planting of landscaping and trees to buffer surrounding uses.	Architectural Board of Review, Planning Commission, City Council, Community Development Department	Ongoing	Individual development permits	Developers/ project proponents	Adjust policy as needed as new information about potential issues associated with light pollution becomes available
<b>PUBLIC SERVICES (POLICE, FIRE, PARKS, SCHOOLS)</b>					
<b>RM SERV-1 PARKS AND RECREATION</b>					
The City should consider adding a new bullet to Policy LG9-Mobility Oriented Development Area (MODA)					
Utilize vacant or underdeveloped City-owned parcels and/ or coordinate with private property owners to create pocket-parks and neighborhood play areas in Downtown core areas within 0.25 mile of new residential in-fill development (i.e., similar to the park created at the Granada parking garage, across from the central library)	Parks Commission, Parks and Recreation Department	Complete inventory of vacant or undeveloped City owned parcels by 2013; identify parks as part of Sustainable Neighborhood Plans (SNPs) and/ or update of City Park and Recreation Master Plan	General Plan Annual Report to detail progress on completion of vacant or underutilized land inventory, SNPs, and Park and Recreation Master Plan	Grant funding or General Fund	No action required
The City should consider adding bullets to Policy LG11-Community Benefit Residential Land Uses					
Coordinate with all major development projects on sites of 2 acres or larger to provide a pocket-park, play area, plaza, public seating area or other accessible green spaces.	Parks Commission, Planning Commission, City Council, Community Development and Parks and Recreation Departments	Ongoing	Individual development permits; General Plan Annual Report to identify new parks created	Development projects; General Fund; State and Federal grants	Review and adjust policy as needed
Require development of projects in areas underserved by neighborhood parks to provide a neighborhood park proportionate to the size of the project; consider offsets in added cost to the developer of increased density, through use of City or other assistance.	Parks Commission, Planning Commission, City Council, Community Development and Parks and Recreation Departments	Ongoing	Individual development permits; General Plan annual report to identify new parks created	Development Projects; General Fund; State and Federal grants	Review and adjust policy if needed
The City should consider adding bullets to Policy LG16-Parks and Open Space Standards and Planning					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>As part of the next Recreation Facilities Master Plan Update and/ or in each Sustainable Neighborhood Plan, identify all publicly owned vacant or underutilized property (e.g., parking lots, road rights of way, etc.) and assess the potential for conversion of a portion of this property to a pocket or neighborhood park, play area, plaza, public seating area or other accessible green space.</i>	Parks Commission, Parks and Recreation Department	Complete inventory of vacant or undeveloped City owned parcels by 2013; identify park as part of Sustainable Neighborhood Plans (SNPs) and/ or update of City Park and Recreation Master Plan	General Plan Annual Report to detail progress on completion of vacant or underutilized land inventory, SNPs, and Park and Recreation Master Plan	General Fund	No action required
<b>RM SERV-2 PUBLIC SCHOOLS</b>					
The City should consider adding the following programs to the <i>Plan Santa Barbara</i> Land Use and Growth Management Element and Public Services/Safety Element: Policy LG15-Sustainable Neighborhood Plans (SNPs)					
<i>M. New SNPs should include coordination with the Santa Barbara School District on the adequacy of the neighborhood's schools to accommodate students generated by new growth.</i>	Planning Commission, City Council, Community Development Department; Santa Barbara School District	Complete SNPs by 2030	General Plan Annual Report to detail progress on completion of SNPs	General Fund	Review and adjust SNP policy and priority as needed based on issues arising from new development and SNP process
<i>The Downtown SNP should include early outreach and coordination with the School District to review the need for and feasibility of creating a Downtown neighborhood elementary school.</i>	Planning Commission, City Council, Community Development Department; Santa Barbara School District	Concurrent with completion of Downtown SNP	General Plan Annual Report to detail progress on completion of SNPs and any major changes in school enrollment trends	General Fund	Review and adjust policy as needed based on issues arising from new development downtown and school enrollment trends
<b>RM SERV-3 DEVELOPMENT IMPACT FEE</b>					
The City should consider adding the following programs to the <i>Plan Santa Barbara</i> Public Services/Safety Element					
<i>Development Impact Fees: New commercial and market rate residential development shall either avoid impacts on community services and facilities or contribute financially to mitigate costs of providing services and facilities. The City shall establish development impact fees.</i>	City Council, Community Development Department	Adopt new fees by 2014	General Plan Annual Report to identify status of program	General Fund	Review and adjust policy as needed based on issues arising from new development and school enrollment and funding trends
<b>PUBLIC UTILITIES (WATER, WASTEWATER, SOLID WASTE, UTILITIES)</b>					
<b>MM PU-1 SOLID WASTE MANAGEMENT</b>					
<b>1.a. Develop Disposal Options:</b> The City shall add the following language to <i>Plan Santa Barbara</i> Public Services/Safety Element Policy PS8-Solid Waste Management Programs:					
<i>Continue to coordinate with and provide support to the County in its existing partnership with other South Coast agencies to facilitate construction of a waste-to-energy facility at the Tajiguas Landfill.</i>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on completion of waste-to-energy facility	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress on waste to energy facility, projected life of Tajiguas Landfill, changes in waste stream, etc
<i>Monitor progress on the waste-to-energy facility and provide annual reports to the City Council to permit prompt action to move this project forward expeditiously. If a new waste-to-energy facility is not anticipated to be operational by 2015, coordinate with other South Coast agencies or proceed independently to identify and implement an alternative waste disposal strategy.</i>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on completion of waste-to-energy facility; Environmental Services Division to provide recommendations not later than 2015 on waste disposal solution	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress on waste to energy facility, projected life of Tajiguas Landfill, changes in waste stream, etc
<i>Continue to coordinate with the County of Santa Barbara on efforts to identify and establish additional replacement landfill capacity, including potential increased permitted level at Tajiguas.</i>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on completion of waste-to-energy facility; Environmental Services Division to provide recommendations not later than 2015 on waste disposal solution	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress on waste to energy facility, projected life of Tajiguas Landfill, changes in waste stream, etc
<i>Explore and quantify options for disposal at alternative nearby regional waste disposal facilities, including sites in the North County and Ventura County. Several regionally located landfills exist with additional capacity to handle most or all of Santa Barbara's waste.</i>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on completion of waste-to-energy facility; Environmental Services Division to provide recommendations not later than 2015 on waste disposal solution	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress on waste to energy facility, projected life of Tajiguas Landfill, changes in waste stream, etc

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>1.b. Increase Diversion:</b> The City shall add the following language to <i>Plan Santa Barbara</i> Public Services/Safety Element Policy PS8-Solid Waste Management Programs:					
<b>Waste Reduction</b> <ul style="list-style-type: none"> <li><i>Business Processes:</i> Initiate a program for businesses to optimize business processes that focus on reducing or eliminating waste, which may include City program development and outreach to business, and support of non-profit and community-centered efforts.</li> <li><i>Packaging and Disposable Items:</i> Enact programs to discourage single-use items or eliminate packaging. Such efforts currently include voluntary industry-supported reduction efforts coupled with access to reusable bags.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc
<b>Expanded Recycling and Organics Programs</b> <ul style="list-style-type: none"> <li><i>Textiles, Wood, Film Plastics.</i> Explore the feasibility of adding textiles, wood, film plastics and other materials to recycling or organics stream. This would largely stem from reinitiating recommendations from the South Coast Material Recovery Facility Feasibility Study, providing local control of recycled materials and ensuring that a greater percentage of collected materials would be recovered.</li> <li><i>Shingles and Carpet.</i> Provide market development assistance for recycling of asphalt shingles and carpet by local construction waste recycling operations.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc
<b>Increase Capture Rate of Currently Divertable Materials</b> <ul style="list-style-type: none"> <li><i>Unscheduled Hauling.</i> Monitor compliance to the <i>Unscheduled Hauling Ordinance</i> to ensure that the vast majority of construction debris is recycled.</li> <li><i>Increased Sorting.</i> Include a requirement for increased sorting of residual materials through recyclables processing contracts, allowing for increased diversion capture.</li> <li><i>Education and Incentives.</i> Implement an enhanced education and outreach program to maximize the use of existing curbside recycling and organics containers and to convey economic incentives to separate green waste, recycling, and construction debris from trash for self-haul customers.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc
<b>Increase Number of Customers Using Diversion Services</b> <ul style="list-style-type: none"> <li><i>Curbside Rate Structures.</i> Implement progressive rate structures for curbside services to encourage diversion through low cost recycling and composting.</li> <li><i>Directives and Fines.</i> Increase recycling and composting through mandatory ordinances, fines, and/or directives.</li> <li><i>Residential Composting.</i> Extend food scraps composting program to the residential sectors where substantial additional material for composting is available.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc
<b>Reduce Waste Through Reuse</b> <ul style="list-style-type: none"> <li><i>Support Reuse Enterprises.</i> Encourage the patronage of current reuse enterprises through education, outreach, and promotion.</li> <li><i>Education and Promotion.</i> Adjust all educational material to promote reuse before recycling, and promote reuse as part of a waste reduction program for businesses.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc
<b>Protect Recycling Markets</b> <ul style="list-style-type: none"> <li><i>City Purchases.</i> Implement a City procurement plan to buy items made from recycled and composted materials.</li> <li><i>Business Purchases.</i> Develop a waste reduction program for businesses to purchase items made from recycled and or composted materials.</li> </ul>	City Council, Environmental Services Division	Ongoing	General Plan Annual Report to detail progress on waste reduction.	Solid Waste Franchise Funds	Review and adjust policy as needed based on progress of waste reduction, projected life of Tajiguas Landfill, changes in waste stream, etc

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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<b>RM PU-1 FUTURE WATER SUPPLY AND DEMAND PROTECTION</b>					
<b>Long-Term Water Supply Plan Update:</b> It is recommended that the City process for updating the LTWSP include careful examination of the following issues. All of these issues should be considered in conjunction with the City Water Commission and Planning Commission, with opportunities for public comment and input. It is recommended that the numerous studies conducted to update the LTWSP be evaluated together to more thoroughly update the current capabilities of the City’s various water supplies. Evaluation of various scenarios for integrating these supplies into a new water management approach should be the basis for a recommendation for adoption of the updated LTWP.					
<b>SWP Reliability:</b> <i>The State is updating its reliability analysis on State Water Project deliveries. The completed document should be reviewed as a part of updating assumptions on the City’s expected SWP deliveries. Particular attention should be given to estimates of SWP delivery impacts from sea level rise, as this aspect of climate change was not included in the previous reliability analysis. A conservative assessment of the likelihood, timing, and benefits of Delta improvements should be included. Opportunities to increase the delivery reliability of existing SWP Table A amounts should continue to be explored.</i>	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP beginning 2010	2013 LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>Groundwater Banking:</b> <i>Opportunities for groundwater banking exist on the local, regional, and inter-regional level. With reduced snowpack related to climate change, and the potential that replacement capacity in proposed new reservoirs will fall short of replacing this lost storage capacity, banking can provide a valuable means of firming up SWP deliveries and improving the reliability of the City’s overall water supply. Legal, technical, and financial issues will need to be considered.</i>	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP beginning 2010	2013 LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>Sedimentation Projections and Management Opportunities:</b> <i>Gibraltar Reservoir and Lake Cachuma will continue to experience sedimentation, with potential accelerated sedimentation resulting from wildfires. Periodic bathymetric surveys should continue. Methods for minimizing sedimentation should be assessed, including sedimentation trapping measures and a controlled burn program in conjunction with the U.S. Forest Service and local fire agencies. The City should work with other affected agencies to consider options for removal of sediment from reservoirs, including the potential to implement passage of sediment downstream to preserve reservoir capacity while providing sediment flow to mimic natural river conditions and contribute to beach nourishment.</i>	Water Commission, City Council, City Water Resources Division; U.S. Forest Service; private landowners; Santa Barbara County Fire Department	Consider as part of LTWSP beginning 2010	LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>Gibraltar Yield Under Pass Through Agreement:</b> <i>Operations under “pass through” mode have not occurred and there is uncertainty as to the level of deliveries that can be expected. Modeling currently underway should be integrated with overall supply estimates to give a firmer estimate of long term availability.</i>	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP beginning 2010	2013 LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>Desalination:</b> <i>The future role of desalination should be evaluated, considering issues such as: State policy encouraging development of desalination capacity, reliability, rate impacts and capital cost for reactivation, energy use, environmental impacts, and value during extended drought and other water supply emergencies.</i>	Water Commission, City Council, City Water Resources Division	Consider initiating study in 2013 as part of Long Term Water Supply Plan (LTWSP) update	General Plan Annual Report; City budget process for fiscal years 2011-2013; City Council consideration of need for study in 2013	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply and emerging environmental issues on Santa Ynez River
<b>Groundwater Management Analysis:</b> <i>A more sophisticated modeling of groundwater resources should be used to evaluate new opportunities for optimizing the conjunctive use of groundwater. Improved tools for tracking the current state of groundwater basins should be developed, particularly with regard to managing seawater intrusion. Local groundwater recharge, including direct and in-lieu recharge, should be assessed for economic, regulatory, and technical feasibility.</i>	Water Commission, City Council, City Water Resources Division	Consider initiating study in 2013 as part of Long Term Water Supply Plan (LTWSP) update	General Plan Annual Report; City budget process for fiscal years 2011-2013; City Council consideration of need for study in 2013	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply and emerging environmental issues on Santa Ynez River
<b>Additional Conservation Opportunities:</b> <i>Ongoing efforts to assess the technical and economic merits of the next generation of conservation measures should be used to identify an updated target for demand reduction under the new plan. A rate study should be conducted to identify opportunities to improve conservation pricing signals and update revenue requirements. Existing City ordinances should be reviewed for appropriate updates given changes in technology and statewide water supply conditions.</i>	Water Commission, City Council, City Water Resources Division	Consider initiating study in 2013 as part of Long Term Water Supply Plan (LTWSP) update	General Plan Annual Report; City budget process for fiscal years 2011-2013; City Council consideration of need for study in 2013	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply and emerging environmental issues on Santa Ynez River

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>Recycled Water Expansion Opportunities:</b> Opportunities exist to expand recycled water use ranging from increased irrigation uses to industrial uses of recycled water and implementation of broader use of recycled water for toilet flushing. Economic issues and available capacity should be assessed to identify an optimal target for expanded recycled water use under the new plan. Opportunities to partner with neighboring agencies should be explored. In addition, the LTWSP could consider treatment of recycled water to a quality to permit injection into the groundwater.	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP update beginning 2010	LTWSP to identify program; consideration of progress as part of annual water supply report process; Funding to be allocated through Capital Improvement Program	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>Climate Change Monitoring:</b> The LTWSP update process should assess and plan for potential water supply effects of climate change and identify feasible means of tracking the development of such impacts.	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP beginning 2010	2013 LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>RM PU-2 MONTECITO WATER DISTRICT COORDINATION</b>					
<b>Water Supply to Coast Village Road:</b> The City should add the following Implementation Action to <i>Plan Santa Barbara</i> Public Services/Safety Element Policy PS6-Regional Cooperation on Water Conservation:					
<i>Implementation Action PS6.4-Montecito Water District – Pursue establishment of a process to coordinate with the Montecito Water District on the availability of water to service new development and redevelopment on Coast Village Road, ensuring adequate supplies to that portion of the City until such a time as the Montecito Water District can more readily provide additional service.</i>	Water Commission, City Council, City Water Resources Division	Consider as part of LTWSP beginning 2010	2013 LTWSP to identify program; consideration of progress as part of annual water supply report process	Water Resources Funds	Review and adjust policy as needed based on stability of City’s water supply, droughts, etc
<b>TRANSPORTATION</b>					
<b>MM TRANS-1 INTERSECTION LEVEL OF SERVICE AND ARTERIAL CONGESTION</b>					
The City shall add the following new programs to the <i>Plan Santa Barbara</i> Circulation Element:					
<b>1.a. Installation of Improvements at Intersections Currently Controlled By Stop Signs</b>					
<i>Install Traffic Signals or Roundabouts at Impacted Intersections which are currently controlled by Stop Signs. Under Plan Santa Barbara, this includes the following intersections:</i> <ul style="list-style-type: none"> <li>Mission Street &amp; Modoc Road</li> <li>Las Positas Road &amp; Cliff Drive</li> <li>Olive Mill Road &amp; Coast Village Road</li> <li>Cabrillo Boulevard &amp; U.S. Hwy 101 Southbound Ramps</li> </ul>	City Council and Public Works Department	Program improvements as needed to maintain levels of service	General Plan Annual Report to identify problem intersections; Consideration of funding during updates of CIP	State and Federal Grants, General Fund; Road Fund	Monitor and consider growth in traffic and related affects on intersection operations; update the <i>Plan Santa Barbara</i> Transportation Model (i.e., perform revised model runs) every three years; amend CIP as needed to reflect changes in traffic volumes
<b>1.b: Implement a “Friction”-Reducing Program for City Streets</b>					
<i>A program shall be established that targets roadway segments, particularly along Upper State Street and Carrillo Street between San Andres and Chapala, where traffic flow (peak hour or otherwise) is restricted by “friction”. This program would identify “friction”-affected segments and determine the measures which would be required to restore each segment to a signal-controlled flow. The program would also identify designated funding sources for “friction”-related improvements and set a timeline for their implementation. Potential corridor improvements to reduce friction include:</i> <ul style="list-style-type: none"> <li>On Upper State Street, create bus turnout pockets for stops that do not have them. Close selected driveway entrances where more than one driveway exists. Consider other recommendations contained in the Upper State Street Study.</li> <li>-On Carrillo Street review and implement signal-timing improvements.</li> </ul>	City Council and Public Works Department	Program improvements as needed to maintain levels of service	General Plan Annual Report to identify problem intersections; Consideration of funding during updates of CIP	State and Federal Grants, General Fund; Road Fund	Monitor and consider growth in traffic and related affects on intersection operations; update the <i>Plan Santa Barbara</i> Transportation Model (i.e., perform revised model runs) every three years; amend CIP as needed to reflect changes in traffic volumes
<b>1.c: Develop an Intersection Master Plan to Address Problem Intersections</b>					
<i>A program shall be established to develop a Master Plan that identifies current and future deficiencies at City intersections and identifies feasible improvements and funding sources to improve problem intersections, to potentially include the intersections as described below:</i> <ul style="list-style-type: none"> <li>Intersection #7. Milpas Street &amp; Quinientos Street: Improvements could require installation of an additional SB through and/or free right turn lane. This would require acquisition of ROW, including potentially parking lots and or structures.</li> </ul>	City Council and Public Works Department	Prepare Intersection Improvement Plan by 2013; implement selected improvements as needed and when funding becomes available.	Prepare Intersection Improvement Plan to identify and prioritize potential intersection improvements; Program General Plan Annual Report to identify problem intersections; Consideration of funding during updates of CIP	State and Federal Grants, General Fund; Road Fund	Monitor and consider growth in traffic and related affects on intersection operations; update the <i>Plan Santa Barbara</i> Transportation Model (i.e., perform revised model runs) every three years; amend CIP as needed to reflect changes in traffic volumes

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<p><i>Widening this intersection to add an additional lane would likely require building demolition. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</i></p> <ul style="list-style-type: none"> <li>• <i>Intersection #12. US 101 Southbound Ramps &amp; Garden Street: Potential improvements to this intersection could include addition of a second southbound through lane. However, it is unclear how much this alteration would improve the P.M. peak hour LOS. Addition of a second southbound through lane would do little to improve operations, would cause significant alignment issues for the northbound through movements, and necessitate narrowing the sidewalk.</i></li> <li>• <i>Intersection #13. US 101 Northbound Ramps &amp; Garden Street: Restriping to provide northbound dual left-turn lanes onto the northbound on-ramp could improve LOS at this facility. This interchange has approximately 108 feet of public right of way under the overpass. Therefore, while restriping may create significant alignment issues for the northbound through lanes, the relatively wide ROW combined with potential narrowing of existing lanes may allow flexibility for other improvement options. However, because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense and potential drawbacks of this improvement against the relatively free flowing nature of traffic at this intersection.</i></li> <li>• <i>Intersection #14. Gutierrez Street &amp; Garden Street: The City shall commission a Gutierrez and Garden Street Inter-section Improvement Plan to consider improvements options for this intersection and the cost and trade-offs associated with potential widening. No feasible improvements appear to be available at this location. Limited right of way along Gutierrez and the presence of multiple businesses lining this segment of roadway would require expensive and controversial building acquisition and demolition and may not fully mitigate this impact. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.</i></li> <li>• <i>Intersection #19. Haley Street &amp; Castillo Street: Consistent with the options presented in the Haley Street/ Castillo Street Intersection Improvement Analysis (Penfield-Smith, October 2002), the City shall investigate installation of potential improvements at this location, including: a roundabout and/or, on- and off-ramp reconfigurations; street closures, interchange conversion to a standard diamond, and signal timing modifications. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> <li>• <i>Intersection #26. Carrillo Street &amp; US 101 Northbound Ramps: Addition of a free right turn would potentially improve LOS at this location and mitigate this impact. Space for improvements or widening at this location is extremely limited due to the proximity of Mission Creek. Such improvements may require portions of such a lane to be cantilevered out over the creek or the adjacent flood control access easement, with associated expense. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> </ul>					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<ul style="list-style-type: none"> <li>• <i>Intersection #27. Carrillo Street &amp; US 101 Southbound Ramps: Extension of the southbound off ramp right-turn lane could improve operations at this intersection, but may not substantially change the intersection level of service. Because operations would remain at LOS C (V/C ratio of 0.77) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</i></li> <li>• <i>Intersection #28. Carrillo Street &amp; San Andres Street: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. While installation of a roundabout may address congestion at this location, the high differential between volumes on Carrillo and San Andres Streets indicates that roundabout operations may be problematic. In addition, improvements at this location may entail acquisition of adjacent properties. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> <li>• <i>Intersection #31. Mission Street &amp; US 101 Southbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report (IBI Group, May 2009) sets forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.</i></li> <li>• <i>Intersection #32. Mission Street &amp; US 101 Northbound Ramps: Capacity-related improvements at this location would require major interchange improvements. These would need to be combined with adding new travel and/ or turn lanes along this corridor to the east, potentially to Bath or De la Vina Streets. Such improvements, while physically feasible, would cost millions of dollars and have potential secondary impacts (structural demolition, tree removal, bike and pedestrian conflicts, property acquisition, potential building demolition, etc). The draft Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report (IBI Group, May 2009) sets forth a list of improvements that have the potential to reduce congestion and improve LOS at this intersection.</i></li> <li>• <i>Intersection #39. Las Positas Road &amp; Modoc Road: Conversion of this location to a double-lane roundabout is possible and may improve the level of service to the B/C range. However, the volumes on Las Positas Road are almost double those on Modoc Road; projected total volumes are thirty percent higher than the existing roundabout at US 101/Milpas Road. The high differential between Modoc Road and Las Positas Road volumes indicates that roundabout operations may be problematic. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> <li>• <i>Intersection #40. Las Positas Road &amp; US 101 Southbound Ramps: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends addition of a second left-turn lane for the off-ramp. These types of improvements would require the</i></li> </ul>					



**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<p><i>preparation of a Project Study Re-port for this location.</i></p> <ul style="list-style-type: none"> <li><i>Intersection #41. US 101 Northbound Ramps &amp; Calle Real: A recently completed study (Improving Access to Cottage Hospital – Las Positas/Mission Circulation Options Report, IBI Group, May 2009) recommends redesign of the off-ramp as a “hook” ramp, creating a new intersection, and allowing for two-way traffic on Calle Real. These types of improvements would require the preparation of a Project Study Report for this location.</i></li> <li><i>Intersection #44. Las Positas Road &amp; State Street: Extension of turn lanes would improve field conditions (i.e. actual operations), but would not improve the intersection LOS (due to limitations of ICU methodology). Additional southbound left-turn capacity would not improve the LOS. The eastbound left-turn movement would benefit from additional capacity. Because operations would deteriorate to an excessively congested LOS D (V/C ratio of 0.89) with the addition of project traffic in 2030, the City would need to weigh the potential to address substantial increases in congestion with the expense of potential improvements and possible serious secondary consequences.</i></li> <li><i>Intersection #45. Hitchcock Way &amp; State Street: Installation of an additional eastbound right turn capacity could improve operations at this intersection. These improvements would require property acquisition and possible building demolition on the SW corner property. Because operations would remain at LOS C (V/C ratio of 0.78) with the addition of project traffic in 2030, the City would need to weigh the expense of this improvement against the relatively free flowing nature of traffic at this intersection.</i></li> <li><i>Intersection #47. La Cumbre Road &amp; State Street: Reconfiguration of the northbound approach to consist of two left-turn lanes, two through lanes, and one right-turn lane would enable removal of the split phase. This would return operations to LOS C or better. Property acquisition would likely be required to complete this improvement, impacting the gas station on the northeast corner and the retail uses on the SE corner. Because operations are projected to remain at a moderately congested LOS D (V/C ratio of 0.83) in the P.M. peak hour with the addition of project traffic in 2030, the City would need to weigh the expense of potential improvement against associated benefits and levels of congestion.</i></li> <li><i>Intersection #48. Hope Avenue &amp; US 101 Northbound Ramp/Calle Real: Addition of an eastbound right-turn pocket and northbound right-turn lane would eliminate the north/south split phase reconfiguration of the off-ramp would improve LOS at this location. This would require major construction and coordination with Caltrans and acquiring property from the adjacent auto dealerships.</i></li> <li><i>Mesa Area Arterial and Side Street Improvements: Consider improvements as needed to address effective travel operations and safety at Mesa area intersections, including Cliff Drive/Meigs Road; Cliff Drive/Flora Vista/Mesa Lane; Meigs Road/Red Rose Way; and Cliff Drive/Santa Barbara City College West Entrance.</i></li> </ul>					
<p><b>MM TRANS-2 Reductions In Traffic Demand</b>                      The City shall add the following new policies and programs to the <i>Plan Santa Barbara</i> Land Use Element, Circulation Element and Pedestrian Master Plan:</p>					
<p><b>2.a: Neighborhood Stores</b></p>					
<p><i>Amend City Ordinances and permit requirements to ease establishment of small neighborhood markets in appropriate locations.</i></p>	<p>Planning Commission, City Council, Community Development Department, City Attorney’s Office</p>	<p>Amend Ordinance by 2013</p>	<p>General Plan Annual Report</p>	<p>General Fund</p>	<p>Monitor effectiveness; perform further amendments or actions to retain existing markets and assist in new construction</p>
<p><b>2.b: Increase Percentage of Downtown Housing Occupied by Downtown Workers</b></p>					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>Affordable housing projects in Downtown shall include provisions prioritizing Downtown workers to the extent legally possible.</i>	Planning Commission, City Council, Community Development Department; Housing Authority, City Attorney's Office	Ongoing	General Plan Annual Report to identify new affordable housing developments Downtown that include this measure	Development projects	Review and adjust policy as needed to improve effectiveness
<i>Concentrate new housing development within and adjacent to the Downtown core and implement ordinance and policy changes that expedite and facilitate housing construction of housing in and around Downtown.</i>	Planning Commission, City Council, Community Development Department; Housing Authority, City Attorney's Office	Ongoing	General Plan Annual Report to identify new affordable housing developments Downtown that include this measure	Development projects	Review and adjust policy as needed to improve effectiveness
<b>2.c: Expand TDM program</b>					
<b>Transit Pass Program Enhancement:</b> <i>All new appropriate residential and commercial development within MODA and larger developments citywide shall provide subsidized bus passes to employees and residents. The City shall work with regional partners to ensure that subsidized transit pass programs encompass all existing and future regional bus and/or rail transit services (in addition to MTD services) and that the fare media used by the subsidized transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.</i>	City Council and Public Works Department	Prepare Comprehensive Update to TDM Program by 2015; implement selected improvements as funding becomes available.	Prepare Comprehensive Update to TDM Program; General Plan Annual Report to identify progress on implementation of TDM measures; Consideration of funding during updates of CIP	General Fund; Road Fund; State and Federal Grants	Monitor and consider growth in traffic and related affects on intersection operations; update the <i>Plan Santa Barbara</i> Transportation Model (i.e., perform revised model runs) every three years; amend TDM Program as needed to reflect changes in traffic volumes and effectiveness of measures
<b>Parking Cash-Out:</b> <i>The City shall develop a parking cash-out ordinance that would apply to a broader number of employers than the current State law (e.g., to include employers with less than 50 employees, employers who own their own parking, etc.) and require compliance for new employers and promote voluntary phased compliance for existing employers. The ordinance shall require periodic submittal of proof of compliance with the local and/or existing State parking cash-out requirements for all subject employers. For example, proof of compliance could be submitted as part of the application for a new or renewed business license.</i>					
<b>Safe Routes to Schools:</b> <i>The City shall support the Safe Routes to Schools Program through construction of physical improvements where appropriate and through coordinating with the School District to vigorously promote the program. As part of its update of the Bicycle and Pedestrian Master Plans, the City will identify key pedestrian and bike routes to all schools, describe any needed improvements to enhance the safety and attractiveness of such routes and program funding to accomplish these improvements in a reasonable time frame. The City will also coordinate with the School District and concerned parent organizations to craft and implement and promotional outreach program.</i>					
<b>Telecommuting and Alternative Work Schedules:</b> <i>The City shall actively support expansion of telecommuting and use of alternative work schedules through work with all public and private employers in the City.</i>					
<b>Car and Van Pooling:</b> <i>The City shall actively support expansion of car and van pool programs including requirement for preferential parking in all new appropriate developments, provision of subsidies where needed, etc.</i>					
<b>Car Sharing:</b> <i>The City shall actively support creation of a car sharing program. Incentives or subsidies shall be provided to developers in the main commercial core areas to encourage inclusion of car sharing programs in new development or redevelopment.</i>					
<b>2.d: Enhance bicycle and pedestrian access and infrastructure</b>					
<b>Bicycle Master Plan:</b> <i>The City shall develop a Bicycle Master Plan that prioritizes City rights of way for use by bicyclist and identifies bicycle infrastructure and programs as necessary to achieve Platinum designation as a Bicycle-Friendly Community from the League of American Cyclists for consideration by the City Council.</i>	City Council and Public Works Department	Ongoing; update bike master plan by 2020; implement selected improvements as funding becomes available or as part of development projects.	Prepare updates to bike master plan to incorporate new projects and refine implementation schedules. General Plan Annual Report to identify progress on implementation of bike improvements; consideration of funding during updates	General Fund; Road Fund; State and Federal grants; development projects	Monitor and consider effectiveness of improvements; adjust priorities to reflect effectiveness

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
			of CIP		
<b>Pedestrian Master Plan:</b> <i>The City shall develop a Pedestrian Master Plan that requires amendment to the current Master Plan to identify and construct “missing links”, pedestrian amenities (e.g., street lighting, benches, trees, etc) along high volume pedestrian corridors, around transit stops and stations, and at other key pedestrian destinations (parks, schools) and identifies locations requiring traffic calming measure along key pedestrian routes.</i>	City Council and Public Works Department	Ongoing; update pedestrian master plan by 2020; implement selected improvements as funding becomes available or as part of development projects.	Prepare updates to pedestrian master plan to incorporate new projects and refine implementation schedules. General Plan Annual Report to identify progress on implementation of pedestrian improvements; consideration of funding during updates of CIP	General Fund; Road Fund; State and Federal grants; development projects	Monitor and consider effectiveness of improvements; adjust priorities to reflect effectiveness
<b>Tiered Development Impact Fees:</b> <i>Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.</i>	City Council	Ongoing	General Plan Annual Report	General Fund	Monitor and consider effectiveness of current funding sources.
<b>2.e: Improve Housing Availability</b>					
<i>Pursue measures to promote housing of large employment organizations within the city. (e.g., staff/ teacher housing)</i>	Planning Commission, City Council, Community Development Department, City Attorney’s Office	Prepare new ordinance by 2015	General Plan Annual Report	General Fund	Monitor and adjust policy as needed to increase provision of affordable housing
<b>2.f: Parking Management:</b> Amend policy C13- Appropriate Parking and C17-Residential Parking Program to:					
<ul style="list-style-type: none"> <li><i>Direct the City Parking Committee to implement parking management changes for on- and off-street parking that phase out time limits, phase in a pricing strategy to reduce commuter reliance on public parking and identify and install necessary technology to support these changes with the goal to keep on-street parking occupancy rates at 85% (so that 1 in 8 spaces, or about one space per block, will always be available) and off-street occupancy rates at 95%.</i></li> <li><i>Strengthen residential permit parking program and potentially allow non-residents to pay to park in permit districts with spaces available.</i></li> </ul>	Parking Committee, Planning Commission, City Council and Public Works, Community Development Department, City Attorney’s Office	Prepare ordinance amendments by 2013; implement change in parking management and pricing practices by 2013	General Plan Annual Report to identify progress on implementation of all parking measures; consideration of funding during updates of CIP	General Fund; Road Fund; State and Federal grants	Monitor effectiveness of parking changes; perform further amendments or actions to adjust parking measures as needed to reduce trip generation
<b>2.g Improve Transit Services:</b> Add a new policy:					
<b>Improved Transit Service:</b> <i>The City shall work with Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5 minutes on primary transit corridors, reduce non-peak period headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (such as the Clean Air Express). The City, in coordination with regional partners, shall also pursue expansion of commuter rail service to the City.</i>	City Council, Public Works Department, in coordination with MTD	Update short- and long-range transit plans by 2015; implement selected improvements as funding becomes available or as demand increases	Prepare updates short- and long-range transit plans to incorporate new projects and refine implementation schedules. General Plan Annual Report to identify progress on transit improvements; consideration of funding during updates of CIP	State and Federal grants; development projects, General Fund; Road Fund	Monitor and consider effectiveness of improvements; adjust priorities to reflect effectiveness
<b>ENERGY</b>					
<b>RM ENERGY-1 TRANSPORTATION FUEL CONSUMPTION</b>					
The City should consider adding the following measures to the <i>Plan Santa Barbara</i> Circulation Element to promote trip reduction and reduced fuel consumption:					
<b>Fuel Reduction Objective.</b> <i>Establish a performance-based objective for reduction of transportation fuel consumption by City residents and commuters to the City, such as 15 percent below 2007 levels by 2030.</i>	City Council, Public Works and Community Development Departments,	Establish goal as part of <i>Plan Santa Barbara</i> adoption; ongoing implementation	General Plan Annual Report to provide updates every three years	General Fund	Monitor and adjust policy as needed to decrease energy use in City
<b>Gas Tax for Reduction of Single-Passenger Commuting.</b> <i>Consider placing a measure on the ballot that would impose a City gas tax of 5 cents, all proceeds from which would go toward regional transportation efforts to reduce single-passenger commuting.</i>	City Council and Public Works Department, City Attorney’s Office	Consider measure by 2015	General Plan Annual Report	General Fund	Monitor and adjust policy as needed to decrease energy use in City
<b>RM ENERGY-2 RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ENERGY CONSUMPTION</b>					
The City should consider adding the following to the <i>Plan Santa Barbara</i> Environmental Resources Element to promote energy conservation:					
<b>Green Building Ordinance.</b> <i>Consider further strengthening City green building ordinance requirements toward meeting Plan Santa Barbara Objective ER1, for citywide 50 percent reduction in fossil fuel use in buildings by 2020 and carbon neutrality by</i>	City Council, City Green Team, City Attorney’s Office	Consider ordinance by 2013	General Plan Annual Report to identify progress	Development projects, General Fund, State and Federal grants	Monitor and adjust policy as needed to decrease energy use in buildings

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
2030.					
<p><b>Solar Energy Provisions.</b></p> <ul style="list-style-type: none"> <li>• <i>Parking Lot Solar Panels. Require solar photovoltaic panels to be installed over surface parking lots of 1/2 acre or more in size.</i></li> <li>• <i>Passive Solar Design Guidelines. Require new commercial and multi-family projects to be consistent with the City Passive Solar Energy Design Guidelines.</i></li> <li>• <i>Requirements for Solar Panels. For all new residential development and redevelopment of four or more units, and all commercial and industrial development or major redevelopment, include rooftop or other solar photovoltaic panels if physically feasible.</i></li> <li>• <i>Incentives for Solar Panels. Provide expedited plan check and reduced permit fees for installation of rooftop solar panels in new residential development less than four units in size and existing residential, industrial, commercial, and institutional development.</i></li> <li>• <i>Design for Future Solar Panels. For new commercial or multi-family projects, substantial additions to such buildings, and proposals for new equipment on commercial roof-tops, require that the location of a future solar panel be shown on plans, free of roof-top equipment or vent interruptions and with appropriate solar exposure.</i></li> <li>• <i>Outdoor Lighting Standards. Consider establishing additional requirements for energy efficiency of outdoor lighting as part of the Outdoor Lighting Ordinance, which may include the following measures:</i> <ul style="list-style-type: none"> <li>- <i>Full cut-off light fixtures at parking lots and on buildings, provided minimum safety standards are met;</i></li> <li>- <i>Photocells or astronomical time switches on all permanently installed exterior lighting;</i></li> <li>- <i>Directional and shielded LED lights for exterior lighting; and,</i></li> <li>- <i>Exterior and security lights with motion detectors.</i></li> </ul> </li> </ul>	City Council, City’s Green Team, Community Development Department, City Attorney’s Office	Consider ordinance by 2013	General Plan Annual Report to identify progress	Development projects; General Fund	Monitor and adjust policy as needed to increase clean energy production in City
<p><b>Exterior Heat Gain Standards.</b></p> <ul style="list-style-type: none"> <li>• <i>Establish standards for new development and for substantial redevelopment or rehabilitation (e.g., additions of more than 25,000 sf commercial or 100,000 sf industrial use) to reduce exterior heat gain of non-roof surfaces. Consider the following provisions:</i></li> <li>• <i>Achievement of 50 percent paved surface shading with vegetation for repaved parking lot projects; and,</i></li> <li>• <i>Use of paving materials with a Solar Reflective Index of at least 29, or open-grid paving systems.</i></li> </ul>	City Council, City’s Green Team, Community Development Department	Consider standards by 2013	General Plan Annual Report to identify progress	Development projects; General Fund	Monitor and adjust policy as needed to decrease energy use in City
<ul style="list-style-type: none"> <li>• <i>Green Roof Program</i> <ul style="list-style-type: none"> <li>- <i>Provide assistance and incentives for new and existing construction to incorporate green roofs. Potential policies to consider are an informational campaign and expedited plan check for projects incorporating green roofs.</i></li> </ul> </li> </ul>	City Council, City’s Green Team, City Attorney’s Office	Consider ordinance by 2013	General Plan Annual Report to identify progress	General Fund, State and Federal Grants	Monitor and adjust policy as needed to increase energy efficiency in City
<p><b>Community Energy Program.</b></p> <ul style="list-style-type: none"> <li>• <i>Consider the implementation of the following measures as part of ongoing City outreach and incentive programs to promote energy efficiency and conservation in the community:</i></li> <li>• <i>An “energy efficiency challenge” campaign for community resident;</i></li> <li>• <i>A low-income weatherization assistance program;</i></li> <li>• <i>Energy conservation campaigns specifically targeted to residents and businesses;</i></li> <li>• <i>Continued participation and support of the green business program of Santa Barba-</i></li> </ul>	City Council, City’s Green Team, City Attorney’s Office	Consider ordinance by 2013	General Plan Annual Report to identify progress	General Fund, State and Federal Grants	Monitor and adjust policy as needed to increase energy efficiency in City

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
*(Plan policy numbers in subsequent Plan drafts may have changed from those referenced in the EIR.)*

Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>ra County;</i> <ul style="list-style-type: none"> <li>Exchange program for high-energy-use items (e.g., halogen torchiere lamps); and,</li> <li>Strengthen the policy requiring energy upgrades at time of property sale.</li> </ul>					
<b>GLOBAL CLIMATE CHANGE</b>					
<b>RM CLIMATE-1 Carbon Sequestration</b>					
The City should consider adding the following policies to <i>Plan Santa Barbara</i> Environmental Resources Element:					
<i>Pursue carbon sequestration through the planting of additional trees, with a goal of 1,000 new trees by 2030.</i>	Parks Commission, City Council, Parks and Recreation Department	Ongoing through 2030	General Plan Annual Report; funding through CIP	General Fund	Monitor and adjust policy as needed to increase provision of new trees
<i>Contribute to regional efforts toward carbon sequestration, such as revegetation of burned areas and brownfield conversions.</i>	City Council, City’s Green Team	Ongoing through 2030	General Plan Annual Report to identify high priority carbon sequestration programs	State and Federal grants, General Fund	Monitor and adjust policy as needed to increase carbon sequestration
<i>Consider other carbon sequestration technologies as they become available.</i>	City Council, City’s Green Team	Ongoing through 2030	General Plan Annual Report to identify high priority carbon sequestration programs	State and Federal grants, General Fund	Monitor and adjust policy as needed to increase carbon sequestration
<b>RM CLIMATE-2 LANDFILL FUEL CELL</b>					
The City should consider adding the following policy to <i>Plan Santa Barbara</i> Public Services and Safety Element:					
<i>Work with regional partners toward the further development of methane-fuel cell, methane capture, and energy generation at Tajiguas Landfill, and consider a fuel cell installation at the former Las Positas landfill site.</i>	City Council, Solid Waste Division, Santa Barbara County, city of Goleta and other landfill partners	Complete by 2020	General Plan Annual Report to identify progress	Franchise Funds	Monitor new technologies and adjust approach as needed
<b>RM CLIMATE-3 ENERGY-EFFICIENT CITY FACILITIES</b>					
The City should consider adding the following policy to <i>Plan Santa Barbara</i> Public Services and Safety Element:					
<i>Continue to implement programs through Sustainable Santa Barbara for retrofitting of municipal systems with energy efficient motors, pumps, and other equipment.</i>	City Council, City’s Green Team	Ongoing through 2030	General Plan Annual Report to identify progress	State and Federal grants; General Fund	Monitor and adjust policy as needed to increase sustainability
<b>RM CLIMATE-4 RENEWABLE CITY ENERGY SOURCES</b>					
The City should consider adding the following policy to <i>Plan Santa Barbara</i> Environmental Resources Element:					
<i>The City should consider installation of low-wind speed wind turbines to supply electricity for City operations; interest-free funding could be sourced from Federal Clean Renewable Energy Bonds (CREBs)</i>	City Council, City’s Green Team, Public Works Department	Ongoing through 2030	General Plan Annual Report to identify progress	State and Federal grants, General Fund	Monitor and adjust policy as needed to increase energy production at City facilities
<i>The City should consider installation of solar hot water heaters on City facilities.</i>	City Council, City’s Green Team, Public Works Department	Ongoing through 2030	General Plan Annual Report to identify progress	State and Federal grants, General Fund	Monitor and adjust policy as needed to increase energy production at City facilities
<i>The City should monitor progress of ocean power (e.g., wave energy) pilot projects in the County and elsewhere on the West Coast, and consider pursuing installation of an ocean power project for City use if such projects become commercially feasible during the life of Plan Santa Barbara.</i>	City Council, City’s Green Team,	Ongoing through 2030	General Plan Annual Report to identify progress	State and Federal grants, General Fund	Monitor and adjust policy as needed to increase City clean energy production
<b>RM CLIMATE-5 STRONGER SOLAR ENERGY OBJECTIVE</b>					
The City should consider adding the following text to ER9-Solar Energy:					
<i>Establish a citywide goal of 30 MW of new public and private solar energy capacity by 2030.</i>	City Council, City’s Green Team, Public Works Department	Ongoing through 2030	General Plan Annual Report to identify progress	General Fund, State and Federal grants	Monitor and adjust policy as needed to increase clean energy production at City and private facilities
<b>POPULATION AND JOBS-HOUSING BALANCE</b>					
<b>RM POP-1 IMPROVED JOBS/HOUSING BALANCE</b>					
1.a. <b>Growth Monitoring:</b> The City should consider adding the following new policies to the <i>Plan Santa Barbara</i> Land Use and Growth Management Element and/or Adaptive Management Program:					
<b>Monitor Jobs/Housing Balance and Affordable Housing Supply.</b> <i>Continue to monitor the amount of non-residential growth and consider it in relation to residential growth to assess changes in the jobs/housing balance and supply of affordable housing, and report findings to the Planning Commission on a regular basis.</i>	Planning Commission, City Council, Community Development Department, City Attorney’s Office	Ongoing	General Plan Annual Report	General Fund	Adjust policy and growth tools as needed to maintain or improve jobs-housing balance

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<b>Growth Pacing.</b> <i>If needed, consider adoption of formal pacing mechanisms (to ensure continued progress on improving the jobs/ housing balance).</i>	Planning Commission, City Council, Community Development Department, City Attorney's Office	Ongoing	General Plan Annual Report	General Fund	Adjust policy and growth tools as needed to maintain or improve jobs-housing balance
<b>1.b. Job Creation:</b> The City should consider adding the following new policy to the <i>Plan Santa Barbara</i> Economy and Fiscal Health Element:					
<b>Creation of Higher Wage Jobs.</b> <i>Emphasize programs, incentives, and land use changes that would prioritize creation of high-wage jobs in order to improve the balance between low-, middle-, and high-income wage employment opportunities.</i>	Planning Commission, City Council, Community Development Department, City Attorney's Office	Ongoing	General Plan Annual Report	General Fund	Adjust policy and growth tools as needed to maintain or improve balance between low, medium and high wage jobs in City
<b>1.c. Locations for Affordable Housing:</b> The City should consider adding the following new policies to the <i>Plan Santa Barbara</i> Housing Element:					
<b>Regional Coordination on Affordable Housing.</b> <i>Continue to coordinate with other South Coast agencies to identify available land for residential development and consider partnerships between local agencies to develop housing for the South Coast workforce. Inventory and consider publicly-owned sites throughout the South Coast's urban areas with good transit accessibility for such development.</i>	Planning Commission, City Council, Community Development Department	Ongoing	General Plan Annual Report	General Fund	Adjust policy and growth tools as needed to maintain or improve regional jobs-housing balance
<b>City Affordable Housing Locations.</b> <i>Identify locations appropriate for new affordable housing, and consider the locations for higher-density land use overlays. Utilize policy direction of Plan Santa Barbara in locating appropriate sites, including Housing Element Policies (Policies H1-In-Fill and Opportunity Sites; H6-Promote Affordable and Workforce Housing Production; H11-Mixed Use Housing at Shopping Centers; H12-Rental Incentives; H13-Residential Density Standards; H14-Second Unit Incentives) and Policy LG15-Sustainable Neighborhood Plans.</i>	Planning Commission, City Council, Community Development Department	As part of Housing Element adoption; follow-up studies completed by 2012	General Plan Annual Report	General Fund	Adjust policy as needed to increase production of affordable housing
<b>Student/Faculty Housing.</b> <i>Discuss with SBCC and other interested organizations the potential and obstacles to development of student housing on campus or within walking distance of campus. Provide encouragement and assistance to SBCC in pursuit of any needed legislative or Local Coastal Plan Amendments. Provide assistance in permitting and design of such housing and consider providing financial assistance for construction.</i>	City Council, City Administrator, Community Development Department	Ongoing through 2030 as needed	General Plan Annual Report to detail progress	General Fund	Adjust or strengthen policy as needed to assist SBCC in providing housing
<b>1.d. Incentives for Affordable Housing:</b> The City should consider adding the following new policies to the <i>Plan Santa Barbara</i> Housing Element:					
<b>Streamline Permit Process.</b> <i>Revise development standards and procedures to streamline the permit process for mixed-use/residential projects that provide more affordable housing than standard City requirements (e.g., 40 percent or more) and that provide a smaller non-residential component (e.g., less than 25 percent of total floor area).</i>	Planning Commission, City Council, Community Development Department, City Attorney's Office	As part of Housing Element adoption; follow-up studies completed by 2012	General Plan Annual Report	General Fund	Adjust policy as needed to increase production of affordable housing
<b>Redevelopment Funding for Affordable Housing.</b> <i>Pursue legislation that would extend the life of the Redevelopment Agency to 2030, and expand the Redevelopment Project Area only for providing affordable housing.</i>	City Council, City Administrator, Community Development Department, City Attorney's Office	Begin in 2011	General Plan Annual Report to detail progress	General Fund	Adjust policy as needed to increase production of affordable housing
<b>SOCIOECONOMIC ISSUES</b>					
<b>RM SOCIO-1 INTERIOR NOISE REDUCTION HOME IMPROVEMENT PROGRAM</b>					
The City should consider adding the following new policy to <i>Plan Santa Barbara</i> Environmental Resources Element:					
<b>Financing for Noise Reduction.</b> <i>The City shall pursue establishment of a funding program to provide low-interest loans to allow lower-income populations located in higher noise areas to construct noise control improvements to maintain indoor noise levels below 45 dBA Ldn.</i>	City Council, City Administrator, Community Development Department	Develop program by 2015	General Plan Annual Report to detail progress	General Fund	Adjust or strengthen policy as needed to assist qualified households
<b>RM SOCIO-2 MINORITY AND LOW-INCOME SERVING NEIGHBORHOOD COMMERCIAL BUSINESSES</b>					
<b>2.a. Non-Residential Growth Limits/Neighborhood-Serving Commercial Uses:</b> The City should consider adding to <i>Plan Santa Barbara</i> Policy LG2-Limit Non-Residential Growth, a separate category to the basic 1.5 million square-foot limit as follows:					
<b>Lower-income and/or Minority Population Commercial Services.</b> <i>Commercial services owned by and/or predominantly serving lower-income and/or minority populations.</i>	Planning Commission, City Council, Community Development Department	As part of Land Use Element adoption	General Plan Annual Report	General Fund	Adjust policy as needed to retain businesses and allow for development of new businesses
<b>2.b. Sustainable Neighborhood Plans/Neighborhood-Serving Commercial Uses:</b> The City should consider adding to <i>Plan Santa Barbara</i> Policy LG15-Sustainable Neighborhood Plans, as follows:					

**Table 23.1: EIR Mitigation Monitoring and Reporting Program for Plan Santa Barbara (Continued)**  
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Mitigation/Recommended Measure	Implementation Responsibility	Timing	Monitoring Mechanism/ Action	Funding	Relationship to AMP
<i>Retention of lower-income and/or minority population commercial services in Sustainable Neighborhood Plans. Retention and/or growth of commercial services owned by and/or targeting lower-income and/or minority populations shall be an integral part of Sustainable Neighborhood Plans.</i>	Planning Commission, City Council, Community Development Department	As part of SNPs completed prior to 2020	General Plan Annual Report	General Fund	Adjust policy as needed to retain businesses
<b>RM SOCIO-3 COMMUNITY PARTICIPATION IN PLANNING EFFORTS</b>					
The City should consider adding to Plan Santa Barbara Policy LG15-Sustainable Neighborhood Plans, as follows:					
<i>Public outreach for lower-income and minority populations. Public outreach efforts to provide greater opportunities for lower-income and minority populations to participate in planning decisions that may affect their livelihood, or be an integral part of development of Sustainable Neighborhood Plans and public facilities planning.</i>	Planning Commission, City Council, Community Development Department	As part of SNPs completed prior to 2020	General Plan Annual Report	General Fund	Adjust policy as needed to encourage participation

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## 26.0 ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
A.M.	ante meridiem (the period from 12 midnight until 12 noon)
AB	Assembly Bill
ABOP	Antifreeze, Batteries, Oil, and Paint
ABR	Architectural Board of Review
ACM	asbestos-containing materials
ADT	average daily traffic
AF	acre-feet
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
AMP	Adaptive Management Program
APS	Alameda Padre Serra
ATG	automobile trips generated
B.C.	Before (the birth of) Christ
BEA	U.S. Bureau of Economic Analysis
BEACON	Beach Erosion Authority for Clean Oceans and Nourishment
BMP	Best Management Practice
C&D	Construction and Demolition
CAA	Clean Air Act
CACP	Clean Air and Climate Protection
Cal/EPA	State of California, Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code

CBD	Central Business District
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCCC	California Climate Change Center
CCR	California Code of Regulations
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CDP	Census Designated Places
CEC	California Energy Commission
CEIDARS	California Emission Inventory Development and Reporting System
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
cf	cubic feet
CFC	chlorofluorocarbons
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CMP	Congestion Management Plan
CNAHC	California Native American Heritage Commission
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
COMB	Cachuma Operation and Maintenance Board
CPUC	California Public Utilities Commission
CREB	Clean Renewable Energy Bond
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit

CUPA	Certified Unified Planning Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DNR	Department of Natural Resources
DOGGR	Division of Oil, Gas and Geothermal Resources
DTSC	Department of Toxic Substances Control
DU	dwelling unit
du/ac	dwelling units per acre
DWR	Department of Water Resources
EA	Environmental Assessment
ECP	Economic Community Project
EDD	Employment Development Department
EIA	Energy Information Administration
EIR	Environmental Impact Report
EJIP	Environmental Justice Implementation Plan
EMF	Electric and Magnetic Fields
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
EPS	emissions performance standard
EPV	El Pueblo Viejo Design District
ESHA	Environmentally Sensitive Habitat Areas
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIB	fecal indicator bacteria
FIRM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	greenhouse gas
GIS	Geographic Information System
HAB	harmful algal blooms

HACSB	Housing Authority of the County of Santa Barbara
HACSB	Housing Authority, City of Santa Barbara
HAP	hazardous air pollutant
HCD	California Department of Housing and Community Development
HE	Housing Element
HET	High Efficiency Toilet
HLC	Historical Landmarks Commission
HMO	Housing Mitigation Ordinance
HOME	Home Investment Partnerships
HOV	High Occupancy Vehicle
HSWA	Hazardous and Solid Waste Amendments
HUD	U.S. Department of Housing and Urban Development
I&I	inflow and infiltration
ICMA	International City/County Management Association
IEPA	Independent Energy Producers Association
IPCC	International Panel on Climate Change
IRC	International Residential Code
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
IUCN	International Union for Conservation of Nature and Natural Resources
JP-	jet fuel
km	kilometer
kV	kilovolts
kW	kilowatts
kWh	kilowatt-hours
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Plan
Ldn	day-night average sound level
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
LNG	liquefied natural gas
LOS	level-of-service



LPNF	Los Padres National Forest
LTWSP	Long Term Water Supply Program
LU/GM	Land Use and Growth Management Element
LUE	Land Use Element
LUFT	Leaking Underground Fuel Tank
MCF	thousand cubic feet of gas
MEA	Master Environmental Assessment
MGD	million gallons per day
MM	Mitigation Measure
MMPA	Marine Mammal Protection Act
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MODA	Mobility Oriented Development Area
MOU	Memorandum of Understanding
MPA	Marine Protected Areas
mpg	miles per gallon
MPO	metropolitan planning organization
MRF	Materials Recovery Facility
MSL	mean sea level
MTD	Metropolitan Transit District
MW	megawatt
NAAQS	National Ambient Air Quality Standards
NCHRP	National Cooperative Highway Research Program
ND	Negative Declaration
NEPA	National Environmental Policy Act
NIP	Neighborhood Improvement Program
NITF	Neighborhood Improvement Task Force
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Association
NOC	Notice of Completion

NOD	Notice of Determination
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OCS	Outer Continental Shelf
OES	Office of Emergency Services
OLC	Office of Legislative Counsel
OPR	Office of Planning and Research
P.M.	post meridiem (the period from 12 noon until 12 midnight)
PA	preliminary assessment
Pb	lead
pCi/L	picoCuries per liter
PEC	Project Environmental Coordinator
PM	particulate matter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
POL	petroleum, oil, and lubricants
ppm	parts per million
PRC	Public Resources Code
PS	Public Services and Safety
PSA	Project Study Area
PV	photovoltaic
RAC	Rubberized Asphalt Concrete
RAP	Recreation Afterschool Program
RDA	Redevelopment Agency
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
RM	Recommended Measure
ROG	reactive organic gases

RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBA	Santa Barbara Airport
SBCAG	Santa Barbara County Association of Governments
SBCAPCD	Santa Barbara County Air Pollution Control District
SBCC	Santa Barbara City College
SBCEO	County of Santa Barbara Education Office
SBCFCD	Santa Barbara County Flood Control District
SBCFD	Santa Barbara County Fire Department
SBCHF	Santa Barbara Cottage Hospital Foundation
SBCPHD	Santa Barbara County Public Health Department
SBFD	Santa Barbara Fire Department
SBMC	Santa Barbara Municipal Code
SBPD	Santa Barbara Police Department
SBSD	Santa Barbara School District
SCE	Southern California Edison Company
SCG	Southern California Gas Company
SCS	sustainable communities strategies
sf	square foot or square feet
SLIC	Spills, Leaks, Investigations, and Cleanups Program
SLIP	Sewer Lateral Inspection Program
SMU	Site Mitigation Unit
SMU-2	Oilfield/Lease Decommissioning and Restoration
SNP	Sustainable Neighborhood Plan
SO <sub>2</sub>	sulfur dioxide
SONGS	San Onofre Nuclear Generating Station
SOP	Standard Operating Procedures
SR	State Route
SWMP	Storm Water Management Program
SWP	State Water Project

SWRCB	State Water Resources Control Board
TAC	Toxic air contaminants
TAZ	traffic analysis zone
TCM	Transportation Control Measure
TDF	Travel Demand Forecasting
TDM	Transportation Demand Management
TEDR	Transfer of Existing Development Rights
tpy	tons per year
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
U.S. Hwy 101	U.S. Highway 101
UCMP	University of California, Museum of Paleontology at Berkeley
UCSB	University of California at Santa Barbara
ug/m <sup>3</sup>	micrograms per cubic meter
UPRR	Union Pacific Railroad
USACOE	U.S. Army Corps of Engineers
USC	U.S. Code
USDA	U.S. Department of Agriculture
USDOE	U.S. Department of Energy
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
V/C ratio	Traffic Volume to Roadway Capacity ratio
VMT	vehicle miles traveled
VOC	volatile organic compound
WCI	Western Climate Initiative
WQO	Water quality objective

**APPENDIX A**

**SUMMARY LISTING OF DRAFT *PLAN SANTA BARBARA* POLICIES (FROM JAN 2009 POLICY PREFERENCES REPORT AND FROM SEPTEMBER 2010 DRAFT GENERAL PLAN UPDATE)**



## **Appendix A**

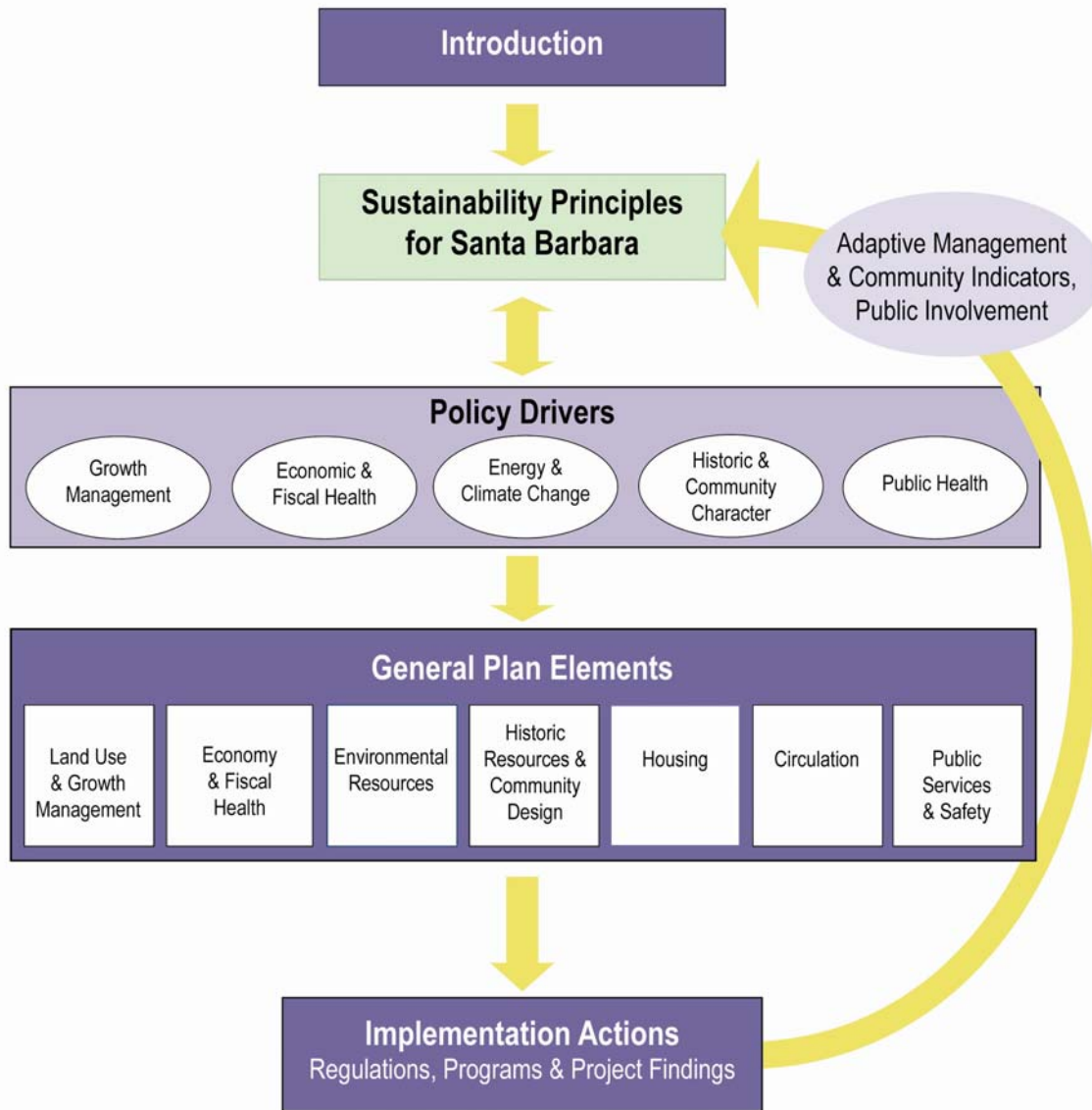
### **Summary of *Plan Santa Barbara* Draft General Plan Policies**

Appendix A provides summaries of draft policies proposed in the *Plan Santa Barbara* General Plan Update (GPU), as follows:

- Draft GPU policies from the report titled *Draft Policy Preferences* (January 2009). These policies represent the original *Plan Santa Barbara* draft Plan initiated by City Council for environmental review, and the basis for the EIR project description. The full report is included in EIR Appendix C.
- Draft GPU policies from the report titled *Draft Santa Barbara General Plan* (September 2010). These are proposed policy refinements coming out of the ongoing public input, analysis, and hearing process for development of the General Plan update, and reflect interim decision-maker direction.

Figure 3

## Plan SB Sustainability Framework





## Adaptive Management Program

### Policies

- AM1. **Monitor.** Identify appropriate, measurable community indicators and develop a program for regular monitoring.
- AM2: **Assess.** Perform assessments of community indicators on a regular basis, such as annually and with overall assessments every four to eight years.
- AM3: **Adapt.** Where warranted by monitoring and assessment, evaluate options and adjust policies and implementation measures in a timely fashion to better achieve goals.
- AM4. **Inform.** Provide public information, education, and training to support understanding and compliance with City General Plan policies. Enable staff to stay current with science and state-of-the-art technology relating to sustainability, and other topics relevant to the General Plan.

## Land Use and Growth Management Element

### Goals

Achieve a balance in the amount, location and type of growth (through in-fill development and re-development) that will function within the context of available resources including water, energy, food, housing, and transportation. Neighborhoods will exhibit a sense of place with a focal community center, and improved connectivity whereby access is provided to daily necessities, including limited commercial activity, transit, community services, and open spaces for gathering and recreation.

### Objectives

- LG Objective 1: A sufficient or surplus resource and infrastructure supply relative to demand.
- LG Objective 2: Improvement in the supply of affordable and attainable housing relative to jobs.
- LG Objective 3: A majority of neighborhoods have Sustainable Neighborhood Plans.
- LG Objective 4: Increase in use of alternative transportation modes relative to single occupancy vehicle use.

### Policies

#### Growth Management Policies

- LG1. **Resource Allocation Priority.** Prioritize the use of available resources capacities for additional affordable housing for very low, low, moderate and middle income households over all other new development.
- LG2. **Limit Non-Residential Growth.** Extend the remaining non-residential square-foot increment in the current Land Use Element (Policy 1.1) through the year 2030, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need.
- Net new non-residential growth shall be limited to 1.5 million square feet, and shall be demonstrated to be supported by available resources capacities (i.e., water, sewer, affordable housing, and roads);
  - Monitor resource capacities and assess jobs/housing imbalance and transportation modal shifts at meaningful time intervals, including a review in the year 2020; and
  - Employ adaptive management to review and revise policies, consistent with resource capacities.

Non-residential development associated with:

- Minor additions,

- Demolition and replacement of existing square-footage on-site, and
  - Sphere area annexations are considered separately and in addition to the basic 1.5 million square-foot limit of net new non-residential development established above. Once annexed, all development or developable parcels are subject to the limitations of this policy.
- LG3. **Future Residential Growth.** Encourage future residential growth that balances the need to live within our resources with the Housing Element goals and requirements, by:
- a. Strongly encouraging affordable housing units subject to available resources, such as water and sewer capacities;
  - b. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods; and
  - c. Under the adaptive management program, review and if supportable by available resource capacities, adjust specific housing policies to further achieve the City's Housing Element goals and requirements.
- LG4. **Location of Residential Growth.** Encourage new residential units be located in the MODA (Mobility Oriented Development Area). (See Map 1, Potential Growth Locations, and policies LG9 and LG15.)
- LG5. **Limit New Residential Development in High Fire Areas.** Offer incentives and/or an option for property owners to transfer development rights from residential parcels in the High Fire Area to locations within the MODA. (See policies LG9 and LG15.)
- LG6. **Regional Transfer of Development Rights.** With local and regional cooperation, develop programs for transfer of development from rural lands and important urban open spaces to urban in-fill sites in order to provide housing in appropriate locations, reduce commutes, and preserve open space. Develop criteria for receiver sites and identify potential sites within the MODA (see Policy LG9).
- LG7. **Disposition of Existing Non-Residential Square Footage if not Rebuilt.** Study the Transfer of Existing Development Rights (TEDR) ordinance to better understand its role in past non-residential development and its potential for the future.
- LG8. **Annexations Involving New Development.** In addition to all other findings, annexation of land to the City for new development shall only be allowed if it is demonstrated that resource capacities exist to serve the additional area and population, that the use of resource capacities will not jeopardize priority development such as affordable housing, and that the annexation will at a minimum be cost neutral.

### Land Use Policies

- LG9. **Mobility Oriented Development Area (MODA).** The Mobility Oriented Development Area is an area within the City that contains a variety of compact commercial and residential land uses, is highly connected by transit, and is conducive to walking and bicycling (see Map 2, Mobility Oriented Development Area).

Within the MODA, the City will:

- a. Focus growth, including
  - Locating most new and redeveloped commercial square footage in and around a quarter mile radius of transit nodes;
  - Providing work force and affordable living opportunities; and
  - Relocating remaining TEDR square footage.

- b. Provide a mix of land uses that
  - Establish strong retail and workplace centers;
  - Re-establish residential living in commercial centers that includes access to healthy food and recreation;
  - Promote connectivity and civic engagement; and
  - Reprioritize public space for pedestrians.
- c. Provide mobility and connectivity options that
  - Link mixed-use development nodes with main transit lines;
  - Allow for compact, vibrant, walkable places;
  - Reduce the need for parking; and
  - Promote active living

The MODA will be implemented through policies in this framework document and the Land Use & Growth Management, Historic Resources & Community Design, Housing, Circulation, and Public Services & Safety elements, as well as through implementation measures such as design guidelines and standards. In combination, these policies and measures will:

- Encourage a transit-oriented development pattern,
- Encourage additional residential land uses, require smaller unit sizes, and increase residential density,
- Apply appropriate zone changes to enable neighborhood-serving commercial uses,
- Change the zoning requirements to a parking demand standard (i.e., vehicular parking provided to meet but not exceed demand),
- Focus City capital improvement program expenditures on new mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, enhanced pedestrian facilities, and car and bike-share programs) that facilitate intermodal connections (i.e., ease of movement from one form of travel to another),
- Increase public space and open space, and
- Encourage more active and healthy lifestyles within the MODA.

LG10. **Community Benefit Non-Residential Land Uses.** Net new non-residential square footage allocated under LG1 shall be of a secondary priority to affordable housing, and shall include one or more of the following Community Benefit Land Uses:

- a. Community Priority Development. This type of project addresses a present or projected need directly related to public health, safety or general welfare including but not limited to:
  - Parks and recreation facilities;
  - Community centers;
  - Educational institutions and uses including schools;
  - Public cultural or arts facilities;
  - Youth development programs and childcare facilities; and
  - Community gardens and urban farming; or
- b. Economic Development. This type of project enhances the standard of living for City and South Coast residents and/or strengthens the local and regional economy by expanding economic diversity, such as providing a new or under-represented service or commodity; or

- c. “Green” Economic Development. Business that provides “green” products or “green-collar” jobs (e.g., sustainable water, energy and waste management facilities, or green building products, or climate change research, but not solely a green building or structure); or
  - d. Small and local business. A Small and/or local business in the community that is started, maintained, relocated, redeveloped or expanded; or
  - e. Development for people with disabilities. Projects that meet the present or projected needs of people with disabilities, the workforce that provides them direct support, and the agencies or organizations providing programs and services to them.
- LG11. **Community Benefit Residential Land Uses.** While acknowledging the need to balance provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including housing that is part of mixed-use development, shall include residential and open space community benefit land uses.
- a. Affordable housing, by providing one or more of the following:
    - Housing affordable to low, moderate, or middle income households;
    - Housing dedicated for critical work force employees;
    - Affordable housing for local workers;
    - Rental housing (see also Policy H12);
    - Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless; and
  - b. Open space, through:
    - Access to adequate public open space within a ½-mile radius; and/or
    - Dedication of sufficient useable open space on-site; and/or
    - A contribution made toward future parks through in-lieu fees. (See also Policy H2 and LG17.)
- LG12. **Manufacturing Uses.** Preserve and encourage the long-term integrity of light manufacturing uses by amending the permitted uses in the M-1 and C-M zones to narrow the range of uses, but not preclude very limited and well defined residential uses in the C-M Zone.
- LG13. **Live-Work Land Use Category.** Provide viable live-work opportunities throughout the City by, among other options, the creation of a live-work land use category.
- LG14. **Regional Land Use Blueprint.** Work cooperatively with the County and other local jurisdictions to prepare a regional blueprint plan to address regional land use issues, especially provision for affordable housing.

### Neighborhood Policy

- LG15. **Sustainable Neighborhood Plans (SNP).** To improve sense of place, opportunities for healthy living and accessibility, while reducing the carbon footprint, develop comprehensive Sustainable Neighborhood Plans through-out the City (where desired by residents). (*See Map 3, Potential Neighborhood Districts.*) A SNP may incorporate goals, objectives, policies and implementation actions for the following components, as applicable:
- a. A variety of housing types and affordability ranges;
  - b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;

- c. Parks, recreational facilities, trails;
- d. Community gardens;
- e. Street tree planting program;
- f. Watershed protection, creeks restoration, public access to creeks;
- g. Pedestrian/wheelchair connectivity;
- h. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
- i. Walkable streets with an appealing and comfortable pedestrian street environment that promote physical activity and can be used safely by people of all ages or abilities;
- j. Traffic calming along walkable routes to school;
- k. A reduced impervious area footprint (such as street and parking areas);
- l. Community services (i.e., schools, branch library, community center, clinics, etc.)

### **Parks, Recreation, Trails and Open Space Policies**

LG16. **Park and Open Space Standards and Planning.** Establish or update standards for:

- The number of acres of parks/recreation/open space per increment of population (e.g., 5,000 residents) appropriate for Santa Barbara,
- Optimal walking distances to parks, including pocket parks and small play areas, and
- Types of parks or recreational facilities to satisfy different needs, or appropriate in different locations (e.g., multi-purpose pocket park for infill vs. tot lot in single family residential neighborhood) suitable for the demographics of each neighborhood.

Coordinate the studies with Sustainable Neighborhood Planning process. Using these service ratio standards, develop accessibility goals, identify facility deficiencies, establish priorities, and determine options for addressing needs, such as through joint use (and funding) of school districts' recreational facilities.

LG17. **Park, Recreation and Open Space Acquisition and Maintenance Funding.** Develop mechanisms (e.g., Quimby Act fees, conservation easements, assessment districts) for funding and maintaining public parks, recreational facilities and/or usable open space in the urban core as more residential and mixed-use projects develop. Require a contribution by all larger projects, towards public parks, recreational facilities, and/or other usable open space on site, off site, or through in lieu fees, to offset the impact of increased density/intensity of use.

LG18. **Community Gardens on Vacant Land.** Establish a program for use of vacant properties for community gardens throughout the City, to enable residents who do not have access to land to grow food, orchards or other crops. (See also Policy ER34.)

### **Scenic Highway Policy**

LG19. **Scenic Highways.** Within the city of Santa Barbara, routes currently designated as potential State Scenic Highways include Cabrillo Blvd. and Sycamore Canyon Road. Pursue State scenic highway designations for both eligible routes, and establish associated design guidelines.

## Economy and Fiscal Health Element

### Goals

Ensure a strong economy with a diversity of business sizes and types that provide a stable long-term revenue base necessary to support essential services and community enhancements, as well as diverse job opportunities. Enhance educational opportunities for local residents to meet local employment needs. Encourage more “green” businesses. Recognize that commerce is intertwined with transportation, natural resources and housing, and together are key elements of a healthy economy that is regional in scope.

### Objectives

Objective EF1: The City’s economic sector diversity (e.g., tourism, retail, health, education, “green” businesses) is stable or expanded, and City revenues from commercial sources are stable or have increased.

Objective EF2: A greater proportion of local jobs are filled by local residents.

Objective EF3: Regional cooperation has increased and progress is being made on a regional blueprint for land use, housing and transportation, and on a regional economic strategy that addresses the jobs/housing balance.

### Policies

#### Local Economic Policies

- EF1. **Integral Parts of Economic Development.** Promote energy efficiency, innovation, public health, and arts and culture as integral parts of economic development.
- EF2. **Environmental Effects of Commercial Growth.** Manage commercial growth to protect the City’s environment and unique qualities.
- EF3. **Economic Development Plan and Special Studies.** Prepare and implement an economic development plan to focus economic development activities in desired areas to further implement economic policies. Initiate special area studies, zoning policies, or specific plans for small businesses, start-up businesses and green/sustainable businesses in the MODA and commercial areas identified in SNPs. (See also Policy LG10.)
- EF4. **Jobs/Housing Balance.** Recognize the need for affordable housing to support a diverse and healthy local economy. Develop an economic development strategy that sets a regional jobs/housing balance as a goal. (See also Policy EF18.)
- EF5. **Existing Businesses.** Give priority to retaining existing enterprises as the best source of business expansion and local job growth, and encourage government, businesses and residents to patronize local businesses and contractors, by working with local businesses to initiate a “Buy Local” program, with the City setting the example.
- EF6. **Green/Sustainable Businesses.** Provide a green promotional and economic development program, to support businesses that:
- Develop or provide “green/sustainable” products, such as recycled building materials, alternative transportation vehicles, alternate energy sources, organic agriculture, etc.; and/or
  - Enhance the natural environment, conserve energy, water or materials, prevent pollution, reduce waste; and/or
  - Provide green education to the community.

Continue to support the *Green Business Program Santa Barbara County* by publicly recognizing businesses that promote environmental responsibility and community concern.

- EF7. **Minority Businesses.** Support minority-owned/operated businesses to assist in preserving cultural diversity through focused promotional programs and/or operating cost-reduction measures such as start-up license fee rebates.
- EF8. **Eco-Tourism.** Promote eco-tourism, such as bicycle tours, that takes advantage of existing hotels and resources such as the beach, ocean, foothill trails, etc.
- EF9. **Livable Wages.** Recruit or retain businesses which provide livable wage employment as defined by the City, and provide support through promotional programs, and/or operating cost-reduction measures such as start-up license fee rebates.
- EF10. **Infrastructure Improvements.** Identify, evaluate and prioritize capital improvements that would assist in business retention or expansion, such as increased public transit, a rail/transit transfer center, city-wide wi-fi, sidewalk improvements, or consolidated customer parking facilities.
- EF11. **Technology.** Encourage the use of and invest in technology that supports local enterprises and attracts new businesses to the City. (See also Policy EF10.)
- EF12. **Re-Use of Commercial Space.** Provide incentives for adaptive re-use of vacant commercial buildings.
- EF13. **Partnerships.** Encourage public/private joint venture partnerships as an economic development tool.
- EF14. **Local Needs.** Encourage enterprises that serve the needs of local residents, workers, and businesses.
- EF15. **Protect Industrial Zoned Areas.** Preserve the industrial zones as a resource for the service trades, product development companies and green/sustainable industrial businesses. (See also Policy LG12.)
- EF16. **Target Education for Local Needs.** “Grow our Own” local employee base, especially in the green/sustainable industries, through targeted education and training in cooperation with local businesses and educational institutions.
- EF17. **Connect College Students and Employers.** Advocate for and support a program to link UCSB and Santa Barbara City College graduating students with local employers.
- EF18. **Arts and Culture.** Recognize the contribution to the City’s economy played by the arts and cultural events, and continue to support and promote these endeavors.
- EF19. **Coordinate with SBCC.** Encourage closer ties with SBCC, recognizing its role in providing a skilled and knowledgeable labor pool and contemporary concepts or ideas for business and government.
- EF20. **Child Care for Working Families.** Recognize and promote the provision of child care as a necessary compliment of employment.

### Regional Economic Policies

- EF21. **Regional Economic Strategy.** In cooperation with other area governments, prepare an economic strategy to define regional economic needs, and a practical and realistic regional goal for a jobs/housing balance. Identify actions that can be taken:
- By each jurisdiction toward achieving the job/housing goal;
  - By each jurisdiction toward addressing other regional economic needs; and
  - By the several jurisdictions together.

- EF22. **Coordinate with UCSB.** Encourage closer ties with UCSB, recognizing its role as an employment base and source of start-up businesses.
- EF23. **Jobs within the Region for Local Residents.** Recruit and retain businesses in the City that employ local residents, and encourage South Coast Region employers to recruit local residents to reduce commuting and increase local purchasing power.
- EF24. **Connect Vocational Students and Employers.** Assist with a program to link graduating students from South Coast vocational schools with local employers. Encourage programs that also link undergraduates and high school students with employers for internships.

## Environmental Resources Element

### Goals

Protect and wisely use natural resources to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs. As stewards of the environment, reduce greenhouse gas contributions to climate change, and to air pollution and related health risks, by reducing dependence on energy from fossil fuels through increased efficiency, conservation and conversion to renewable energy resources, particularly by utilizing local renewable energy resources.

### Objectives

Objective ER1: A City-wide 50% reduction in fossil fuel use in buildings by the year 2020, and carbon neutrality by the year 2030.

Objective ER2: Natural areas along creeks and elsewhere within the City have been retained or expanded in area, and their quality preserved or enhanced.

Objective ER3: Opportunities for residents and students to get fresh locally-grown produce have increased.

Objective ER4: In response to AB32 and SB375, a reduction of green house gas emissions from light vehicles and trucks to 1990 levels by the year 2020.

### Policies

#### Climate Change Policies

- ER1. **Climate Change.** Development and public facilities and services shall incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated within the life of the project.
- ER2. **Emergency Response Strategies and Climate Change.** Incorporate into response strategies for emergency preparations, the potential effects of climate change, including from extreme weather, sea level rise, or other changes, on the following:
- Humans,
  - The built and
  - Natural environments.
- ER3. **Comprehensive Climate Change Action Plan.** Prepare a comprehensive climate action plan as specified in AB32 to address climate change concerns including reducing green-house gas emissions, green-house gas absorption, and adaptation to climate change. The climate action plan would include evaluation of community energy use (i.e, energy used by buildings and infrastructure); waste and recycling; water and wastewater systems; transportation; and community design.



All elements of the General Plan will identify which specific policies contribute towards the reduction of green house gases. (Green house gases include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons and perfluorocarbons, among many others.)

- ER4. **Urban Heat Island Effect.** Reduce urban heat island effect by:
- Amending the Zoning Ordinance to establish standards that minimize impermeable surfaces and building areas;
  - Increasing vegetation, especially suitable tree species, as appropriate (e.g., does not increase fire hazards);
  - Providing incentives such as expedited permitting for building projects that incorporate green roofs; and
  - Explore possibilities for reducing standards for impermeable surfacing required by the Transportation Division and Fire Department.

### Energy Conservation Policies

- ER5. **Energy Efficient Buildings.** Require all new construction to be designed and built consistent with City green programs, policies, and the goal of achieving “carbon neutrality” by 2030 in all buildings.
- Further reduce energy consumption over time to “carbon neutrality” by 2030 in new building and through retrofits. Establish a program and time line for increasing the energy efficiency and carbon neutrality of new buildings or additions, and of existing building stock. Provide:
- Information on current energy use and conservation options;
  - Incentives for voluntary upgrades;
  - Requirements for incremental upgrades at time of sale, and/or other methods for greening the existing building stock; and
  - Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).
- ER6. **Local Renewable Energy Resources.** Work with County and other local jurisdictions or parties to preserve and promote opportunities for local renewable energy resources development, such as solar, wind, geothermal, wave, hydro, methane and waste conversion. Conduct a feasibility study for a Community Choice Aggregation arrangement as either a bulk purchaser or producer of energy from alternative resources. Change codes to support and promote examining the feasibility of Community Choice Aggregation. Support and implement the California Energy Commission and State Air Resource Board goal for alternative/advanced fuels set forth in AB1007 for non-petroleum fuel use of 20% by 2020 and 30% by 2030.
- ER7. **Obstacles for Small Wind Generators.** Identify and study regulatory obstacles to installing small individual or community wind generators, and prepare standards for siting, design, maintenance and operation to ensure compatibility with adjoining land uses and protect environmental resources.
- ER8. **Facilitate Renewable Energy Technologies.** Promote flexible design review standards and facilitate use of renewable energy technologies through streamlined planning and development rules, codes, processing, and other incentives.
- ER9. **Solar Energy.** Encourage the use of solar photo-voltaic arrays on new construction and significant remodel projects, as appropriate, taking into consideration building size, orientation, roof type, and current energy use. Create incentives and a grant program to assist landowners to incorporate photo-voltaics into existing homes. Where use of photo-voltaics would be inappropriate, provide information to encourage use of other forms of alternative energy, energy conservation, purchase of “green energy” offsets or investment in solar farms.

- ER10. **Incentives for Alternative/Advanced Fuel Infrastructure.** Give priority through expedited processing to projects providing infrastructure for alternative/advanced fuels.
- ER11. **Locally-Harvested Renewable Materials.** Establish additional green building incentives for the use of locally harvested, renewable building or manufacturing materials.

### **Air Quality Policies**

- ER12. **Highway 101 Set-Back.** Evaluate the potential health benefits of avoiding locating additional residential and other sensitive land uses (schools, day care centers, playgrounds, and medical facilities) within 500 feet of Highway 101<sup>1</sup>, and the potential for mitigating health hazards. Establish:
- A 500-foot set-back as an interim screening guideline (for up to 5 years) while tracking the State phased regulatory program to reduce truck and diesel particulate emissions;
  - Funding and a program to monitor emission levels and identify a more refined set-back line; and
  - Project review criteria.
- ER13. **Interior Air Quality.** Establish additional green building incentives and requirements for construction with nontoxic materials.
- ER14. **Low-Emission Vehicles and Equipment.** Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.
- ER15. **Marine Shipping Emissions.** Support regional and State efforts to reduce marine shipping emissions.
- ER16. **Development Mitigation.** Establish ordinance requirements to apply standard air-quality mitigation measures for new development and construction projects. These include measures to minimize construction dust and vehicle emissions; provide landscaping; conserve energy and reduce vehicle trips.

### **Biological Resources Policies**

- ER17. **Native and Other Trees and Landscaping.** Establish updated ordinance provisions to protect native oaks and other native or exotic trees, and require the use of native or Mediterranean drought-tolerant species in landscaping.
- ER18. **Urban Tree Protection and Enhancement.** Prepare a City-wide program to protect, enhance, and maintain our urban trees and landscaped spaces to save energy and water, incorporate habitat, and provide shade to foster a healthy, vibrant and livable community. Create a mechanism for enforcement and mitigation when protected trees (street trees, trees in front yards, and historic or otherwise designated trees) are removed from a site.
- ER19. **Protection of Wildlife and Native Vegetation.** Update policies directing the protection of wildlife and native vegetative species and their habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats. Develop more detailed design guidelines to accompany the policies.
- ER20. **Integrated Pest Management Program.** Establish ordinance provisions to apply integrated pest management requirements to development permits.
- ER21. **Multi-Use Plan for Coast.** Develop updated multi-use plans and monitoring guidelines for beaches and other coastal areas to provide for both recreational uses and protection of coastal habitats and wildlife/plant species.

- ER22. **Native Species Habitat Planning.** Develop land use/design guidelines to protect and restore habitat areas for native flora and fauna, and wildlife corridors within the City, including for chaparral, oak woodland, and riparian areas. In particular, require buildings and other elements of the built environment, and landscaping to be designed to enhance the wildlife corridor network as habitat.
- ER23. **Trail Management.** Existing and future trails along creeks or in other natural settings shall be managed for both passive recreational use and as native species habitat and corridors.

### Hydrology, Water Quality and Flooding Policies

- ER24. **Creek Resources and Water Quality.** Continue, update and expand the City's policies and programs that support watershed planning, creeks restoration, water quality protection, storm water management, and public outreach programs.
- ER25. **Storm Water Management Guidelines.** Incorporate the City's Storm Water Management Program's policies and guidelines for low impact development into the General Plan Environmental Resources Element to reduce storm water run-off and water pollutants.

The City's Storm Water Management Guidelines provide information on implementation measures such as ground water recharge, pervious surfacing, bioswales, detention basins, and green roofs. Update measures for street sweeping, storm-drain stenciling, and public outreach for inclusion in conditions of approval or as mitigation measures. Encourage the conversion of excess street paving between sidewalks and streets to bioswales.

- ER26. **Creek Setbacks and Restoration.** Establish updated creek setback and restoration standards<sup>2</sup> for new development and redevelopment along all creeks, and guidelines for restoration, increase of pervious surfaces and appropriate land uses within creekside buffers.
- ER27. **Creekside Development Guidelines.** Establish design guidelines for development and redevelopment near creeks, such as measures to orient development toward creeks, and better incorporate creeks as part of landscape and open space design. Encourage public creekside pedestrian paths where appropriate to increase connectivity and provide pocket parks and signage to improve public awareness and enjoyment of the City's creeks.
- ER28. **Master Drainage Plan.** In coordination with watershed planning, develop a comprehensive drainage plan that identifies the existing system, policies and development standards to better address drainage and water quality issues, areas appropriate for drainage retention/detention, future capital improvements, and funding plan to finance the projects.
- ER29. **Wash-Down Policies.** Strengthen policies to limit the practice of hosing down driveways, to conserve water and reduce pollutants carried through urban run-off and conserve water per State Water Resources Control Board regulatory guidelines for storm water management.
- ER30. **Floodplain Mapping Update.** Update the Flood Insurance Rate Maps (FIRM) floodplain boundaries for the Special Flood Hazard Areas such as the Mission and Sycamore creek drainages, Arroyo Burro Creek and Area A near the Estero.

### Food and Agriculture Policies

- ER31. **Farmers Markets.** Continue to support local farmers markets, and expand locations to include neighborhood locations consistent with Sustainable Neighborhood Plans, expand infrastructure to support them, and expand hours of operations.

- ER32. **Gardener Education.** Continue to support the City/County/SBCC Green Gardener training program, and expand community and school educational programs for producing gardens year-round using sustainable gardening practices. Encourage the use of fruit trees in landscaping where appropriate.
- ER33. **Food Scrap Recovery and Composting Program.** Continue and expand the City program for diversion of food scraps from landfill disposal, to be composted for use as soil amendments.
- ER34. **Public and Private Food Gardens.** Provide for infrastructure to support local community gardens. With neighborhood support, develop publicly-available edible landscaping in existing and new parks. Reserve space for public gardening within the urban core area to be maintained by the community. Design for green roofs and urban rooftop gardens in residential development Downtown.
- ER35. **Food Gardens for Schools.** Work with the Santa Barbara School Districts to develop organic gardens at schools and a waste-free lunch program:
- to educate students about where food comes from, and the nutrient and energy cycles from garden to table and back again,
  - to encourage the development of healthy eating habits, and
  - to provide healthy local food.
- ER36. **Regional Agriculture.** Support regional coordination toward expanding local sustainable food sources. Support incentives for maintaining and establishing additional agricultural farms and farm stands within the City, the South Coast, and tri-county areas. Support directing local food to our schools, cafeterias, groceries, convenience stores, and restaurants. Support local health advocacy groups and programs with tools such as administrative support.

### Noise Policies

- ER37. **New Noise Guidelines for Non-Residential Zones.** Update the General Plan Noise Element Land Use Compatibility Guidelines including establishing 65 dB(A) CNEL as the appropriate maximum outdoor noise level for residential land uses.<sup>3</sup> This ambient noise guideline would allow for building construction to assure indoor noise levels meet building code requirements of 45 dB(A) level.
- ER38. **Construction Noise.** Establish different construction noise standards for mixed-use urban and suburban residential areas, including standards for days, hours, and types of construction.

### Aesthetics and Visual Resources Policies

- ER39. **Public Views.** Conduct a study to identify and document important public views of the ocean, the mountains or other highly-valued views, establish a list of important public view points, and provide a photo record. Prepare related development standards to protect the views seen from the public view points.
- ER40. **Scenic View Protection.** Further protect public scenic views of the coast, hillsides, open spaces, and historic resources by incorporating more specific policies and guidelines within the General Plan Community Design, Environmental Resources, and Coastal Plan Elements, and as part of form-based codes, project design guidelines, and environmental review guidelines.
- ER41. **Visual Resources Protection.** Update existing General Plan visual resources policies to require maintenance and enhancement of creekside environments, prevention of scarring or excessive modification of hillside areas, planting or removal of significant trees, and protection of significant open space areas from inappropriate development.

For evaluation of public scenic views and development impacts at a particular location, consider:

- a. The importance of the existing view (i.e., whether a view contains one or more important visual resources, has scenic qualities such as abundance, intactness, and distinctiveness, and is experienced from a heavily used public viewpoint, such as public gathering area, major public transportation corridor or area of intensive pedestrian and bicycle use);
- b. Whether a proposed change in the existing view would be individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the Waterfront area or designated historic resource);
- c. Whether changes in the proposed action could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape).

## Historic Resources and Community Design Elements

### Goals

Protect and enhance the community's historic and cultural structures and sites, visual character, and opportunities for social connection, through the protection, preservation, and enhancement of historic and architectural resources; appropriately sized and scaled buildings; a walkable town; useable and well-located open space; and abundant, sustainable landscaping. Increase public awareness and appreciation of Santa Barbara's history and historic sites.

### Objectives

Objective CH1: The distinctive character of the City's districts and neighborhoods has been retained and their public places (including streets and paseos) have been enhanced.

Objective CH2: Designations of historic resources identified by the City have increased.

Objective CH3: Public health has improved through Community Design.

### Policies

#### Historic and Cultural Resource Policies

- CH1. **Adaptive Reuse.** Provide incentives for adaptive reuse of historic buildings when change of use occurs.
- CH2. **Increase Historical Resource Appreciation.** Continue, promote, and expand programs that educate and recognize the importance of preserving archaeological, prehistoric, historical, and cultural resources.
- CH3. **Loan Program.** Create a restoration and rehabilitation loan program specific to designated and potential historic structures.
- CH4. **Development Review Adjoining Designated Historic Structures.** Review proposed buildings or additions to existing buildings on parcels adjoining designated historic structures as to how they may affect views of and from the historic structure.(See also Policy CH10.)
- CH5. **Maintenance of Designated Historic Structures.** Prepare guidelines and standards for maintaining designated historic sites and structures including advice to property owners.
- CH6. **Chumash Culture and Archeological Resources.** Promote awareness, appreciation and understanding of the first inhabitants of Santa Barbara by:
  - a. Supporting public displays or exhibits of Chumash arts, culture and history,
  - b. Encouraging the incorporation of elements from Chumash art and culture into public and private development,

- c. Supporting the creation of a permanent Chumash archaeological “open-air museum” or interpretive center, preferably in-situ, should an appropriate site be discovered or identified.

### Community Design Policies

- CH7. **Healthy Urban Environment.** Create appropriate development guidelines to promote a healthy urban environment in which public health is considered in all land use and circulation decisions (e.g., similar to those developed by the Sustainable Sites Initiative in their work with the USGBC and LEED site standards).
- CH8. **Commercial and Mixed-Use Development Standards and Guidelines.** In order to promote more affordable housing, maintain and enhance the community character, and further community sustainability principles, develop new mixed-use standards or guidelines to address:
- a. Smaller unit sizes;
  - b. Building size, bulk and scale (See Policy CH9 below);
  - c. Variable setbacks;
  - d. Common usable open space, and flexibility on how and where it is provided;
  - e. Neighborhood compatibility, especially if located next to or near residential neighborhoods;
  - f. Parking location, layout, and number of spaces;
  - g. Minimum and maximum density standards;
  - h. Opportunities for pedestrian and bicycle connectivity, and
  - i. Encourage adaptive reuse of historic structures.
- CH9. **Commercial and Mixed-Use Building Size, Bulk and Scale Requirements.** Strengthen and expand building size, bulk and scale requirements and findings for non-residential and mixed-use projects to:
- a. Ensure proposed buildings are compatible in scale with the existing neighborhood and with any adjacent residential areas.
  - b. Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.
- CH10. **Building Height Limits in Downtown, Downtown Residential Buffer Areas and Next to Historic Structures.**
- a. Implement a lower height limit to increase stepping back buildings adjacent to residential zones in the Downtown urban core; and
  - b. Implement lower height limits in conjunction with historic preservation form-based codes where adjacent to historic structures. (See also Policy CH5.)
- CH11. **Multi-Family Residential Design Guidelines and Standards.** Develop multi-family residential design guidelines and standards to address unit sizes, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).
- CH12. **Set-Back Guidelines in Commercial Zones.** To make the streetscape more interesting in commercial zones, prepare guidelines that allow for variation in building setback along the street facades.
- CH13. **Set-Back Landscaping in Downtown Commercial Zones.** Prepare guidelines and, as necessary, adopt provisions in the Zoning Ordinance for the use, design, and landscaping of the street frontage for commercial buildings in Downtown, consistent with the Pedestrian Master Plan. Where suitable, the building set-back

should be able to accommodate planting significant trees, consistent with fire safety and protection of public views. (See also Policy CH15.)

- CH14. **Commercial Neighborhood Compatibility.** Where redevelopment (demolition and replacement) of buildings of 10,000 square feet or more in the Downtown commercial zones will significantly increase height or scale, ensure compatibility with existing development through development plans, form-based codes, compatibility findings or other implementation measures.
- CH15. **Form-Based Codes** The relationship between the form, height and mass of buildings in relationship to one another, and the relationship of building facades to the adjoining street or public open spaces are important parts of Santa Barbara's identity and appeal, and shall be considered in project review. To maintain and enhance the streetscape in non-residential zoned areas of the City, and in particular to protect the setting of the City's historic resources, develop form-based codes for historic districts, specific commercial areas, districts or even streets or blocks, in which standards could reflect the unique qualities of each location (e.g., El Pueblo Viejo, Downtown, Upper State Street, or Haley/Milpas). The new codes could work in conjunction with the general zoning regulations through an overlay.

## Housing Element

### Goals

Provide a wide range of housing options for a socially and economically diverse population, using creative and innovative approaches in order to retain the local workforce and the City's cultural and ethnic diversity. New housing will be strategically placed within the Mobility Oriented Development Area or a neighborhood center for ease of access.

### Objectives

Objective H1: Increased housing availability for different levels of affordability (very low, low, moderate, middle-income), for the local workforce, and for special needs populations.

Objective H2: An expanded range of housing types (e.g., Single Family Residential, clustered, zero lot line, townhouse, mixed-use) is available to accommodate different types of households, different lifestyles or life stages.

Objective H3: Increases in density to accommodate affordable housing in multi-family or commercial development has been off-set by reduced unit sizes.

### Policies

#### Housing Policies

- H1. **In-Fill and Opportunity Sites.** Assist, coordinate or partner with builders for the development of affordable housing projects by identifying in-fill and opportunity sites in the commercial zones, on public lands and under-developed R-2, R-3 and R-4 sites. Opportunity sites are vacant or underdeveloped sites, or small parcels that could be merged.
- H2. **Market Rate Residential.** A market-level housing project in the R-2, multi-family or commercial zones (including mixed-use) shall:
- a. Provide unit sizes calculated using maximums set out under the City's redefined variable density provisions; and

- b. Have access to adequate public open space within a ½-mile radius, a dedication of sufficient useable open space on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.
- H3. **Average Multi-Family Residential Unit Size.** Establish standards for average unit sizes. Average unit sizes may use the LEED for homes average home size adjustment for multifamily buildings or be based on standards set by the City under revisions to the City’s variable density provisions.
- H4. **Unit Size and Density.** Establish base residential density standards for multi-family and commercial zones, and create a two tier maximum unit size system so if larger size units are built the density is lower than for building smaller units. (See also policy H5 and H6.)
- H5. **Incentives for Affordable-By-Design Units.** Prepare design standards and codify incentives for market rate developers to build smaller, “affordable-by-design” residential units that better meet the needs of our community. Incentives could include higher allowable densities, less required parking, etc.
- H6. **Promote Affordable and Workforce Housing Production.** Explore options to promote affordable and workforce housing, such as:
- a. Revise variable density ordinance provisions to increase affordable housing (e.g., limit unit sizes, require a term of affordability, reduce parking standards with tenant restrictions);
  - b. Increase the allowed density in the R-2, R-3 and R-4 zones for rental housing developments.
- H7. **Regional Employee Housing.** Provide incentives for employers throughout the South Coast to provide employee housing on-site or close-by off-site and establish or expand programs for encouraging employers to provide other housing benefits or financial assistance programs, such as down payments, closing costs and rental move-in fees for employees.
- H8. **Educational Institutions.** Encourage UCSB and Santa Barbara City College to address affordable student, faculty and staff housing on campus and at close-by off-site opportunity sites.
- H9. **Inclusionary Affordable Housing Amendments.** Explore requiring a percentage higher than 15% (consider 25%) for the provision of inclusionary affordable housing in new residential ownership developments. Consider low/moderate and middle income requirements for affordable housing to accommodate low/moderate and workforce (middle) income earners, and people with disabilities. Consider in-lieu fee structure based on market sales price.
- H10. **Density Incentive for Sustainable Resource Use.** Establish criteria and standards for resource use in relation to density in the project review process, to encourage reduced resource footprint projects. Residential projects that exhibit a significantly lower resource per capita footprint would be allowed bonus density providing the building remains smaller than allowed by zoning.
- H11. **Mixed-Use Housing at Shopping Centers.** Promote and encourage the development of mixed-use housing with an emphasis on affordability at shopping centers such as the La Cumbre Plaza shopping center, by coordinating and/or partnering with property owners and housing developers.
- H12. **Rental Incentives.** Develop programs such as a rental overlay to allow for greater density for rental units and encourage the production of rental housing projects by providing incentives such as reduced parking requirements, preferential processing, fee waivers, or deferrals.
- H13. **Residential Density Standards.** Develop density standards that permit greater densities for projects that provide a greater percentage of price-restricted ownership units than required by the inclusionary housing



ordinance. Programs to increase density can be combined with programs to reduce density such as changes to the variable density ordinance provisions or rezoning historic districts or special design districts.

H14. **Second Unit Incentives.** Second units in single family neighborhoods shall be:

- Encouraged where located within the MODA;
- Allowed where located outside of the MODA;
- Restricted in the High Fire Zone.

Second units (granny units) that are within 10-minutes walking distance from a main transit corridor and bus stop will be encouraged by providing incentives, such as revise development standards for second units. (e.g., eliminating the parking requirements for second units, eliminating the attached unit requirement, reducing development costs by allowing one water, gas and electric meter and a single sewer line for the main residence and the second unit, developing an amnesty program for illegal second units located within the MODA.) (*See Map 4, Potential Secondary Dwelling Unit Locations.*)

H15. **Preserve Existing Affordable Housing.** Preserve non-subsidized affordable rental housing. Explore ways to avoid condominium conversions, or alternatively, the possibility of cooperative tenant ownership of previous rentals, such as the use of public funding to provide mortgage or down-payment loans. Such funds could also fund new affordable rental development.

H16. **Property Transfer Tax.** Increase property transfer tax to provide funding for price-restricted affordable and workforce housing, in order to broaden the funding base.

H17. **Redevelopment Funding for Affordable Housing.** Continue to explore and pursue potential legislative amendments or other opportunities for extension or replacement of the Redevelopment Project Area and its funding mechanism for affordable housing and other community benefit projects.

## Circulation Element

### Goals

Create a more multi-modal integrated transportation system that connects people, places, goods, and services by providing a choice of transportation modes that promote economic vitality, social equity, and healthy community, and decreases vehicle traffic congestion. Provide a comprehensive, integrated, and connected street network that serves all transportation modes equally.

### Objectives

Objective C1: Public transit service and facilities, and miles of sidewalks, trails, bicycle paths and lanes have increased and/or been upgraded, and convenient links between the various modes are available.

Objective C2: A 50/50 mode share between the single occupant automobile and all other modes of travel within the City is achieved by the year 2020.

Objective C3: Traffic congestion has not increased or is less than the 2008 baseline study.

### Policies

#### Circulation Policies

C1. **Reduce Transportation Energy Use and Increase Alternative Transportation Infrastructure and Facilities.** Build high quality public right-of-way infrastructure and facilities that reduce Santa Barbara's dependence on petroleum for mobility by accommodating a diverse range of transportation options,

including pedestrian enhancements, bicycle facilities, rapid transit, carshare, bikeshare, as well as improved intermodal connectivity.

- C2. **Pedestrian Crossings.** Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
- C3. **Bike Lanes.** Give bike lanes designated in the Bicycle Master Plan a priority over curbside residential parking. Create more Downtown bike lane connections by regulating curbside parking during peak travel periods. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.
- C4. **Personal Transportation.** Promote and provide incentives including the provision of funding, for shared-cost personal transportation options such as car-sharing and bike-sharing to increase personal mobility, reduce air pollution and green house gas emissions, reduce parking demand, and decrease cost of transportation to individuals in partnership with private interests.
- C5. **Optimize Capacity.** Utilize Intelligent Transportation System (ITS) strategies (such as signal timing) to optimize capacity and improve safety for motor vehicles, bicycles, transit, and pedestrians.
- C6. **Regional Commuter Transit.** Coordinate regionally with agencies and the private sector to establish viable rail, bus and carpooling options for commuters.
- C7. **Intermodal Connections.** Provide intermodal connectivity at transit accessible centers, including the train depot, to support sustainable commute options such as feeder shuttles, bicycle storage facilities, bike-sharing, and car-sharing.
- C8. **Excess Motor Vehicle Capacity.** Utilize excess motor vehicle travel and storage capacity, as well as right-of-way, for bicycle, transit, and pedestrian improvements.
- C9. **Car-Free Zones.** Look for areas within the MODA that can be intermittently or permanently converted to car-free zones, and support utilizing public right of way for community events such as farmers markets.
- C10. **Vehicle Speeds.** Advocate for new state legislation that promotes vehicle speeds that are designated and enforced with consideration of street design, adjacent land use, and mix of transportation mode usage.
- C11. **Bus Pull-Out Right-of-Way.** To facilitate buses in turn-out pockets merging back into traffic, pursue changes in State regulations to require motorists to yield to a merging bus.
- C12. **Transit Funding.** To provide the level of transit service needed, funding mechanisms will be studied.

### **Parking Policies**

- C13. **Appropriate Parking.** Establish requirements for on- and off-street parking in the Central Business District (CBD) appropriate to the parking users as follow:
  - a. Maximize availability of customer parking in the CBD;
  - b. Limit/discourage employee use of public parking in the CBD , and maximize employee commuting options to the CBD;
  - c. Manage and price public parking in the CBD so as not to put businesses in the CBD at a competitive disadvantage with other south coast shopping options; and
  - d. Change residential parking requirements and permitting programs in the CBD to maintain and/or increase the availability of on- and off-street customer parking.
- C14. **Downtown Parking Requirements.** Update the boundary of the delineated area of the Central Business District to include more of the commercial area.

- C15. **Parking Districts.** Assess existing and future parking districts to accommodate parking supply in districts such as Upper State Street, and Funk Zone.
- C16. **Parking Maximums.** Create motor vehicle parking requirement maximums for new development within the MODA.
- C17. **Residential Parking Program.** Revise the Residential Parking Program to exclude residential on-street parking in the commercial zones. The program currently offers parking permits for on-street parking to residents in selected residential neighborhoods adjacent to commercial zones but permits residents to park on streets all day in commercial zones within the program area.
- C18. **Residential Parking Requirements within the MODA.** Reduce parking requirements and implement “unbundled” parking (i.e., selling residential units separate from parking stalls).
- C19. **Residential Off-site Parking.** Amend the Zoning Ordinance to allow residential required parking off-site in commercial zones.
- C20. **Bicycle, Parking and Other Needs.** Require all multi-family and commercial projects to be designed to meet the needs of bicyclists (i.e., secure parking, storage, lockers, showers, etc.).

### Development Policies

- C21. **Accessibility.** Make universal accessibility in the construction of all new development a priority for persons with disabilities, seniors, and other special needs populations in both public and private projects.
- C22. **Trip Generation Rates.** Include all mobility options for surrounding land uses when developing site-specific trip generation rates and distribution characteristics of proposed land development.

## Public Services and Safety Element

### Goals

Ensure that public infrastructure and services are planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community, and emphasize safety and emergency preparedness as an integral part of land use planning.

### Objectives

Objective PS1: Long range plans for essential infrastructure, services and emergency preparedness are up to date, consistent with the General Plan and one another, and are incorporated in the City’s capital improvement programs.

Objective PS2: City infrastructure, facilities and services have capacity to meet existing and foreseeable demand.

Objective PS3: Conservation and management practices are maintained and/or improved.

### Policies

#### Water and Sewer Policies

- PS1. **Long-Range Water Supply Plan.** The City shall update and maintain the currency of the City Long-Range Water Supply Plan to accommodate needs for the next 20-year period, including measures addressing:
- Water supply changes from State Water Project, local surface and groundwater sources, recycled water use, the desalinization plant and water conservation,
  - Water demand changes for both current and future development, population, and annexations, and
  - Possible effects of climate change.

- PS2. **Water Conservation Program.** Conservation of the City's water resources is the first priority in their management. To that end, the use of water conservation practices shall be encouraged for all development projects. In conjunction with this, continue and expand the City programs to encourage or require water conservation measures, such as services to water customers (e.g., free water check-ups, smart irrigation controller program, rain sensor rebate), public information and education measures to water customers, web site, elementary students, and Green Gardener training, and public brochures, videos, and advertising; water-conserving landscape design standards, City building conservation standards, and inverted block rate billing to promote conservation.
- PS3. **Recycled Water.** Expand existing programs for use of recycled water for irrigation at parks, schools, golf courses and new development proximate to supplies. Evaluate methods to optimize the feasible use of recycled water in place of potable water, including potential system extensions, and additional uses such as toilet flushing in major commercial and recreational facilities.
- PS4. **Groundwater Banking.** Investigate agreements with other water purveyors that have available groundwater storage capacity to store surplus water for later use during drought.
- PS5. **On-Site Storage and Reuse.** Identify more detailed guidelines for use of cisterns and grey water in new development and retrofitting existing development.
- PS6. **Agricultural Water Marketing Agreements.** Pursue with the County and other jurisdictions a regional approach to agreements with the agricultural industry to purchase water in times of drought for use by urban communities.
- PS7. **Gibraltar and Cachuma Reservoirs.** Work with the County and other jurisdictions to prepare watershed management plans with the purpose of protecting and extending the useful life of the Gibraltar and Cachuma reservoirs.

### **Waste Management, Recycling and Disposal Policies**

- PS8. **Solid Waste Management Programs.** Continue and expand City recycling programs for resource reduction, reuse, and recycling of solid waste, such as City programs for construction and demolition waste; commercial, school, residential and City facilities and public spaces; foodscrap recovery and composting; waste conversion technology; and public outreach and education.
- PS9. **Construction/Demolition Materials Reuse and Recycling.** Upgrade standard development requirements for recycling of construction/demolition debris or architectural salvage and incentives for use of renewable, or reused or recycled materials.
- PS10. **Local Recycled Materials.** Promote the use of recycled carpeting, furnishings, wall coverings, and architectural salvage or other building materials – per LEED or comparable standards – in new construction and major renovations. Promote and/or support establishment of a local store for reusable and recycled building materials.
- PS11. **Design and Space Requirements for Waste Management for Private Development.** Provide more detailed guidance on space needs and designs for recycling in both new development and to retrofit existing development

### **Emergency Preparedness Policies**

- PS12. **Emergency Workforce.** Work cooperatively with other jurisdictions in the South Coast Region to ensure in the event of a disaster, essential workers are available and resourced to be able to respond adequately and with timeliness.

PS13. **Consideration of Disabilities in Emergency Planning.** Update evacuation plans and other emergency or contingency plans with provisions addressing the special needs and measures required to ensure the safety of people with disabilities.

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## **Appendix A (2)**

### **Summary of *Plan Santa Barbara* Draft General Plan Policies - 2010**

The following is a summary of draft policies proposed in the *Plan Santa Barbara* General Plan Update, from the report titled *Final Draft Santa Barbara General Plan (September 2010)*.

## GENERAL PLAN INTRODUCTION

### GOAL

*Fostering Public Participation.* The City provides a public participation process that is inclusive, responsive, and balanced with regard to the broad needs of the community.

#### Public Participation Policies:

PP1: Access to Information. Members of the public shall have access to the necessary information and understanding of procedures to participate in decisions that affect them.

PP2: Wide Participation. The City shall encourage the widest possible citizen participation in local government decision-making by:

- Welcoming, encouraging and enabling participation in the planning process by citizens who may be unfamiliar with City procedures.
- The City Council, Boards and Commissions meeting in the evening, as necessary and appropriate, so that all citizens can take part.

## LAND USE ELEMENT

### GOALS

*Resource Allocation:* Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.

*Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.

*Design:* Protect and enhance the community's character with appropriately sized and scaled buildings; a walkable town; useable and well-located open space; and abundant, sustainable landscaping.

*Neighborhoods:* Maintain and enhance neighborhoods with community centers where requested, and improved connectivity to daily necessities, including limited commercial activity, transit, and open spaces while protecting the established character of the neighborhood.

*Public Health:* Improve public health through community design and location of resources by promoting physical activity, access to affordable healthy foods and improved air quality.

*Mobility:* Apply land use planning tools and strategies that support the city's mobility goals.

*Regional Approach:* Support the establishment of the best possible government, jurisdictions, and intergovernmental working relationships for the South Coast area, from Gaviota to the City of Ventura.

#### Growth Management and Resource Allocation Policies

LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for very low, low, moderate, and middle income households over all other new development.

##### *Implementation Actions*

LG1.1 Affordable Housing. Support affordable housing consistent with Housing Element goals and requirements and develop incentives in the form of flexibility in densities or standards for affordable housing projects if supportable by available resource capacities.

LG1.2 Available Resources. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods and adjust specific housing policies as necessary to further achieve the City's Housing Element goals and requirements.

LG2. Limit Non-Residential Growth. Establish the net new non-residential square-foot limitations through the year 2030 at 1 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.



Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and Sphere area annexations are considered separately and in addition to the net new non-residential development established above. Once annexed, all development or developable parcels are subject to the limitations of the city's growth management ordinance.

*Implementation Actions*

LG2.1 Amount of Non-Residential Growth. Provided it is demonstrated that it can be supported by available resources capacities, amend the City's Development Plan Ordinance to limit net new non-residential growth to 1 million square feet. Amend the non-residential development categories and allocation amounts to reflect this new development potential.

LG2.2 Set Aside. Any square footage which is not utilized in any category shall be set aside for possible use after twenty years, or used during that twenty year period for a project approved by the voters.

LG2.3 Findings. Develop findings to assure that resources will be available and public benefit improvements will be in place at the time the project is ready for occupancy.

LG2.4 Transfer of Existing Development Rights (TEDR). Study the existing TEDR Ordinance and the disposition of future demolished non-residential square footage that is not rebuilt.

LG3. Live Within Our Resources. New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.

*Implementation Actions*

LG3.1 Adaptive Management Program (AMP). Develop a comprehensive AMP that will monitor, assess, adapt, and inform the public and decision makers about the implications to resources from the next increment of growth in order to revise General Plan policies as necessary.

- a. Monitor resource capacities for appropriate measurable community indicators including jobs/housing imbalance and transportation mode shifts at meaningful time intervals.
- b. Assess community indicators annually and conduct overall assessments every four to eight years and with a comprehensive review of goals, policies, and implementation procedures in the year 2020 and 2030.
- c. Where warranted by monitoring and assessment adapt and revise policies consistent with resource capacities (e.g., water, sewer, affordable housing, traffic, etc.).
- d. Inform the public and staff about current science and state-of the art technology related to sustainability, and other topics relevant to the General Plan.

## **Land Use Policies**

LG4. Principles for Development. Establish the following Principals for Development to: focus growth; encourage a mix of land uses; and strengthen mobility options and promote healthy active living.

*Implementation Actions*

LG4.2 Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through: smaller units and increased density; transit resources; parking demand standards; targeted infrastructure improvements; and increased public areas and open space.

Work with the private sector to support focused growth by conducting a survey of employees in the Central Business District to determine demographic information pertinent to workforce and affordable housing and transportation patterns of employees.

LG4.3 Mix of Land Uses. Encourage a mix of land uses, particularly in the downtown to maintain its strength as a viable commercial center, to include: retail, office, restaurant, residential, institutional, financial and cultural arts; encourage easy access to basic needs such as groceries, drug store, community services, recreation, and public space.

LG4.4 Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of the bike; reduce the need for residential parking.

LG4.5 Capital Improvement Program (CIP). Focus CIP expenditures on new mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, enhanced pedestrian facilities, and car and bike-share programs) that facilitate ease of movement from one form of travel to another.

LG4.7 Downtown School. Facilitate any future application of the Santa Barbara School District for a public elementary school downtown, particularly in conjunction with childcare and other community services.

LG4.8 Corner Stores/Small Neighborhood Centers. Amend the Zoning Ordinance to enable and ease establishment of limited neighborhood-serving commercial and mixed use in residential zones.(MM TRANS2-2.a.)

LG4.1 Integration of Principles. Integrate the Principles for Development throughout the General Plan including Land Use, Historic Resources, Housing, Circulation, and Public Services & Safety elements, through coordinated policies as well as their implementation measures such as design guidelines and standards.

LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.

*Implementation Actions*

LG5.1 Affordable Housing. Develop standards and project level findings to encourage the development of Community Benefit Housing defined as:

- Housing affordable to low, moderate, or middle income households;
- Housing dedicated for critical workforce employees;
- Employer sponsored workforce housing;
- Affordable Housing Downtown for Downtown Workers; (MM TRANS2-2.b.)
- Rental housing; and/or
- Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless, and children aging out of foster care.

LG5.2 Open Space. Develop on and off site open space standards for incorporation into the development review process to include:

- Access to adequate public open space within a ½-mile radius; and/or
- Dedication of sufficient useable open space on-site; and/or
- A contribution made toward future parks through in-lieu fees

LG6. Location of Residential Growth. Encourage new residential units be located in the Medium/High and High Density residential land use designations.

*Implementation Actions*

LG6.1 Average Unit Density Program. Amend the Zoning Ordinance to incorporate an Average Unit Density Program in multi-family and commercial zones based on smaller unit size and higher densities adjacent to transit and commercial uses and to implement Housing Element policies for higher densities for affordable and/or Community Benefit projects.

LG\_\_ Rental and Employer Housing Overlay. Encourage the construction of rental and employer housing, including three+ bedroom units, in the multi-family and commercial zones where residential is allowed by providing increased density overlays up to 50 percent ( over Average Unit Density Program).

This incentive would not apply to market rental or employer housing in the area with the Commercial Industrial Land Use Designation and C-M zoning or the Coast Village Road area.

LG\_\_ Public Housing and All Affordable Partnership Projects. Community Benefit projects such as public housing and partnership projects (e.g., El Carrillo, Garden Court) can be considered at higher densities on a case-by-case basis per the City's Affordable Housing Policies and Procedures.

LG6.2 High Fire Areas. Limit new residential development in the High Fire Areas by offering incentives and/or an option for property owners to transfer development rights from the High Fire Area to the High Density residential land use designations.

LG6.3 Transfer of Development Rights (TDR). Develop a TDR (or densities) program that allows transfer of residential density to sites adjacent to frequent transit, within easy walking and biking; in order to reduce commuting and to preserve open space.

Program considerations include:

- a. Development transfer from residentially zoned properties with severe site constraints; or
- b. Preservation of open space, within residentially zoned areas as long as there is no increase in the overall allowed densities of the area and; or
- c. The regional transfer of development rights with local and regional cooperation to allow transfer of development from rural lands and important urban open spaces to higher density, urban in-fill sites.

LG6.4 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible. (MM TRANS2-2.b.)

LG7. Community Benefit Non-Residential Land Uses. Net new non-residential square footage shall be of a secondary priority to affordable housing, and shall include one or more Community Benefit Land Uses.

*Implementation Actions*

LG7.1 Findings. Develop project level findings of approval for the following Community Benefit Non-residential development uses:

- a. *Community Priority Development*. This type of project addresses a present or projected need directly related to public health, safety or general welfare including but not limited to:
  - Parks and recreation facilities;
  - Community centers;
  - Educational institutions and uses including schools;
  - Public cultural or arts facilities;
  - Youth development programs and childcare facilities; and
  - Community gardens and urban farming; or
- b. *Economic Development*. This type of project enhances the standard of living for City and South Coast residents and/or strengthens the local and regional economy by expanding economic diversity, such as providing a new or under-represented service or commodity; or
- c. *“Green” Economic Development*. Business that provides “green” products or “green-collar” jobs (e.g., sustainable water, energy and waste management facilities, or green building products, or climate change research, but not solely a green building or structure); or
- d. *Small and Local Business*. A Small and/or local business in the community that is started, maintained, relocated, redeveloped or expanded; or
- e. *Development for Special Needs*. A project that meets the present or projected needs of people with disabilities, the workforce that provides them direct support, and the agencies or organizations providing programs and services to them.

LG8. Manufacturing Uses. Preserve and encourage the long-term integrity of light manufacturing uses.

*Implementation Actions*

LG8.1 Narrow Commercial Uses. Narrow the range of permitted commercial uses to ancillary types in the M-1 zone for protection of industrial/manufacturing and related land uses.

LG8.2 Limit Residential. Better define and further limit residential uses in the C-M Zone to protect existing manufacturing and industrial uses.

LG9. [Moved or deleted]

LG10. Multigenerational Facilities & Services. The City recognizes that there is an increasing need for multigenerational facilities and services. The City shall encourage development which provides for multigenerational facilities and services.

*Implementation Actions*

LG10.1 Facilities. Plan for community facilities to serve multigenerational needs including support services for seniors with long term care needs.

LG10.2 Use Permits. Simplify the Conditional Use Permit process to facilitate the development of day use facilities and/or services that serve children, youth and seniors.

LG10.3 Site Identification. Identify specific suitable areas and encourage the development of schools, preschools, or day care centers that are compatible with surrounding land uses and that minimize travel demand.

LG10.4 Transportation Demand Management (TDM). Include in the TDM plan, a provision to encourage inclusion of on-site child care in development projects as a means of reducing traffic.

LG10.5 Project Evaluation Criteria. Include child care as one of the criteria for project evaluation of proposed development projects.

LG11. Live-Work. Provide viable live-work opportunities throughout the City, with the exception of the Industrial designation (M-1 Zone).

*Implementation Actions*

LG11.1 Live Work. Create a live-work land use category, zoning designation, or standards to enable viable live work opportunities including standards for home occupations in residential zones that are consistent with building codes.

LG11.2 Establish Criteria. Establish criteria and standards for Artists' live-work space in the OC or C-M zones of the City.

**Community Design Policies**

LG12. Healthy Urban Environment. Consider health in land use, circulation and park & recreation decisions.

*Implementation Actions*

LG12.1 Solicit Input. City staff shall conduct meetings, workshops, or public hearings with the community in order to solicit input from interested individuals and organizations on opportunities and recommendations for further integrating health concerns into local land use planning.

LG12.2 Create Guidelines. Create appropriate development guidelines to promote a healthy urban environment in which community health is considered in all land use, circulation and park & recreation decisions (e.g., similar to those developed by the Sustainable Sites Initiative in their work with the US Green Building Council and LEED site standards).

LG12.3 Report Back. City staff shall report back to the City Council with recommendations on ways that the city may amend the General Plan to further promote a healthy urban environment.

LG12.4 Audit for Community Gardens. Conduct an audit to determine if the City owns land that could be used for community gardens and encourage voluntary private development of gardens.

LG13. Community Character. Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.

*Implementation Actions*

LG13.1 Design Overlays. Create Design Overlay areas for selected non-residential and residential areas of the city through Form Based Codes (FBCs), Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include:

1. Downtown
2. Coast Village Road
3. Upper State Street
4. Milpas Street
5. Haley/Gutierrez Streets

LG13.2 Building Size, Bulk and Scale. Ensure that proposed buildings are compatible in scale with the surrounding built environment.

- a. Standards & Findings. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 square feet or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.
- b. Floor Area Ratios (FARs). Develop a set of maximum FARs for the non-residential and High Density areas of the City, with particular attention to protecting historic resources and areas that are adjacent to single family zoned areas, maintaining Santa Barbara's small town character, and encouraging small, affordable residential units.
  - i) Maximums. Develop a set of maximum FARs that permit the largest structures in the center of the city (adjacent to transit and commercial services), and reduce maximum building size/FARs moving outward from the center. (This approval would be similar to the "Parking Zone of Benefit" model);
  - ii) Buffers. On parcels adjoining historic structures, establish "buffers" using more restrictive FAR limits;
  - iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and
  - iv) Guidelines. Consider FAR Guidelines for Form Based development models such as where parking is proposed at the ground or in basement floors.
- c. Form Based Codes (FBC). Develop FBC for non-residential and high density residential areas of the City, with particular attention to protecting the City's historic resources. Consider locations within commercial areas, historic districts, streets, or even blocks with unique qualities.
  - i) Overlay Areas. Develop FBC as overlays to work in conjunction with other zoning regulations, and consider replacing the Average Unit Density Program with the FAR and FBC programs, once established;
  - ii) Priority Implementation. Initiate implementation in the center of El Pueblo Viejo District where there is the greatest concentration of historic resources.

LG Block Analysis. Consider the relationship of new buildings to existing structures, view corridors and historic resources along an entire block.

LG Key Visual Element Preservation. As part of any new form-based code, identify the visual key elements of each block along commercial corridors including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources to ensure that the new form-based codes include measures to protect these assets.

LG Parking Demand. Amend zoning requirements to a parking demand standard, i.e., automobile parking provided to meet but not exceed demand.

LG13.3 Building Set-Backs. The frontage of commercial buildings downtown should have variation in building setback along the street facades to make the streetscape more interesting.

- a. Guidelines & Standards. Prepare guidelines and, as necessary, Zoning Ordinance standards for the use, design, and landscaping of the street frontage for commercial buildings in downtown, consistent with the Pedestrian Master Plan. Where suitable, the building set-back should accommodate significant trees, consistent with fire safety and protection of public views.
- b. Pedestrian Environment. Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.

LG13.4 Building Height. Amend zoning standards to include special findings and super majority approval by the Planning Commission and City Council for Community Benefit projects that exceed 45 feet in height.

LG13.5 Coast Village Road. Establish a process to coordinate with the County, Montecito Association, and/or Coast Village Business Association regarding new construction in the Coast Village Road area subject to City design review and permitting.

LG14. Historic Structures. Protect Historic structures through building height limits and other development standards in downtown.

*Implementation Actions*

LG14.1 Stepped Back Buildings. Stepping back buildings adjacent to historic resources and residential zones in the downtown urban centers.

LG14.2 Form Based Codes. Implement lower height limits in conjunction with Form-Based Codes where adjacent to historic structures.

LG14.3 Adaptive Reuse. When the original use of a historic structure is no longer viable, encourage the adaptation of the structure for uses other than the original intended use.

LG14.4 Transfer of Development Rights (TDR). Create a residential TDR program for residential properties developed with historically significant buildings to enable the preservation of historical buildings without exceeding the recommended overall allowed General Plan densities.

LG14.5 Historic Resource Buffers. Adopt the following City Policies and Design Guidelines as interim measures to establish buffer zones to further protect historic resources:

- a. Require all parcels within 100 feet of a Historic Resource located within the downtown center be identified and flagged for careful consideration by decision makers prior to approval of any development application including increased bonus density proposals.
- b. Require all development proposed within 250 feet of historic adobe structures, El Presidio State Historic Park and other significant City Landmarks and the grouping of landmarks in close proximity to El Pueblo Viejo be subject to Preservation Design Guidelines to protect these resources. Protection may require actions such as adjustments in height, bulk, or setbacks.
- c. Adopt Interim Preservation Design Guidelines within 6 months of the *Plan Santa Barbara* General Plan Update adoption that outline suggested buffer protection methods establishing specific distance, setback, height limits, separation and step back criteria for parcels adjoining designated Historic Resources.

LG15. Multi-Family Design Guidelines. Develop multi-family residential design guidelines and standards to address unit sizes, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).

### **Neighborhood Policies**

LG16. Low Density Single Family Zoned Residential Areas. Maintain and protect the character and quality of life of single family zoned neighborhoods as a low density residential community.

*Implementation Actions*

LG16.1 Study Lower Densities. In the steeper single family hillside areas classified as Major Hillside in the Open Space Element, study establishing densities as low as one dwelling unit for every ten or more acres due to such

constraints as steep hillsides, need for excessive grading, fire, emergency access and evacuation, degradation of viewshed, ground-water recharge, and increased stormwater run-off.

LG16.2 Slope Density Standards. Require new subdivisions of land classified single family and two-family with a 10 percent or greater average slope to comply with slope density standards as set forth in the City's Zoning Ordinance.

LG16.3 Clustered Development. Continue to encourage the grouping of dwelling units for preservation of open space on steeper and open hillside areas as allowed via the City's Planned Residence Development and Planned Unit Development Ordinances.

LG17. Sustainable Neighborhood Planning. Neighborhoods shall be encouraged to preserve and enhance sense of place, provide opportunities for healthy living, and accessibility, while reducing community's carbon footprint.

*Implementation Actions*

LG17.1 Sustainable Neighborhood Plans (SNPs). Develop comprehensive SNPs through-out the City (where desired by residents). A SNP may incorporate goals, objectives, policies and implementation actions addressing the following components, as applicable:

- a. A variety of housing types and affordability ranges;
- b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;
- \_\_\_ New grocery stores in underserved areas;
- c. Parks, recreational facilities, trails;
- d. Community gardens;
- e. Street tree planting program;
- f. Watershed protection, creeks restoration, public access to creeks;
- g. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
- h. Walkable streets with an appealing and comfortable pedestrian environment that promote physical activity and can be used safely by people of all ages or abilities including wheelchairs;
- i. Traffic calming along walkable and bicycle routes to school;
- j. Reduced impervious area (such as street and parking areas);
- k. Community services (e.g., schools, branch library, community center, clinics, etc.);
- l. Childcare and senior serving facilities;
- m. General safety (e.g., lighting); and
- n. Infrastructure needs.

LG17.2 La Cumbre Plaza Specific Plan. Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future Specific Plan. Include consideration of a mixed commercial and residential village approach and possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structure.

LG17.3 Institutional Uses. Review the permitting process for government public facilities and institutional uses and strengthen the findings as needed for neighborhood compatibility in residential areas.

## **Regional Governance**

LG9. Regional Planning. Work cooperatively with the County and other local jurisdictions through the SB375 process to better coordinate land use and transportation planning, including the provision of affordable housing.

*Implementation Action*

LG9.1 Regional Land Use/Transportation Plan. Actively participate with the County and other local jurisdictions to produce a Regional Land Use/Transportation plan as mandated by SB375.

R1. Extension of Sphere of Influence. Extend City's Sphere of Influence to include the eastern Goleta Valley, specifically:

- The eastern Goleta Valley, between the existing western boundary of the city of Santa Barbara and the eastern boundary of the City of Goleta and from the northern urban line to the ocean, excluding the existing mobile home parks. Lands within this area should be retained in the land use category designated by the County of Santa Barbara.
- Should the eastern Goleta Valley be included in the City's sphere of influence, then at an appropriate time in the future with the concurrence of the County and affected property owners, the City should pursue annexation

R2. Annexations. Annexation of land to the City shall only be allowed if: resource capacities exist to serve the additional area and population; the use of resource capacities will not jeopardize priority development (i.e., affordable housing); the annexation will at a minimum be cost neutral; and the proposed use is consistent with the General Plan land use designation and zoning standards.

#### *Implementation Action*

R2.1 Resource Capacity. It is the City's preference to merge under one government the city of Santa Barbara and the area within its sphere of influence. However, all proposed annexations shall be assessed for potential impacts on the costs and capacities of resources, for example, on water, wastewater treatment, public safety, and affordable housing.

R2.2 Consistency. New residential subdivisions shall comply with established density and lot area size requirements unless the development includes affordable housing consistent with State Law and General Plan policies.

R2.3 Compatibility. Residential properties that are annexed to the city shall be designated and zoned to be compatible with adjoining residential areas of the city.

R3. Future Annexations. Areas of unincorporated land which should be annexed at the earliest opportunity are:

- The Las Positas Valley, extending from U.S. Highway 101 on the north, to Cliff Drive on the south;
- Apple Grove and Golf Acres subdivisions, Earl Warren Showgrounds and unincorporated territory easterly and adjacent to La Cumbre Plaza; and
- Land generally located between Hope Avenue and La Colina Junior High School south of Foothill Road in the Hope Neighborhood.

## **HOUSING ELEMENT**

### **GOALS**

- *Housing Opportunities*: Ensure a full range of housing opportunities for all persons regardless of race, religion, sex, age, marital status, sexual orientation, ancestry, national origin, color or economic status, with special emphasis on providing housing opportunities for low income, moderate, middle income and special needs households.
- *New Housing Development*: Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, middle income and special needs households.
- *Conservation and Improvement of Existing Housing*: Conserve the existing housing stock and improve its condition while minimizing displacement; maintaining housing affordability; and preventing future blight or deterioration.
- *Regional Cooperation & Jobs/Housing Balance*: Coordinate City efforts with those of surrounding communities towards balancing jobs and housing in the regional housing market.



- *Public Education:* Expand public education regarding affordable housing to increase awareness of the housing needs of very low, low, moderate and middle income and special needs households and to inform the public about existing affordable housing opportunities, available resources and programs.

## **Housing Opportunities Policies**

H1. Social and Economic Diversity. Promote new housing programs that retain and support social, economic and ethnic diversity.

H2. Housing Opportunities. Promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.

### *Implementation Actions*

H2.1 Special Needs Population. Continue to fund a wide range of housing, human and community service programs and capital projects that strive to meet the needs of children, families, seniors, disabled persons, homeless, victims of domestic violence, and others.

H2.2 Rental Housing Mediation. Continue to fund, staff and support the Rental Housing Mediation Task Force, and publicize Rental Housing Mediation Task Force services and information on tenant and landlord rights including evictions, terminations and fair housing issues.

H2.3 Promote Public Awareness. Continue using CDBG funds to promote equal opportunity provisions and remedies under state and federal law.

H2.4 Enforcement Against Discrimination. If budget allows, develop adequate staffing and funding to pursue and assist the State Department of Fair Employment and Housing staff in pursuing enforcement actions against discrimination in housing under Civil Code Section 52 (c) with emphasis on discrimination against families with children in rental housing.

H3. Homelessness Prevention. Support programs and efforts designed to prevent homelessness.

### *Implementation Actions*

H3.1 Continuum of Care Program. Continue to implement the Consolidated Action Plan's Continuum of Care program in conjunction with adjacent jurisdictions and community-based organizations.

H3.2 Prevention Programs. Seek funding for homeless prevention programs, such as a program to provide short-term financial assistance to households threatened by eviction due to an inability to pay rent.

H3.3 Supportive Housing. Support the conversion of existing hotels and motels to sponsored residential hotels, Single Room Occupancy (SRO) projects, or apartments for the homeless. Develop zoning standards to encourage Single Room Occupancy and / or Efficiency Units.

H3.4 Recreational Vehicle Park. Help to facilitate application for an RV park through the City's permitting process. Work with the County and other local agencies to locate RV parks.

H3.5 RV Parking Program. Consider providing financial support for a Recreational Vehicle (RV) park project if an application is submitted by a competent sponsor/developer.

H3.6 RV Parking Locations. Continue zoning provisions for churches and non-profits to allow overnight RV parking under limited conditions.

H4. Homeless Shelters and Services. Support other agencies and nonprofit organizations in their efforts to provide shelter and services for the homeless.

### *Implementation Actions*

H4.1 Year-Round Homeless Shelter. Within one year of adoption of the 2010 Housing Element, the Municipal Code shall be amended to allow as a permitted use in the C-M zone, a year-round emergency shelter without any discretionary permit requirements. Development standards and permit procedures that apply to the use shall be

established to include, but not be limited to, maximum number of beds, off-street parking requirements, hours of operation, length of stay, security, etc.

H4.2 Casa Esperanza. Continue to fund and support the Cacique Street Homeless Shelter (Casa Esperanza).

H4.3 Expanded Services. Support the efforts of the Coalition to Provide Shelter and Support for the Homeless to expand the Cacique Street Homeless Shelter and services to year-round programming.

H4.4 Operational and Service Needs. Support the operational and service needs (such as child care and job training) of homeless shelter and service providers. Provide financing when possible.

H5. Transitional Housing Opportunities. Increase the supply and variety of transitional housing opportunities.

*Implementation Actions*

H5.1 Transitional Housing. Continue to fund community-based non-profit agencies, such as Transition House, to provide a range of transitional housing opportunities.

H5.2 Regional Coordination. Coordinate with the County of Santa Barbara and the cities of Carpinteria and Goleta to develop, update and implement the Consolidated Plan's Continuum of Care programs.

H6. Housing Opportunities for Seniors. Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low and moderate income seniors.

*Implementation Actions*

H6.1 Senior Housing. Encourage the development of a full range of senior living situations, available at market and affordable rates.

H6.2 Unit Acquisition and Rehabilitation. Continue to promote and assist in the acquisition and rehabilitation of existing dwelling units for use as affordable senior housing.

H6.3 Upgrade Senior Facilities. Continue to facilitate private sector efforts to upgrade existing senior housing facilities, including services for seniors with long term care needs, in order to provide improved senior housing opportunities.

H6.4 Non-Institutional Facilities. Encourage small, non-institutional facilities that meet the needs of the older senior population (75+).

H6.5 Senior Advocacy. Continue to work with the Area Agency on Aging.

H6.6 Support Services. Encourage the expansion of support services such as house cleaning, cooking, shopping and financial advising in order to meet the needs of the older, independent senior population.

H6.7 Housing Incentives. Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the development of small senior and disabled apartment projects including efficiencies and congregate care.

H6.8 Design Guidelines. Adopt site and unit design guidelines for senior and disabled units, which incorporate all relevant federal, state and local laws, as well as recommendations from Access Advisory Committee (AAC).

H7. Housing Opportunities for Disabled. Seek to ensure the availability of housing opportunities for the extremely low, very low, low and moderate income disabled population.

*Implementation Actions*

H7.1 Congregate Care. Promote and assist the development and processing of new congregate housing opportunities or board and care facilities for the extremely low, very low, low and moderate income, and physically and mentally disabled persons.

H7.2 Support for Landlords. Explore the creation of a program to support and assist landlords in accepting mentally disabled tenants.

H7.3 Special Needs Housing. Encourage the community services groups, non-profits, and the faith-based community to create special needs housing.

H7.4 New Housing Opportunities. Work with community service providers to expand their scope of services to include housing through new construction or acquisition and rehabilitation of existing dwelling units.

H7.5 Priority Status. Encourage the Housing Authority of the City of Santa Barbara to continue to give priority status to disabled people with the greatest housing needs.

H7.6 Accessibility Funding. Explore ways to fund accessibility improvements for dwelling units that will be made available for disabled persons who are eligible to receive HUD Section 8 certificates.

H7.7 At-Risk Affordable Disabled Units. Ensure that affordable units occupied by disabled tenants at risk of converting to market rates are maintained as affordable, to the extent feasible.

H8. Accessible Housing for Disabled. Accessibility for the disabled shall be required in new residential development and in housing to be rehabilitated.

*Implementation Actions*

H8.1 Accessibility Review. Continue the ongoing review of residential development plans for accessibility for the disabled.

H8.2 Accessibility Guidelines. Distribute guidelines to builders that explain Federal and State laws regarding accessible units. Provide specific ideas and examples (such as no steps, wider doors and hallways and larger bathroom areas).

H8.3 Accessible Housing. Adhere to either the Fair Housing Act or the California Building Code, whichever is more stringent, in order to provide accessible housing..

H9. Accessible Housing Programs. Support the creation of new programs to aid the disabled to secure accessible housing.

*Implementation Actions*

H9.1 Accessible Housing Incentives. Investigate and implement policies that give incentives for disabled accessible units to be included in market-rate projects.

H9.2 Technical Assistance. Seek funding to create and fund technical assistance programs for builders wishing to construct or convert housing for the disabled. Programs could include free architectural services to rental property owners and developers, as well as construction loans or grants for the development of accessible housing affordable to extremely low, very low, low or moderate income households.

H9.3 Case Management. Seek funding for case managers to support the disabled in independent living situations.

## **New Housing Development Policies**

H10. New Housing. Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

*Implementation Actions*

H10.1 Early Project Consultation. Continue to offer and encourage early staff predevelopment consultations for residential development of opportunity sites and mixed use projects.

H10.2 Property Profiles. Continue to offer property profile services in the Planning Division that explain development potential and constraints for parcels in the City.

H10.3 Building Reuse. Encourage residential reuse of existing nonresidential buildings, for both ownership and rental affordable housing.

H10.4 Housing at Shopping Centers. Promote and encourage the development of mixed-use for ownership and rental housing at shopping centers such as La Cumbre Plaza shopping center, with an emphasis on affordability, by coordinating and/or partnering with property owners and housing developers.

H11. Promote Affordable Units. The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

*Implementation Actions*

H11.1 Affordable and Workforce Housing. Explore options to promote affordable and workforce housing, including revising the variable density ordinance provisions to increase affordable housing (e.g., limit unit size), requiring a term of affordability, and reducing parking standards with tenant restrictions.

H11.2 Affordable Rental Housing Overlay. Encourage the construction of rental housing, including 3+ bedroom units, in the downtown center and identified areas of the R-3/R-4 zones at affordable rental rates, by providing incentives such as:

- Increased density overlays up to 50% (over Average Unit Density Program).
- Higher Floor Area Ratios (FAR) when such standards are developed.
- More flexibility with zoning standards, (e.g., reduced parking standards).
- Expedited Design Review process.
- Fee waivers or deferrals.

H11.3 Inclusionary Housing. Amend the Inclusionary Housing Ordinance to: a. Consider a 15 - 25 percent inclusionary affordable housing provision in new residential ownership developments for affordable housing to accommodate workforce (middle) income earners; and b. Amend the payment of in-lieu fees to include the following considerations:

- Eliminate or reduce inclusionary housing in-lieu fees based on preferred development, such as affordable or special needs housing projects;
- Adjust the inclusionary housing in-lieu fee rate based on unit size (i.e., lower fees for smaller units);
- Require inclusionary housing in-lieu fees for commercial development; and/or
- Suspend the inclusionary housing requirements or in-lieu fees during times of economic downturn if development costs are prohibitive.

H11.4 Density Standards. Develop density standards that permit greater densities for projects that provide a greater percentage of price-restricted ownership units than required by the inclusionary housing ordinance.

H11.5 Bonus Density. Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.

H11.6 Private Sponsors. Continue to solicit proposals for low-, moderate-, and middle income projects from private sponsors and develop programs to assist in their implementation.

H11.7 Infill Housing. Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new extremely low, very low, low and moderate income housing opportunities.

H11.8 Opportunity Sites. Assist, coordinate or partner with builders for the development of affordable housing projects by identifying in-fill and opportunity sites in the commercial zones, on public lands and under-developed R-2, R-3 and R-4 sites.

H11.9 Sweat Equity Projects. Continue to support special procedures for development, permitting, construction and early occupancy of “sweat equity” projects.

H11.10 Large Rental Units. Encourage the construction of three bedroom and larger rental units for low-, moderate-, and middle income families, including the Housing Authority, in efforts to develop and/or acquire three+ bedroom units.

H11.11 Condominium Conversions. Continue to implement the Municipal Code's Condominium Conversion Ordinance to provide opportunities for entry-level home ownership in a variety of locations while maintaining a supply of rental housing for extremely low, very low, low and moderate income persons.

H11.12 Surplus Land. Inventory all land in the City owned by County, State and Federal governments, the Santa Barbara School and High School Districts and public utilities and actively pursue dedication of surplus land for development of low, moderate and middle income housing, and for qualifying employees of participating government agencies.

H11.13 Housing Opportunities. Look for housing opportunities on City-owned land or over private and public parking lots.

H11.14 Public Facilities. Pursue acquisition of the National Guard and Army Reserve sites in order to develop affordable housing, park, school or other public benefit facilities.

H11.15 Financial Assistance. Apply for, or support others in applying for, all available public and private funding and financial assistance for affordable housing projects.

H11.16 Property Transfer Tax. Increase property transfer tax to provide funding for price-restricted affordable and workforce housing, in order to broaden the funding base.

H11.17 Alternative Revenue Sources. Explore alternative sources of revenue for Affordable Housing to replace the Central City Redevelopment Project (CCRP) area tax increment financing when it expires in 2015.

H11.18 Extend Redevelopment Project Area. Continue to explore and pursue potential legislative amendments or other opportunities for extension or replacement of the Redevelopment Project Area and its funding mechanism for affordable housing and other community benefit projects.

H11.19 Parcel Consolidation. Encourage the consolidation of small and underutilized parcels for the development of affordable housing, if appropriate based on neighborhood compatibility.

H12. Market-Rate Affordable Housing. Provide incentives for the private sector development of new housing opportunities for households earning more than 120% of the Area Median Income.

*Implementation Actions*

H12.1 Above Moderate Housing. Encourage the development of housing for first time home buyers, including moderate and middle-income households.

H12.2 City Assistance. Expand and improve the existing Homebuyer's Assistance Programs for City employees.

H12.3 Large Employers. Encourage large employers to mitigate affordable housing impacts.

H13. Non-Subsidized Rental Housing. Preserve and promote non-subsidized affordable rental housing.

*Implementation Actions*

H13.1 Preserve Rentals. Explore ways to avoid condominium conversions, or alternatively, the possibility of cooperative tenant ownership of previous rentals, such as the use of public funding to provide mortgage or down-payment loans. Such funds could also fund new affordable rental development.

H13.2 Condominium Conversions. Amend section 28.88.120B of the Municipal Code to require all condominium conversions to conform to the density requirements of the General Plan.

H13.3 Rental Units. Allow the reconstruction or rehabilitation of existing rental apartments at non-conforming General Plan densities and zoning standards. The loss of some rental units may be considered to meet building code requirements.

H14. Sustainable Housing. Ensure that new market-rate residential development is consistent with the City's sustainability goal, including reduced energy and resource use, and increased affordable housing opportunities.

*Implementation Actions*

H14.1 Market Rate Housing. Market-level housing projects in the R-2, multi-family or commercial zones (including mixed-use) shall be encouraged to:

- Provide unit sizes calculated using maximums set out under the City's redefined Average Unit Density Program provisions; and
- Have access to adequate public open space within a ½-mile radius, a dedication of sufficient useable open on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.

H14.2 Resource Conservation. Establish criteria and standards for resource use in relation to density in the project review process, to encourage reduced resource footprint projects. Residential projects that exhibit a significantly lower resource per capita footprint would be allowed bonus density providing the building remains smaller than allowed by zoning.

H14.3 Market-Rate Incentives. Prepare design standards and codify incentives for market rate developers to build smaller, "affordable-by-design" residential units that better meet the needs of our community.

H15. Secondary Dwelling Units. Second units in single family zones shall be allowed within certain areas with neighborhood input to gauge level of support, but prohibited in the High Fire Hazard Zones:

*Implementation Actions*

H15.1 Second Units. Second units (granny units) may be appropriate within 10-minutes walking distance from a main transit corridor and bus stop. Consider incentives, such as: revised development standards for second units e.g., eliminating the parking requirements for second units, eliminating the attached unit requirement, reducing development costs by allowing one water, gas and electric meter and a single sewer line, developing an amnesty program for illegal second units.

H15.2 Secondary Dwelling Unit Ordinance. Amend the Secondary Dwelling Unit Ordinance to provide more site planning flexibility and affordable-by-design concepts such as:

- Changing the existing size limitations to remove percentage of unit size and allowable addition requirements, and allowing a unit size range (300 – 700 s.f.);
- The square footage of the secondary dwelling unit shall be included in the floor-to-area ratio (FAR) for the entire property and shall be consistent with the Neighborhood Preservation Ordinance FAR;
- Eliminating the attached unit requirement;
- Changing the minimum lot size standard;
- Eliminating or adjusting affordability requirements;
- Allowing tandem parking and easing other parking requirements on a case-by-case basis; and
- Developing guidelines and prototypes of innovative design solutions.

H15.3 Loan Program. Consider a Secondary Dwelling Unit Loan Program for R-2 rental units and in single family zones during periods of high interest rates. Low interest loans would be provided in exchange for affordable rents for 15 years or the life of the loan.

H16. Expedite Development Review Process. Assist affordable housing sponsors to produce affordable housing by reducing the time and cost associated with the development review process while maintaining the City's commitment to high quality planning, environmental protection and urban design.

*Implementation Actions*

H16.1 Affordable Housing Projects. Continue to give priority to affordable housing projects on Staff, Committee and Commission agendas.

H16.2 Affordable Housing Facilitator. Continue to have a Staff-level Affordable Housing Facilitator with clearly established roles and responsibilities as defined by City Council.

H16.3 CEQA Exemption. Continue to use the CEQA infill exemption for Affordable Housing projects as appropriate.

H16.4 Coordinated Project Review. Address issues of coordination between the Architectural Board of Review (ABR), the Historic Landmarks Commission (HLC), the Staff Hearing Officer (SHO) and the Planning Commission (PC). Identify areas where additional staff authority could be given for administrative approvals.

H16.5 Infill Project Guidelines. Work with AIA, ABR and HLC members to develop guidelines and examples for small infill projects (adding 1-3 units). Consider allowing projects consistent with the guidelines to be reviewed as Consent items when appropriate.

H16.6 Administrative Approvals. Develop a list of administrative approvals for small infill projects that would include, but not be limited to the following:

- Paint color
- Window changes
- Water heater enclosures
- Room additions
- Additions of less than 250 s.f.
- Small infill projects consistent with adopted design prototypes

H16.7 Water Meters. Allow new apartment developments to be served by a single water meter for interior uses with on-line meters for each unit, as appropriate.

H16.8 Expedited Review. Continue working with the Architectural Board of Review (ABR) and the Historic Landmarks Commission (HLC), and City departments to expedite the review of Affordable Housing Projects. As appropriate, establish joint sub-committees of design review boards and Planning Commission to offer early, consistent and timely input and problem solving during the review process.

H16.9 Multi-Family Design Guidelines. Develop multi-family residential design guidelines and standards to address unit size, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).

H17. Flexible Standards. Implement changes to development standards to be more flexible for rental, employer sponsored workforce housing, and affordable housing projects, where appropriate.

*Implementation Actions*

H17.1 Parking Requirements. Consider incremental changes to the Zoning Ordinance parking requirements such as:

- Allowing tandem parking
- Providing more flexibility for constrained sites (e.g., allowing for more than one maneuver, use of car stacking devices or other space saving measures)
- Eliminating guest parking requirements for housing in downtown commercial area
- Rounding down when calculating parking requirements.

H17.2 Zoning Standards. Consider amending the Zoning Ordinance to change how, where and the extent of outdoor living space, yard and setback requirements for housing in commercial zones.

H17.3 Expedite Environmental Review. Develop and maintain a system for use of the City's Master Environmental Assessment Document as a means of expediting the environmental review process consistent with State law regarding housing.

H17.4 Development Review Process. On an ongoing basis, evaluate the current development review system and make recommendations for improvements.

H18. Monitoring of Net Housing Gains and Losses. The City shall monitor housing development and progress toward achieving housing goals.

*Implementation Action*

H18.1 Adaptive Management Program. Through the Adaptive Management Program, monitor and report annually to the Planning Commission, City Council and public, the number of total and affordable dwelling units (including bonus density units) that are being constructed, and the number of units converted to commercial use or demolished and not replaced.

### **Conservation and Improvement of Existing Housing Policies**

H19. Rehabilitation Programs. The City shall continue to expand its voluntary housing rehabilitation programs, and preserve existing housing in all parts of the City.

*Implementation Actions*

H19.1 Rehabilitation Loans. Continue to provide rehabilitation loans to low- and moderate-income owner households in neighborhoods displaying the greatest need for rehabilitation.

H19.2 Outreach Efforts. Increase outreach efforts to encourage homeowners and apartment owners to participate in the City's Housing Rehabilitation Loan Program (HRLP).

H19.3 Review HRLP. Review and evaluate the objectives of the HRLP for consistency with the 2010 Housing Element goals.

H19.4 Low-Interest Loans. Continue to provide low interest rehabilitation loans for housing sponsors to rehabilitate multi-family structures.

H19.5 Neighborhood Surveys. Continue to survey neighborhoods that have the highest number and concentration of units in need of rehabilitation.

H19.6 Mobile Home Parks. Investigate rehabilitation loan programs for the rehabilitation of mobile home park infrastructure.

H19.7 Remove Architectural Barriers. Continue the City's Home Rehabilitation Loan Program's efforts to remove architectural barriers in the homes of disabled citizens.

H19.8 Substandard Housing. Continue to allow the appropriate demolition of substandard housing.

H20. Property Improvements. The City shall encourage residential property owners to improve the conditions of their property(ies) to a level that exceeds the minimum standards of the California Building Code and the Uniform Housing Code

*Implementation Actions*

H20.1 Zoning Enforcement. Continue to focus building and zoning enforcement efforts on property owners who are chronic, repeat offenders with emphasis on multi-departmental inspections and abatement orders, and prosecution of violators through the court system.

H20.2 Substandard Apartment Complexes. Look for opportunities to acquire larger, substandard apartment complexes in cooperation with the Housing Authority, Peoples' Self Help Housing or other community-based organizations in order to correct health and safety problems and to provide ongoing management services.

H20.3 Bilingual Assistance. Continue to provide a bilingual ombudsperson for tenants in substandard units who wish to file a housing complaint.

H20.4 Zoning Information Reports. Continue to require Zoning Information Reports when residential units change ownership, excluding condominiums.

H20.5 Illegal Dwelling Units. Consider ways to legalize illegal dwelling units in accordance with the requirements of the Zoning Ordinance.



H20.6 Code Enforcement. Consider intensifying enforcement of the requirements of the Zoning Ordinance, the California Building Code and the Uniform Housing Code only if adequate protection measures and relocation assistance are available for tenants who may be displaced by such enforcement activities.

H20.7 Substandard Buildings. Consider implementing a program that would require owners of buildings found by the City's Building and Safety Division to be substandard to assume the financial burden of relocating their tenants to habitable units.

H20.8 Tax Code. Continue to utilize the processes of Sections 17274 and 24436.5 of the *State Revenue and Taxation Code* which prohibits a taxpayer who derives rental income from substandard housing from receiving income tax deductions for interest, taxes, depreciation or amortization paid or incurred with respect to the substandard housing.

H21. Preserve Affordable Housing. Maintain the affordability of existing extremely low, very low, low and moderate income dwelling units.

*Implementation Actions*

H21.1 Affordability Covenants. Continue to monitor and preserve affordable housing covenants before they expire.

H21.2 At-Risk Affordable Units. Continue to encourage the Housing Authority and nonprofit organizations to acquire and manage units whose affordability requirements are due to expire.

H21.3 Expiring Affordability. For projects with expiring affordability provisions:

- Make a determination as to whether longer affordability is feasible under existing financing;
- Engage in dialogue with property owners, no later than 12 months prior to the expiration of the recorded affordability covenant, to extend the affordability period. If the affordability period is not extended the City in conjunction with the property owner shall notify the tenants of the impending expiration to ensure proper and timely notification;
- Explore options for refinancing first mortgage bonds;
- Explore potential for sale of project to nonprofit or the Housing Authority;
- Require additional affordability as a condition of subordination of an existing City loan against the property.

H21.4 Presidio Park Apartments. Ensure that Presidio Park Apartments remain affordable in the interim between when their Section 8 contract expires (2004) and when the City has option to purchase (2018). Develop a financial plan to purchase Presidio Park Apartments as long term affordable in 2018.

## **Regional Cooperation & Jobs/Housing Balance Policies**

H22. Work to Solve Regional Jobs/Housing Imbalance. The City is committed to working with neighboring jurisdictions and the private sector to solve the regional jobs/housing imbalance in a regional manner.

*Implementation Actions*

H22.1 Affordable Housing Task Group. Continue to support and participate on the Joint Cities / County Affordable Housing Task Group.

H22.2 Shared Housing Development. Explore joint housing development opportunities, with the County of Santa Barbara and the cities of Carpinteria and Goleta.

H22.3 Affordability Criteria. Continue coordination with the County to maintain uniform affordability criteria.

H22.4 Farmworker Housing. Encourage and support the County's efforts to address the special housing needs of farmworkers on the South Coast.

H22.5 Affordable and Workforce Housing. Continue to work with community groups in support of Affordable and "Workforce" housing on the South Coast.

H22.6 Coastal Housing Partnership. Continue to participate and support the Coastal Housing Partnership, as well as explore ways to expand its role and reach.

H22.7 Employer Incentives. Work with the Coastal Housing partnership to develop incentives for employers throughout the South Coast to provide employee housing on-site or close-by off-site, and establish or expand programs that encourage employers to provide other housing benefits or financial assistance programs, such as down payments, closing costs and rental move-in fees for employees.

H22.8 Bridge Loans. Encourage the Community Housing Trust Fund to explore the feasibility of providing “bridge loans” to existing property owners to add small rental units (including “granny units”) to their property. The bridge loan would be for the construction period. In exchange, the rental units would be required to be affordable for a reasonable period of time.

H22.9 Affordable Student Housing. Encourage UCSB and Santa Barbara City College to address affordable student, faculty and staff housing on campus and at close-by off-site opportunity sites. Discuss with SBCC or other interested organizations the obstacles to development of student housing on campus or within walking distance to the campus. Provide encouragement and assistance in pursuit of any needed legislative or Local Coastal Plan Amendments for the provision of student housing.

H23. Sustainable Regional Housing Solutions. Develop regional strategies to fund and construct Affordable Housing for different need categories (e.g., senior, young families, disabled, homeless) within existing urban growth limits.

*Implementation Actions*

H23.1 State and Federal Funding. Explore opportunities for joint City/County applications for Federal and State housing assistance programs.

H23.2 Annexations. At the request of the County and community, pursue joint projects, including annexations, similar to the Mercy Housing / St. Vincent’s affordable housing project.

H23.3 City Resources. Look for opportunities to use City funding and staffing resource for affordable projects outside the City limits as requested and appropriate.

H23.4 New Funding Sources. Encourage the community-based Housing Trust Fund and the Trust for Public Lands to work together in efforts to identify new funding sources for affordable housing projects.

H23.5 Housing Authority Coordination. Encourage the City and County Housing Authorities to work together to purchase sites and/or construct affordable housing.

H24. Cooperation on Legislative Changes. Pursue a joint legislative platform to achieve regional housing solutions for the South Coast.

*Implementation Actions*

H24.1 Rental Housing. Encourage the passage of legislation that provides incentives for the construction of rental housing.

H24.2 Condominium Production. Encourage the passage of legislation that would resolve the condominium construction defect liability crisis.

H24.3 Housing for Disabled. Support State legislation that would expand housing opportunities for the disabled.

H24.4 Redevelopment. Pursue State legislation to extend the life of the RDA’s CCRP.

H24.5 Residential Development. Encourage the federal and state governments to establish policies and expand programs that will assist in the production and financing of residential development including the following:

- Adopt legislation or regulatory changes that will result in an expanded secondary mortgage market for mixed use and affordable housing developments.
- Revise the tax code to provide incentives for the construction and ownership of rental housing, such as accelerated depreciation.
- Increase funding for affordable housing programs.

- Amend the Community Reinvestment Act to require banks and savings associations to provide more financing for the production of affordable housing.
- Adopt legislation that will facilitate the use of Mortgage Credit Certificates and tax exempt bond financing for affordable housing in higher cost areas.

H24.6 Section 8 Program. To ensure the continuation of the Section 8 Housing Voucher Program the following shall be pursued:

- Oppose any legislation that would reduce funding for the Section 8 Housing Voucher Program, including the block granting of the program to the states.
- Support legislation that provides new incremental units of Section 8 Voucher assistance nationwide, particularly in high cost areas like Santa Barbara where the need is greatest.
- Support legislation that ensures adequate Section 8 Voucher renewal funding so that the number of low-income families presently served are not reduced.

H24.7 Green Housing. Support a new federal affordable housing production program as recommended by the Millennial Housing Commission, to provide grants for green housing projects for low- through middle-income households.

### Public Education Policies

H25: Housing Information. Encourage broad based support in the community for the siting and permitting of affordable housing projects, senior housing, homeless shelters, and group homes for persons with disabilities or terminal illnesses.

#### *Implementation Actions*

H25.1 Housing Resources. The City shall provide information to the public about housing needs and resources that exist in the community:

- Through reports to Planning Commission or City Council, and in coordination with the Housing Authority:
- By public access television to provide information on affordable housing: what it is, whom it is for, why it is necessary, and how NIMBYism affects its production.

H25.2 Rental Incentive Information. Provide rental incentive program information to potential developers regarding the need for large (3+ bedroom) rental units affordable to extremely low, very low, low, and moderate income households.

H26. Affordable Housing Information. Inform the public of affordable housing opportunities that currently exist in the community.

#### *Implementation Actions*

H26.1 Tax Deductions. Provide information on the availability of California income tax deductions to those persons rehabilitating property for handicapped access.

H26.2 Housing Opportunities. Continue to publish and distribute a resource guide to inform consumer households of available housing opportunities and community programs.

H26.3 Accessibility Regulations. Continue to provide information and technical assistance to property owners concerning compliance with Title 24, ADA and Fair Housing Act regulations (the standards for accessibility by the disabled).

H26.4 Housing Achievements. Support and assist efforts to publicize both public and private affordable housing achievements.

## OPEN SPACE, PARKS AND RECREATION POLICIES

### GOAL

- *Open Space Opportunities.* Protect and enhance the city's livability, accessibility and character, and the community's health, through the generous provision of a variety of accessible public open space opportunities.

### Open Space, Parks and Recreation Policies

OP1. Variety and Abundance. Provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and view points, consistent with standards established for this city.

#### *Implementation Actions*

OP1.1 Park and Open Space Standards and Planning. Establish or update standards for:

- The number of acres for each type of open space per increment of population (e.g., 1,000 residents) appropriate for Santa Barbara;
- Optimal walking distances to parks, recreational areas and gardens, including pocket parks and small play areas; and
- Types of open space, parks or recreational facilities to satisfy different needs, or appropriate in different locations (e.g., multi-purpose pocket park for infill vs. tot lot in single family residential neighborhood) suitable for the demographics of each neighborhood.
- Using these service ratio standards, develop accessibility goals, identify facility deficiencies, establish priorities, and determine options for addressing needs, such as through joint use (and funding) of school districts' recreational facilities.

OP1.2 Remaining Key Open Space. Use the information in the Master Environmental Assessment Visual Resource Maps and other data to identify key areas within the City and its sphere of influence that merit long-term protection, and take appropriate actions to preserve such areas as passive open space. Focus on larger areas of contiguous open space including areas in the Las Positas Valley, Elings Park, El Presidio de Santa Barbara State Historic Park, east slopes of Hope Ranch, north Mesa hillsides, the Riviera, and throughout the foothills, particularly in lower Mission Canyon and the watersheds of Arroyo Burro and Barger Canyon creeks, as well as the Atascadero and Cieneguitas creek watersheds adjacent to the San Marcos Foothills Preserve. [MM VIS-1]

OP1.3 Protect Contiguous Open Land. All new development within identified key open space areas shall be sited and designed to preserve contiguous tracts of open space and connectivity with open space on adjacent parcels. Connectivity includes connected habitats and wildlife corridors. [MM VIS-1]

OP1.4 Public Lands. As part of the next Recreation Facilities Master Plan Update and/or in each Sustainable Neighborhood Plan, identify all publicly owned vacant or underutilized property (e.g., parking lots, road rights of way, etc.) and assess the potential for conversion of all or a portion of these properties for park, open space, and recreational use, such as pocket or neighborhood park, play area, plaza, public seating area, trail or community garden, habitat restoration, and/or other publicly accessible green space as well as water quality improvement projects.

OP1.5 Community Gardens on Vacant Land. Establish a program for use of vacant or under-utilized properties for temporary community gardens throughout the City, to enable residents who do not have access to land to grow food, orchards or other crops. Community gardens shall not be sited within a creek setback.

OP2. Open Space, Park, Recreation and Trails Acquisition and Maintenance Funding. The City shall develop a variety of ways and options to support acquisition and maintenance of public open space, and new development and re-development shall contribute commensurate with the incremental need generated.

#### *Implementation Actions*

OP2.1 Acquisition Funding. Establish funding mechanisms (e.g., conservation easements, assessment districts) for preservation of key open space areas including Quimby Act and Park Development Fees to reflect the actual costs of providing such facilities, and actively pursue state, federal, and private grants to enable acquisition. [MM VIS-1]

OP2.2 Maintenance Funding. Develop funding mechanisms for maintaining public parks, recreational facilities and/or usable open space in the urban center. Require a contribution by all larger projects, towards public parks, recreational facilities, and/or other usable open space on site, off site, or through in lieu fees, to offset the impact of increased density/intensity of use.

OP2.3 [*Moved or deleted*]

OP2.4 Preservation of Regional Open Space. Coordinate with the County, School District, recreational service providers of Goleta and Carpinteria on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:

- Expanding the San Marcos Foothills Preserve by siting and clustering any new development south of the Preserve to set aside steep hillsides and creek corridors as additions to the Preserve. Consider potential options to expand the Preserve northward during any future proposed subdivisions of larger adjacent ranches by considering use of agricultural clustered development or other techniques to permit preservation of larger areas of contiguous open space while permitting reasonable development of such properties.
- Coordinating with the County and private property owners to restore foothills and other lands degraded by past inappropriate grading or agricultural activities.
- Recreational facilities including ball fields, sport courts, trails and bike paths.
- -Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch. [MM VIS-2]

OP2.5 Acquisition of Existing Buildings for Community Use. Establish funding mechanisms for acquisition of existing buildings and property (e.g. Clark Estate, Army Reserve, National Guard Armory) for community use or establishment of a new community center.

OP2.6 Citizen Involvement. Coordinate with interested citizen groups on appropriate conservation and passive recreational activities that should occur in existing and newly acquired open space areas. [MM VIS-1]

OP2.7 Youth Involvement. Work with local education institutions (e.g. high schools, colleges) and community organizations to foster youth appreciation for and participation in open space protection and management. [MM VIS-1]

OP2.8 Private Open Space. Coordinate with private landowners on the management and restoration of private hillside lands so that such lands are managed to preserve open space values of significant stands of native vegetation and mature trees. Explore costs and benefits of transfer of such lands to public ownership with willing property owners. [MM VIS-1]

## **ECONOMY AND FISCAL HEALTH ELEMENT**

### **GOALS:**

*Strong, Diverse Economy*. Ensure a strong economy with a diversity of business sizes and types that provide a stable long-term revenue base necessary to support essential services and community enhancements, as well as diverse job opportunities.

*Local Opportunities*. Enhance educational opportunities for local residents to meet local employment needs.

*Green Businesses*. Encourage more “green” businesses.

*Tourism*. Continue to support tourism and related support services for visitors to Santa Barbara.

*Interconnected Regional Economy*. Recognize that commerce is intertwined with transportation, natural resources and housing, and together are key elements of a healthy economy that is regional in scope.

*Minimize Impacts and Costs*. Internalize impacts to the environment of new development and redevelopment, and avoid costs to the community.

## Local Economic Policies

EF1. Integral Parts of Economic Development. Promote energy efficiency, innovation, public health, and arts and culture as integral parts of economic development.

EF2. Environmental Effects of Commercial Growth. Manage commercial growth to protect the City's environment and unique qualities.

EF3. Economic Development Plan and Special Studies. Prepare and implement an economic development plan to focus economic development activities in desired areas to further implement economic policies. Initiate special area studies, zoning policies, or specific plans for small businesses, start-up businesses and green/sustainable businesses in the commercial areas identified in Sustainable Neighborhood Plans.

EF4. Existing Businesses. Give priority to retaining existing enterprises as the best source of business expansion and local job growth, and encourage government, businesses and residents to patronize local businesses and contractors, by working with local businesses to initiate a "Buy Local" program, with the City setting the example.

EF5. Green/Sustainable Businesses. Provide where practical a green promotional and economic development program, to support businesses that:

- Develop or provide "green/sustainable" products, such as recycled building materials, alternative transportation vehicles, alternate energy sources, organic agriculture, etc.; and/or
- Enhance the natural environment, conserve energy, water or materials, prevent pollution, reduce waste; and/or
- Provide green education to the community.

Continue to support the *Green Business Program Santa Barbara County* by publicly recognizing businesses that promote environmental responsibility and community concern.

EF6. Minority Businesses. Support minority-owned/operated businesses to assist in preserving cultural diversity through focused promotional programs.

EF7. Eco-Tourism. Promote eco-tourism, such as bicycle tours, that takes advantage of existing hotels and resources such as the beach, ocean, foothill trails, etc.

EF8. Livable Wages. Recruit or retain businesses which provide livable wage employment as defined by the City, and provide support through promotional programs.

EF9. Infrastructure Improvements. Identify, evaluate and prioritize capital improvements that would assist in business retention or expansion, such as increased public transit, a rail/transit transfer center, city-wide wi-fi, sidewalk improvements, or consolidated customer parking facilities.

EF9\_. Incentivize Business Development. Work with business organizations such as the Downtown Organization to develop specific strategies to provide incentives for business development and recruitment to the area.

EF10. Technology. Encourage the use of and investment in technology that supports local enterprises and attracts new businesses to the City.

EF11. Re-Use of Commercial Space. Provide incentives for adaptive re-use of vacant commercial buildings.

EF12. Partnerships. Encourage public/private joint venture partnerships as an economic development tool.

EF13. Local Needs. Encourage enterprises that serve the needs of existing local residents, workers, and businesses.

EF14. Protect Industrial Zoned Areas. Preserve the industrial zones as a resource for the service trades, product development companies, and other industrial businesses.

EF16. Connect College Students and Employers. Advocate for and support a program to link UCSB and Santa Barbara City College graduating students with local employers.

EF17. Arts, Crafts, and Culture. Recognize the contribution to the City's economy played by the arts, crafts, and cultural events, and continue to support and promote these endeavors.

*Implementation Actions*

EF17.1 Arts District. Continue to support venues, facilities, events, and public artwork within the cultural arts district informally recognized as the area bound by Carrillo, Micheltorena, Anacapa and Chapala streets as well as surrounding areas within the Downtown.

EF17.2 Master Plan. Develop and implement a Public Art and Cultural Arts Master Plan. Work with the private and non-profit sector to develop the Public Arts, Crafts, and Cultural Arts Master Plan.

EF18. Coordinate with SBCC. Encourage closer ties with SBCC, recognizing its role in providing a skilled and knowledgeable labor pool and contemporary concepts or ideas for business and government.

EF19. Child and Senior Care for Working Families. Recognize and promote the provision of child and senior care as a necessary compliment of employment.

EF20. Small Businesses. The City recognizes the economic importance of small business in the community and shall promote programs to encourage their continued economic vitality and flexibility in future expansion.

### **Regional Economic Policies**

EF21. Regional Economic Strategy. The City shall pursue an economic development strategy that sets a regional jobs/housing balance as a goal, and recognizes the need for affordable housing to support a diverse and healthy local economy.

*Implementation Action*

EF21.1 Cooperative Strategy. In cooperation with other area governments, prepare an economic strategy to define regional economic needs, and a practical and realistic regional goal for a jobs/housing balance. Identify actions that can be taken:

- By each jurisdiction toward achieving the job/housing goal;
- By each jurisdiction toward addressing other regional economic needs; and
- By several jurisdictions together.

EF22. Coordinate with UCSB. Encourage closer ties with UCSB, recognizing its role as an employment base and source of start-up businesses.

EF23. Jobs within the Region for Local Residents. Recruit and retain businesses in the City that employ local residents, and encourage South Coast Region employers to recruit local residents to reduce commuting and increase local purchasing power.

### **Fiscal Health Policy**

EF25. Development Impact Fees. To the extent applicable, in order for the community to function more sustainably, new commercial and market-rate residential development and redevelopment shall either avoid impacts on community services and facilities, or contribute financially to the City or other community organizations to mitigate such impacts and costs of providing increased services and facilities.

## **HISTORIC RESOURCES ELEMENT**

### **GOALS**

- *Protect and enhance Historical and Cultural Resources*. Protect and enhance the community's historic and cultural structures and sites, through the protection, preservation, and enhancement of historic and

archeological resources; appropriately scaled, designed and sited adjoining development; well-located open space; and landscaping.

- *Increase Awareness and Appreciation.* Increase public awareness and appreciation of Santa Barbara's prehistory and history, and historic, archeological and paleontological sites.

### **Historic and Archaeological Resource Policies**

HR1. Adaptive Reuse. Provide incentives for adaptive reuse of listed or designated historic buildings.

#### *Implementation Actions*

HR1.1 Loan Program. Create a restoration and rehabilitation loan program specific to designated and potential historic structures.

HR1.2 Maintenance of Designated Historic Structures. Prepare guidelines and standards for maintaining designated historic sites and structures including advice to property owners.

HR2. Increase Historical Resource Appreciation. Programs that educate and recognize the importance of preserving archaeological, prehistoric, historical, and cultural resources shall be continued, promoted and expanded.

HR3. Development Adjoining Designated Historic Structures. Development on parcels adjoining designated historic structures shall be designed, sited and scaled to be compatible with their historic neighbor and public enjoyment of the historic site.

#### *Implementation Action*

HR3.1 Views. Review proposed buildings or additions to existing buildings on parcels adjoining designated historic structures as to how they may affect views of and from the historic structure.

HR3.2. Construction Adjacent to Historic Structures. Provide that construction activities adjacent to an important historical structure do not damage the historical structure. For projects involving substantial demolition and/or grading adjacent to an important historical structure, include any necessary measures to provide that such construction activities do not damage the historical structure, as determined in consultation with the City Urban Historian, or in approved Historic Structures Report recommendations. Such measures could include participation by a structural engineer and/or an historical architect familiar with historic preservation and construction in the planning and design of demolition or construction adjacent to important historic structures. Where appropriate, study and mitigation for potential damage of certain historic structures (e.g., older adobe structures) shall be considered when adjacent development might result in a change in micro-climate of the affected historic structure. [MM HER-1-1.a.]

HR4. Chumash Culture and Archeological Resources. Promote awareness, appreciation and understanding of the early inhabitants of Santa Barbara.

#### *Implementation Measure*

HR4.1 Improve Awareness. Encourage and participate in partnerships between the City, developers, landowners and the Chumash to increase the visibility of Chumash history and culture by:

- a. Supporting public displays or exhibits of Chumash arts, culture and history,
- b. Encouraging the incorporation of elements from Chumash art and culture into public and private development,
- c. At no cost to the City, supporting the creation of a permanent Chumash archaeological "open-air museum", preferably in-situ should an appropriate site be discovered or identified, and/or interpretive center, sites or trail.

HR5 Historic Resource Protection. Identify and/or designate Historic Districts or grouping of historic resources and consider additional implementation actions listed in LG13. and LG14, such as revised development standards, buffer protection and overlay zones to further protect historic resources.



*Implementation Action*

HR5.1 Buffers. Establish permanent Historic Resource Buffers with priority focus on the historic adobe structures, the Brinkerhoff Avenue District, significant City Landmarks, and El Presidio State Historic Park.

**ENVIRONMENTAL RESOURCES ELEMENT****GOALS**

- *Sustainable Resource Use*. Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.
- *Reduce Greenhouse Gases*. Reduce where practicable greenhouse gas emissions contributions to climate change, and to air pollution and related health risks.
- *Reduce Fossil Fuel Use*. Reduce fossil fuel use through increased efficiency and conservation, and by developing renewable energy sources.
- *Climate Change Adaptation*. If applicable, incorporate adaptation to climate change in proposals for new development, redevelopment and public infrastructure.

**Climate Change Policies**

ER1. Climate Change. As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.

*Implementation Actions*

ER1.1 Comprehensive Climate Change Action Plan. Prepare a comprehensive climate action plan, toward compliance with AB32, to address climate change concerns including reducing green-house gas emissions, green-house gas absorption, and adaptation to climate change. The climate action plan will include evaluation of community energy use (i.e., energy used by buildings and infrastructure); waste and recycling; water and wastewater systems; transportation; and community design. (ER3) Include objectives and indicators to monitor greenhouse gas emissions, and natural phenomena related to climate change, such as oil seeps, sea-level rise, weather patterns, and wildlife behavior.

All elements of the General Plan will identify which specific policies contribute towards the reduction of green house gases. (Green house gases include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons and perfluorocarbons, among many others.)

ER1.2 Greenhouse Gas Emission (GHG) Reduction. Require new development, redevelopment and substantial remodels to demonstrate how the project will reduce GHG emissions from associated vehicular traffic to 1990 levels by 2030.

ER1.3 Urban Heat Island Effect. Improve carbon sequestration and reduce the urban heat island effect by:

- a. Amending the Zoning Ordinance to establish standards that decrease impermeable surfaces and building areas relative to lot size;
- b. Providing incentives such as expedited permitting for building projects that incorporate green roofs; and
- c. Exploring possibilities for reducing standards for impermeable surfacing required by the Transportation Division and Fire Department.

ER2. Emergency Response Strategies and Climate Change. The City shall incorporate into its response strategies for emergency preparations, the potential effects of climate change, including from extreme weather, sea level rise, or epidemics, on humans, and the built and natural environments.

ER3. Decrease City's Global Footprint. In addition to promoting reduced unit size, building footprints and GHG emissions, and energy conservation, promote the use of more sustainable building and landscaping materials and methods.

*Implementation Action*

ER3.1 Locally-Harvested Renewable Materials. Establish additional green building incentives for the use of locally harvested, renewable building or manufacturing materials. (ER11)

ER4 Incorporation of Adaptation in Development. New public and private development or substantial redevelopment or reuse projects shall estimate the useful life of proposed structures, and, in conjunction with available information about established hazard potential attributable to climate change, incorporate adaptation measures in the design, siting and location of the structures.

*Implementation Action*

ER4.1 Adaptation Guidelines. The City shall prepare adaptation guidelines for development projects, and to the extent of information available to the City, provide information about potential climate change hazards to developers. (See also Public Services and Safety Element, Hazard Avoidance.)

ER4.2 Sea Level Rise. Identify policy options, costs, and consequences for addressing sea level rise issues, including:

- Techniques to minimize wave energy and damage from storm surges, while minimizing disruption of coastal activities and habitats.
- Review of City public improvements and utilities for potential consequences of sea level rise, and consideration of means of adaptation such as measures to protect in place, raising facilities above projected flood heights, and managed retreat or relocation of facilities.
- Coordination with private property owners along the waterfront on techniques for structural adaptation and new design. [MM HYDRO-1-1.a.]

## **Energy Conservation Policies**

ER5. Energy Efficiency and Conservation. As part of the City's strategy for addressing climate change, minimizing pollution of air and water, depleting nonrenewable resources and insulating from volatility of fossil fuel prices, dependence on energy derived from fossil fuels shall be reduced through increased efficiency, conservation, and conversion to renewable energy sources when practicable and financially warranted.

*Implementation Actions*

ER5.1 Energy Efficient Buildings. Encourage all new construction to be designed and built consistent with City green programs, the California Green Building Code, policies, and the goal of achieving "carbon neutrality" by 2030 in all buildings.

Further reduce energy consumption over time to "carbon neutrality" by 2030 in new building and through suggested retrofits. Establish a voluntary program and time line for increasing the energy efficiency and carbon neutrality of new buildings or additions, and of existing building stock. Provide:

- a. Information on current energy use and conservation options;
- b. Incentives for voluntary upgrades;
- c. Voluntary incremental upgrades may be encouraged at time of sale, and/or other methods for greening the existing building stock; and
- d. Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).

ER5.2 City Facility Retrofits. Continue to implement programs through Sustainable Santa Barbara for retrofitting of municipal systems with energy efficient equipment, systems, and programs.

ER6. Local and Regional Renewable Energy Resources. Provide both within the city, and regionally through working with the County and other local jurisdictions or parties, opportunities to preserve, promote and participate in the development of local renewable energy resources such as solar, wind, geothermal, wave, hydro, methane and waste conversion.

*Implementation Actions*

ER6.1 Community Choice Aggregation. Conduct a feasibility study for a Community Choice Aggregation arrangement as either a bulk purchaser or producer of energy from alternative resources. Change codes to support and promote examining the feasibility of Community Choice Aggregation.

ER6.2 Alternative/Advanced Fuels. Support and implement the California Energy Commission and State Air Resources Board goal for alternative/advanced fuels set forth in AB1007 for non-petroleum fuel use of 20% by 2020 and 30% by 2030.

ER6.3 Incentives for Alternative/Advanced Fuel Infrastructure. Give priority through expedited processing to projects providing infrastructure for alternative/advanced fuels.

ER6.4 Obstacles for Small Wind Generators. Identify and study regulatory obstacles to installing small individual or community wind generators, and prepare standards for siting, design, maintenance and operation to ensure compatibility with adjoining land uses and protect environmental resources.

ER6.5 Facilitate Renewable Energy Technologies. Promote flexible design review standards and facilitate use of renewable energy technologies through streamlined planning and development rules, codes, processing, and other incentives.

ER6.6 Solar Energy. Encourage the use of solar photo-voltaic arrays on new construction, redevelopment, and significant remodel projects, as appropriate, taking into consideration project scale and budget, building size, orientation, roof type, and current energy use.

- a. For multi-residential projects of more than 4 units, require 1 kw of solar photo-voltaic panels per unit consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
- b. For multi-residential projects of 3 to 4 units, require provision of a minimum 2 kw system consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
- c. For 1 or 2-unit residential projects require provision of 300 sq.ft. rectangular unobstructed roof area free of mechanical equipment and vents facing south, east or west in a manner that future photovoltaic installation would be consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
- d. For commercial and industrial projects provide a minimum of 5 watts of photovoltaic panel systems for every new square foot of building net floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

## **Air Quality Policies**

ER7. Highway 101 Set-Back.

New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one unit on vacant property) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and diesel emission risks reduced. The City will monitor the progress of CARB efforts. [MM AQ-1]

*Implementation Actions*

ER7.1 Highway Setback Review Criteria. Prepare project review criteria for the set-back area.

ER7.2 Highway Barriers. Pursue funding and installation of walls, trees and shrubs along unprotected areas of U.S. Hwy 101 to create a barrier to reduce particulate transmissions. Barriers and sound walls to be consistent with the

Highway Santa Barbara Coastal Parkway Design Guidelines. (This would also help attenuate noise and offset carbon dioxide emissions.) [MM AQ-1]

ER9. Low-Emission Vehicles and Equipment. Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.

*Implementation Action*

ER9.1 Electric Vehicles. Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.

ER10. Marine Shipping Emissions. Support regional and State efforts to reduce marine shipping emissions.

ER11. Development Mitigation. Establish ordinance requirements to apply standard air-quality mitigation measures for new development and construction projects. These include measures to minimize construction dust and vehicle emissions; provide landscaping; conserve energy and reduce vehicle trips.

### **Biological Resources Policies**

ER12. Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

*Implementation Actions*

ER12.1 Tree Protection Ordinance. Update ordinance provisions to protect native oaks and other native or exotic trees.

- New development shall be sited and designed to preserve existing mature healthy native and non-native trees to the maximum extent feasible.

ER12.2 Urban Tree Protection and Enhancement. Create a City-wide enforcement and mitigation program for removal, severe pruning without a permit, or neglect, of protected trees (street trees, trees in front yards, and historic or otherwise designated trees).

ER13. Wildlife and Native Plant Habitat Protection and Enhancement. Protect, maintain, and to the extent reasonably possible, expand the City's remaining diverse native plant and wildlife habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats.

*Implementation Actions*

ER13.1 Designate Habitats. Map and designate important City upland habitats and wildlife corridors that merit long term protection, enhancement, and preservation for habitat and wildlife values. Include criteria and monitoring objectives such as large areas of contiguous coastal sage scrub (generally five acres or greater), oak woodlands (generally one-half acre or greater), perennial grasslands (generally 0.25 acres or greater), annual grasslands (generally five acres or greater), and important wildlife movement corridors. [MM BIO-1 a]

ER13.2 Multi-Use Plan for Coast. Develop updated multi-use plans and monitoring guidelines for beaches and other coastal areas to provide for both recreational uses and protection of coastal habitats and wildlife/native plant species.

ER13.3 Native Species Habitat Planning. Protect and restore habitat areas for native flora and fauna, and wildlife corridors within the City, including for chaparral, oak woodland, and riparian areas. In particular, provide land use/design guidelines to:

- Require buildings and other elements of the built environment, and landscaping to be designed to enhance the wildlife corridor network as habitat.
- Ensure that the City and new development preserve existing trees within identified wildlife corridors, and promote planting new trees, and installing and maintaining appropriate native landscaping in new developments within or adjacent to important upland wildlife corridors and all streams. [MM BIO-1.b]
- Ensure that efforts are made to minimize disturbance to understory vegetation, soils, and aquatic habitats that are present below the trees in order to provide movement of species that utilize the habitat. [MM BIO-1.b.]
- Ensure that new development and redevelopment projects will not result in a net reduction or loss in size and value of native riparian habitats. [MM BIO-2.b.]
- Increase riparian habitat within the City and / or its sphere of influence by 20 areas or more, and 1 linear mile or more, over the 20 year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City's three major creeks. [MM BIO-2.b.]

ER14. Trail Management. Existing and future trails along creeks or in other natural settings shall be managed for both passive recreational use and as native species habitat and corridors.

ER15. Integrated Pest Management Program. To the extent allowable under state health and safety laws, establish ordinance provisions to apply integrated pest management requirements to development permits.

### **Hydrology, Water Quality and Flooding Policies**

ER16. Creek Resources and Water Quality. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

#### *Implementation Actions*

ER16.2 Comprehensive Creek Action Plan. Prepare a comprehensive long term action plan for protecting and enhancing creek water quality, riparian area, and steelhead use, and maintaining or enhancing flood management.

ER16.3 Master Drainage Plan. In coordination with watershed planning, develop a comprehensive drainage plan that identifies the existing system, policies and development standards to better address drainage and water quality issues, areas appropriate for drainage retention/detention, future capital improvements, and funding plan to finance the projects.

ER17. Storm Water Management Policies. The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

#### *Implementation Actions*

ER17.1 Storm Water Guidelines. The City's Storm Water Management Guidelines provide information on implementation measures such as ground water recharge, pervious surfacing, bioswales, detention basins, and green roofs. Update measures for street sweeping, storm-drain stenciling, and public outreach for inclusion in conditions of approval or as mitigation measures. Encourage the conversion of excess street paving between sidewalks and streets to bioswales.

ER17.2 Wash-Down Policies. Prepare or update regulations to limit the practice of hosing down driveways, to conserve water and reduce pollutants carried through urban run-off and conserve water per State Water Resources Control Board regulatory guidelines for storm water management.

ER18. Creek Setbacks and Restoration. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

*Implementation Actions*

ER18.1 Setback Standards. Establish updated creek setback and restoration standards for new development and redevelopment along all creeks, and prepare or update guidelines for restoration, increase of pervious surfaces and appropriate land uses within designated creek side buffers.

- Develop setback standards of greater than 25 feet from the top of bank for new structures and hard surfaces adjacent to creeks and wetlands. [MM BIO – 2.c.]

ER18.2 Creekside Development Guidelines. Establish design guidelines for development and redevelopment near creeks, such as measures to orient development toward creeks, and better incorporate creeks as part of landscape and open space design. Utilize native riparian palettes for landscaping along creeks, and prohibit the use of non-native invasive plants. Encourage public creekside pedestrian paths where appropriate to increase connectivity and provide pocket parks and signage to improve public awareness and enjoyment of the City's creeks.

ER18.3 Creek Naturalization. Prohibit the placement of concrete or other impervious material into, or piping of, major creeks and primary tributaries except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be "daylighted." [MM BIO-2.a.]

ER18.4 Surface Water Drainage Restoration. Set a goal to restore or daylight a total of at least .5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza. [MM BIO-2.a.]

**Food and Agriculture Policies**

ER19. Farmers Markets. Continue to support local farmers markets, and expand locations to include neighborhood locations consistent with Sustainable Neighborhood Plans, expand infrastructure to support them, and expand hours of operations.

ER20. Gardener Education. Continue to support the City/County/SBCC Green Gardener training program, and expand community and school educational programs for producing gardens year-round using sustainable gardening practices. Encourage the use of fruit trees in landscaping where appropriate.

ER21. Food Scrap Recovery and Composting Program. Continue and expand the City program for diversion of food scraps from landfill disposal, to be composted for use as soil amendments.

ER22. Public and Private Food Gardens. Provide for infrastructure to support local community gardens. With neighborhood support, develop publicly-available edible landscaping in existing and new parks. Reserve space for public gardening within the urban core area to be maintained by the community. Design for green roofs and urban rooftop gardens in residential development Downtown.

ER23. Food Gardens for Schools. Work with the Santa Barbara School Districts to develop organic gardens at schools and a healthy and waste-free lunch program:

- to educate students about where food comes from, and the nutrient and energy cycles from garden to table and back again,
- to encourage the development of healthy eating habits, and
- to provide healthy local food.

ER24. Regional Agriculture. Support regional coordination toward expanding local sustainable food sources. Support incentives for maintaining and establishing additional agricultural farms and farm stands within the City,

the South Coast, and tri-county areas. Support directing local food to our schools, cafeterias, groceries, convenience stores, and restaurants.

### **Aesthetics and Visual Resources Policies**

ER25. Visual Resources Protection. New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.

#### *Implementation Actions*

ER25.1 Document Public Views. Conduct a study to identify and document important public views of the ocean, the mountains or other highly-valued views, establish a list of important public view points, and provide a photo record. Prepare related development standards to protect the views seen from the public view points.

ER25.2 Evaluation criteria. In evaluating public scenic views and development impacts at a particular location, the City shall consider:

- a. The importance of the existing view (i.e., whether a view contains one or more important visual resources, has scenic qualities, and is viewed from a heavily used public viewpoint, such as public gathering area, major public transportation corridor or area of intensive pedestrian and bicycle use);
- b. Whether a proposed change in the existing view would be individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the Waterfront area or designated historic resource);
- c. Whether changes in the proposed action could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape design).

ER25.3 Vegetation Protection. Prepare guidelines and standards for removal of significant trees and for planting replacement or additional trees, and protect significant natural vegetated areas from inappropriate development.

ER25.4 Scenic View Protection. Further protect public scenic views of the coast, hillsides, open spaces, creeks and historic resources by incorporating guidelines as part of Form-Based Codes, project design guidelines, and environmental review guidelines.

ER27 Enhance Visual Quality. Not only retain, but improve visual quality of the city wherever practicable.

#### *Implementation Action*

ER27.1 Underground Utilities. Cooperate with developers and utility companies to underground all overhead utilities in the city by 2030. Establish a listing of priority street segments with realistic target dates in the capital improvements program.

## **CIRCULATION ELEMENT**

### **GOALS**

- *Integrated Multi-Modal Transportation System*. Create a more integrated multi-modal transportation system to connect people, places, goods, and services by providing a choice of transportation modes and decreasing vehicle traffic congestion.
- *Street Network*. Provide a comprehensive street network that safely serves all transportation modes.

### **Circulation Policies**

C1. Transportation Infrastructure Enhancement and Preservation. Increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

#### *Implementation Actions*

C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
- Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more Downtown bike lane connections by regulating curbside parking during peak travel periods working closely with Downtown stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.
- Continue implementing of the City's Sidewalk Infill Program.
- Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
- Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.
- Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.
- Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.
- Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries. [MM TRANS-2.d]

C1.2 Personal Transportation. In partnership with private interests, promote and provide incentives including the provision of funding, for shared-cost personal transportation options such as car-sharing and bike-sharing to increase personal mobility, reduce air pollution and green house gas emissions, reduce parking demand, and decrease cost of transportation to individuals.

C1.3 Intermodal Connections. Improve intermodal connections for public transit, car pools, carshare or bikeshare programs, bicycle, and pedestrian routes. Provide intermodal connectivity at transit accessible centers, including the train depot, to support sustainable commute options such as feeder shuttles, bicycle storage facilities, bike-sharing, and car-sharing.

C1.5 Optimize Capacity. Utilize Intelligent Transportation System (ITS) strategies (such as signal timing) to optimize the capacity, flow and improved safety for motor vehicles, bicycles, transit, and pedestrians.

C1.6 Mid Block Traffic Flow Improvement Techniques. As part of transportation planning for capital improvements and private development improvements, consider techniques for improving mid-block traffic flow along corridor segments with conditions that tend to impede the flow (such as closely-spaced intersections and driveways, and higher volumes of pedestrians and buses). Such techniques may include shared driveway access and parking, effective access design and driveway spacing, median treatment, traffic control refinement, and design of improvements for buses, pedestrians and bicycles.

C2. Regional Transportation and Commuter Transit. Coordinate regionally with agencies and the private sector to establish viable rail, bus and carpooling options for commuters, and create an energy efficient regional transportation network.

*Implementation Actions*

C2.1 Regional Transportation Networks. Actively pursue regional transportation solutions through the Santa Barbara County Association of Governments to address regional transportation needs, in conjunction with regional housing and development patterns that are responsive to the requirements of AB 32 and SB375.

C2.2 Commuter Transit. Work with other local governments the Santa Barbara County Association of Governments, and MTD to address the transportation needs of commuters from Ventura and San Luis Obispo counties including multi-modal and rail-commuting systems.

C2.3 Improved Transit Frequency. Work with MTD and other regional partners to increase frequency of service during peak commute periods and expand non peak services, including to reduce peak period headways from 10 to 5



minutes on primary transit corridors, reduce non-peak headways along primary transit corridors, increase frequency of MTD regional express lines, and substantially improve funding of regional bus services (such as Clean Air Express).

C3. Vehicle Speeds. Advocate for new state legislation that promotes vehicle speed limits that are designated and enforced with consideration of street design, adjacent land use, and mix of transportation mode usage.

C4. Bus Pull-Out Right-of-Way. To facilitate buses in turn-out pockets merging back into traffic, monitor changes in State regulations to require motorists to yield to a merging bus.

C5. Transit Funding. To provide the level of transit service needed, all funding mechanisms, new and old, will be studied.

C6. Circulation Improvements. Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through physical roadway improvements and Travel Demand Management (TDM) strategies.

*Implementation Actions*

C6.1 Impacted Intersections. Install Traffic Signals or Roundabouts at Impacted Intersections which are currently controlled by Stop Signs. This includes the following intersections [MM TRANS-1.a]:

- Mission Street & Modoc Road
- Las Positas Road & Cliff Drive( in design)
- Olive Mill Road and Coast Village Road

C6.2 Intersection Master Plan. Develop a program that identifies current and future deficiencies at City intersections and identify feasible improvements and funding sources to improve problem intersections. Intersections to potentially include: (MM TRANS-1 1.c.)

- Milpas Street and Quinientos Street
- U.S. Highway 101 Southbound Ramps and Garden Street
- U.S. Highway 101 Northbound Ramps and Garden Street
- Gutierrez Street and Garden Street
- Haley Street and Castillo Street
- Carrillo Street and U.S. Highway 101 Northbound Ramps
- Carrillo Street and and U.S. Highway 101 Southbound Ramps
- Carrillo Street and San Andres Street
- Mission Street and U.S. Highway 101 Southbound Ramps
- Mission Street and U.S. Highway 101 Northbound Ramps
- Las Positas Road and Modoc Road
- Las Positas Road and U.S. Highway 101 Southbound Ramps
- U.S. Highway 101 Northbound Ramps and Calle Real
- Las Positas Road and State Street
- Hitchcock Way and State Street
- La Cumbre Road and State Street
- Hope Avenue and U.S. Highway 101 Northbound Ramp/Calle Real

C6.2 Transit Pass Program. Require employer paid transit passes to be provided as part of the conditions of approval for entitlements for all employees of:

- New development within downtown.
- New development within higher density land use areas
- New development within a ¼ mile of high-volume transit corridors.
- Require employer transit passes to be provided to the employees of:
  - a) All new employers citywide as part of the conditions of approval for entitlements;

- b) All existing employers citywide who propose physical expansions and increases to workforce as part of the conditions of approval for entitlements.
- Work with regional partners:
  - a) To ensure that employer transit pass programs encompass all existing and future regional bus and/or rail transit services (in addition to MTD services).
  - b) To ensure that the fare media used by the employer transit pass program is compatible for use on all services to increase user convenience and reduce barriers to entry for new participants.

C6.3 Cash-Out Parking. Develop a city-wide employee cash-out parking program similar to the existing state law that would reduce the employer size participation down to 20 employees. Require compliance for new employers and promote voluntary phased compliance for existing employers.

C6.4 Downtown Public Parking Pricing. Work with Downtown stakeholders to develop a public on-street parking program that will reduce commuter use of the customer parking supply and increase the economic vitality of Downtown.

C6.5 Safe Routes to School Projects/Program. Promote and fund Safe Routes to School Projects and Programs that effectively increase walking and bicycling to our local schools.

C6.6 Carpooling and Telecommuting. Work with regional partners such as SBCAG and other public and private interests to promote opportunities for increased carpooling and telecommuting.

C6.7 Car-Sharing. Work with public and private interests to establish various types of car-sharing. [MM TRANS-2.c]

## Parking Policies

C7. Parking Management. Manage parking Downtown to reduce congestion, increase economic vitality, and preserve Santa Barbara's quality of life.

### *Implementation Actions*

C7.1 Appropriate Parking. Establish requirements for on- and off-street parking in the Central Business District (CBD) appropriate to the parking users as follow:

- a. Maximize availability of customer parking in the CBD;
- b. Limit/discourage employee use of public parking in the CBD, and maximize employee commuting options to the CBD;
- c. Manage and price public parking in the CBD so as not to put businesses in the CBD at a competitive disadvantage with other south coast shopping options; and
- d. Change residential parking requirements and permitting programs in the CBD to maintain and/or increase the availability of on- and off-street customer parking.

C7.2 Downtown Parking Requirements. Update the boundary of the delineated area of the Central Business District to include more of the commercial area.

C7.3 Parking Districts. Assess existing and future parking districts to accommodate parking supply in districts such as Upper State Street, and Funk Zone.

C7.4 Parking Maximums. Create motor vehicle parking requirement maximums for new development within the high-density mixed-use commercial areas. The maximum parking spaces to be provided shall be 1.5 spaces per unit.

C7.5 Residential Parking Program. Revise the Residential Parking Program to exclude residential on-street parking in the commercial zones. The program currently offers parking permits for on-street parking to residents in selected residential neighborhoods adjacent to commercial zones but permits residents to park on streets all day in commercial zones within the program area.

C7.6 Residential Parking Requirements. Allow residential land development projects to “unbundle” parking (i.e., selling or renting residential units separate from parking stalls) within the commercial and high density residential land use designations to address affordability and development size, bulk, and scale..

C7.7 Residential Off-site Parking. Amend the Zoning Ordinance to allow residential required parking off-site in commercial zones.

C7.8 Bicycle Parking and Other Needs. Require all multi-family and commercial projects to be designed to meet the needs of bicyclists (e.g., secure parking, storage, lockers, showers, etc.)

### **Development Policies**

C8. [*Policy moved or deleted.*]

C9. Accessibility. Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

## **PUBLIC SERVICES AND SAFETY ELEMENT**

### **GOALS**

- *Present and Future Service Needs.* Ensure that public infrastructure and services are planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community and climate change.
- *Safety and Preparedness.* Emphasize safety and emergency preparedness as an integral part of land use planning.

### **City Infrastructure Policies**

PS1. City Services and Facilities. City services and facilities shall be built, maintained and operated in a manner to provide adequate services to all residents and coexist compatibly with surrounding land uses.

#### *Implementation Action*

PS1.1 Service and Facility Performance. Monitor services and facilities and report status regularly to the Planning Commission.

PS2. Financing Capital Improvements. The City shall pursue a variety of financing sources for the maintenance and enhancement of capital improvement projects.

#### *Implementation Actions*

PS2.1 Fees. Investigate increasing fees to finance the cost of capital improvements.

PS2.2 Bonds. Pursue voter approval of general obligation bonds for major capital improvements.

PS2.3 Impacts to City-Wide Service. Individual projects shall be evaluated for their impacts on the City’s ability to provide adequate services and facilities.

PS2.4 Timing. Services and facilities shall be available for developments prior to approving projects and/or issuing occupancy or use certificates.

PS3. Planning for Climate Change Adaptation. The City shall include in the Climate Action Plan an estimated timeline of anticipated potential climate changes over the next 100 years to the extent information is available. This timeline will be periodically updated as part of the Adaptive Management Program and will be considered in all City capital projects.

### **Water Supply and Wastewater**

PS4. Long-Term Water Supply Program. The City shall update and maintain the currency of the City Long-Term Water Supply Program to accommodate needs for the next 20-year period, including all of the following measures:

1. SWP Reliability: The State is updating its reliability analysis on State Water Project deliveries. The completed document should be reviewed as a part of updating assumptions on the City's expected SWP deliveries. Particular attention should be given to estimates of SWP delivery impacts from sea level rise, as this aspect of climate change was not included in the previous reliability analysis. A conservative assessment of the likelihood, timing, costs, and benefits of Delta improvements should be included. Opportunities to increase the delivery reliability of existing SWP Table A amounts should continue to be explored.
  2. Groundwater Banking: Opportunities for groundwater banking exist on the local, regional, and inter-regional level. With reduced snowpack related to climate change, and the potential that replacement capacity in proposed new reservoirs will fall short of replacing this lost storage capacity, banking can provide a valuable means of firming up SWP deliveries and improving the reliability of the City's overall water supply. Legal, technical, and financial issues will need to be considered.
  3. Sedimentation Projections and Management Opportunities: Gibraltar Reservoir and Lake Cachuma will continue to experience sedimentation, with potential accelerated sedimentation resulting from wildfires. Periodic bathymetric surveys should continue. Methods for minimizing sedimentation should be assessed, including sedimentation trapping measures and a controlled burn program in conjunction with the U.S. Forest Service and local fire agencies. The City should work with other affected agencies to consider options for removal of sediment from reservoirs, including the potential to implement passage of sediment downstream to preserve reservoir capacity while providing sediment flow to mimic natural river conditions and contribute to beach nourishment.
  4. Gibraltar Yield Under Pass Through Agreement: Operations under "pass through" mode have not occurred and there is uncertainty as to the level of deliveries that can be expected. Modeling currently[delete underlining] underway should be integrated with overall supply estimates to give a firmer estimate of long term availability.
  5. Desalination: The future role of desalination should be evaluated, considering issues such as: State policy encouraging development of desalination capacity, reliability, rate impacts and capital cost for reactivation, energy use, environmental impacts, and value during extended drought and other water supply emergencies.
  6. Groundwater Management Analysis: A more sophisticated modeling of groundwater resources should be used to evaluate new opportunities for optimizing the conjunctive use of groundwater. Improved tools for tracking the current state of groundwater basins should be developed, particularly with regard to managing seawater intrusion. Local groundwater recharge, including direct and in-lieu recharge, should be assessed for economic, regulatory, and technical feasibility.
  7. Additional Conservation Opportunities: Ongoing efforts to assess the technical and economic merits of the next generation of conservation measures should be used to identify an updated target for demand reduction under the new plan. A rate study should be conducted to identify opportunities to improve conservation pricing signals and update revenue requirements. Existing City ordinances should be reviewed for appropriate updates given changes in technology and statewide water supply conditions.
  8. Recycled Water Expansion Opportunities: Opportunities exist to expand recycled water use ranging from increased irrigation uses to industrial uses of recycled water and implementation of broader use of recycled water for toilet flushing. Economic issues and available capacity should be assessed to identify an optimal target for expanded recycled water use under the new plan. Opportunities to partner with neighboring agencies should be explored.
  9. Climate Change Monitoring: The LTWPS update process should assess and plan for potential water supply effects of climate change and identify feasible means of tracking the development of such impacts.
- PS5. Water Conservation Program. The use of water conservation practices shall be both encouraged and required, as appropriate, for all development projects.

*Implementation Actions*

PS5.1 Water Conservation Programs. Continue and expand the City programs to require, or encourage water conservation measures, such as services to water customers (e.g., free water check-ups, smart irrigation controller program, rain sensor rebate), public information and education measures to water customers, web site, elementary students, and Green Gardener training, and public brochures, videos, and advertising; water-conserving landscape design standards, City building conservation standards, and inverted block rate billing to promote conservation; and work with the County and other jurisdictions to develop regional water conservation programs and projects as appropriate.

PS5.2 Recycled Water. Expand existing programs for use of recycled water for irrigation at parks, schools, golf courses and new development near supplies. Evaluate methods to optimize the feasible use of recycled water in place of potable water, including potential system extensions, and additional uses such as toilet flushing in major commercial, industrial and recreational facilities.

- Evaluate, and implement as feasible, a requirement for dual plumbing to provide recycled water for flushing all toilets and urinals in new commercial and industrial buildings in proximity to existing or planned recycled water lines.
- Investigate incentives for all new development and major remodels adjacent to existing recycled water lines to install dual plumbing and utilize recycled water for toilet flushing.

PS5.3 On-Site Storage and Reuse. Identify more detailed guidelines for use of cisterns and grey water in new development and retrofitting existing development.

PS6. Regional Cooperation on Water Supply Reliability. Work with the County and other jurisdictions to develop regional programs and projects to improve water supply reliability.

*Implementation Actions*

PS6.1 Gibraltar and Cachuma Reservoirs. Work with the County and other jurisdictions to investigate watershed management plans with the purpose of protecting and extending the useful life of the Gibraltar and Cachuma reservoirs.

PS6.2. Groundwater Banking. Investigate agreements with other water purveyors that have available groundwater storage capacity to store surplus water for later use during drought.

PS6.3 Dry Weather Purchase Agreements. Work with the County and/or other jurisdictions on a regional approach to agreements with the agricultural industry or other potential sellers of water in times of drought.

PS6.4 Montecito Water District. Pursue establishing a process to coordinate with the Montecito Water District on the availability of water to service new development and redevelopment on Coast Village Road, ensuring adequate supplies to that portion of the City until such a time as the Montecito Water District can more readily provide additional service.

**Waste Management, Recycling and Disposal Policies**

PS7. Solid Waste Management Programs. Continue and expand City recycling programs for resource reduction, reuse, and recycling of solid waste.

*Implementation Actions*

PS7.1 Construction/Demolition Materials Reuse and Recycling. Upgrade standard development requirements for recycling of construction/demolition debris or architectural salvage and incentives for use of renewable, or reused or recycled materials.

PS7.2 Local Recycled Materials. Promote the use of recycled carpeting, furnishings, wall coverings, and architectural salvage or other building materials – per LEED or comparable standards – in new construction and major renovations. Promote and/or support local stores for reusable and recycled building materials.

PS7.3 Design and Space Requirements for Waste Management for Private Development. Provide more detailed guidance on space needs and designs for recycling in both new development and to retrofit existing development.

PS7.4 Methane Conversion Facilities. Continue to coordinate with and provide support to the County in its existing partnership with other South Coast agencies to facilitate construction of a waste-to-energy facility at the Tajiguas Landfill. . [MM PU-1]

- Monitor progress on the waste-to-energy facility and provide annual reports to the City Council to permit prompt action to move this project forward expeditiously. If a new waste-to-energy facility is not anticipated to be operational by 2015, coordinate with other South Coast agencies or proceed independently to identify and implement an alternative waste disposal strategy.
- Continue to coordinate with the County of Santa Barbara on efforts to identify and establish additional replacement landfill capacity, including potential increased permitted level at Tajiguas.
- Explore and quantify options for disposal at alternative nearby regional waste disposal facilities, including sites in the North County and Ventura County. Several regionally located landfills exist with additional capacity to handle most or all of Santa Barbara's waste. [MM PU-1-1.a.]

PS7\_\_ Increase Diversion. Continue to work with businesses to recycle, reduce or eliminate waste.

#### *Waste Reduction*

- **Business Processes:** Initiate a program for businesses to optimize business processes that focus on reducing or eliminating waste, which may include City program development and outreach to business, and support of non-profit and community-centered efforts.
- **Packaging and Disposable Items:** Enact programs to discourage single-use items or eliminate packaging. Such efforts currently include voluntary industry-supported reduction efforts coupled with access to reusable bags.

#### *Expanded Recycling and Organics Programs*

- **Textiles, Wood, Film Plastics.** Explore the feasibility of adding textiles, wood, film plastics and other materials to recycling or organics stream. This would largely stem from reinitiating recommendations from the South Coast Material Recovery Facility Feasibility Study, providing local control of recycled materials and ensuring that a greater percentage of collected materials would be recovered.
- **Shingles and Carpet.** Provide market development assistance for recycling of asphalt shingles and carpet by local construction waste recycling operations. Increase capture rate of currently divertable materials
- **Unscheduled Hauling.** Monitor compliance to the Unscheduled Hauling Ordinance to ensure that the vast majority of construction debris is recycled.
- **Increased Sorting.** Include a requirement for increased sorting of residual materials through recyclables processing contracts, allowing for increased diversion capture.
- **Education and Incentives.** Implement an enhanced education and outreach program to maximize the use of existing curbside recycling and organics containers and to convey economic incentives to separate greenwaste, recycling, and construction debris from trash for self-haul customers.

#### *Increase number of customers using diversion services*

- **Curbside Rate Structures.** Implement progressive rate structures for curbside services to encourage diversion through low cost recycling and composting.
- **Directives and Fines.** Increase recycling and composting through mandatory ordinances, fines, and/or directives.
- **Residential Composting.** Extend food scraps composting program to the residential sectors where substantial additional material for composting is available.

#### *Reduce Waste Through Reuse*

- **Support Reuse Enterprises.** Encourage the patronage of current reuse enterprises through education, outreach, and promotion.
- **Education and Promotion.** Adjust all educational material to promote reuse before recycling, and promote reuse as part of a waste reduction program for businesses.

#### *Protect Recycling Markets*

- **City Purchases.** Implement a City procurement plan to buy items made from recycled and composted materials.
- **Business Purchases.** Develop a waste reduction program for businesses to purchase items made from recycled and composted materials. [MM PU-1- 1.b.]

## Hazards Avoidance Policies

PS8. Hazardous Materials Exposure. Seek to provide facilities and guidance so that new development and redevelopment projects avoid exposure to hazardous materials and provide for their safe disposal.

### *Implementation Action*

PS8.1 Household Hazardous Materials and Wastes. Coordinate with other South Coast jurisdictions and the waste management industry to develop additional household hazardous waste collection facilities on the South Coast. [MM HAZ-1]

PS9. Bluff Retreat. All development and redevelopment, renovations and additions on bluff-top parcels shall consider the potential effects of climate change on bluff retreat for the life of the project.

### *Implementation Actions*

PS9.1 Bluff Retreat Formula. Update the existing Seismic Safety Element bluff retreat formula to reflect updated information for the 75-year bluff setback line. Once updated, monitor bluff retreat rates and update as needed. [MM GEO-1.a]

PS9.2 Shoreline Management Plan. Develop a comprehensive Shoreline Management Plan to identify, manage and to the extent feasible mitigate or reduce climate change-induced sea level rise impacts upon public facilities and private property along the City shoreline. The City should continue coordination with the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), the County, other South Coast cities, and UCSB to manage coastal issues including: Protection/restoration of natural sand transport and sand supply replenishment projects;

1. Natural bluff restoration, stabilization and erosion control measures;
2. Non-intrusive methods to slow sand transport and retain sand along the beaches that front the City's bluffs; and
3. Funding mechanisms to implement beach replenishment and methods to reduce bluff retreat. [MM GEO-1.a.]

## Noise Policies

PS10. Noise Guidelines for Residential Zones. Take into consideration the surrounding existing and future legal land uses in establishing noise standards for residential uses.

### *Implementation Actions*

PS10.1 Update Guidelines. Update the General Plan Noise Element Land Use Compatibility Guidelines including establishing 65 dB(A) CNEL as the appropriate maximum outdoor noise level for residential land uses. This ambient noise guideline for residential building construction shall assure indoor noise levels meet building code requirements of 45 dB(A) level.

PS10.2 Construction Noise. Establish different construction noise standards for mixed-use urban and suburban residential areas, including standards for days, hours, and types of construction.

PS11. Sound Barriers. The City supports and will assist in the provision of sound barriers along the Hwy 101 transportation corridor.

### *Implementation Actions*

PS11.1 Local Share Funding. The City should pursue funding toward the extension and connection of the sound attenuation wall along the entire U.S. Hwy 101 and Union Pacific Railroad corridor within City boundaries. Barriers and sound walls to be consistent with the Highway Santa Barbara Coastal Parkway Design Guidelines.

PS11.2 Interagency Coordination. The City shall periodically monitor freeway noise levels increases through the year 2030 and if necessary work with neighborhoods, the California Department of Transportation, and Union Pacific Railroad to identify and implement specific measures to reduce future freeway noise increases affecting expanded areas of existing residential neighborhoods with noise levels of 65 dBA or more. Noise attenuation measures may include added sound walls along portions of the freeway and/or local measures. [MM NOISE-1]

**Emergency Preparedness Policies**

PS12. Emergency Workforce. Work cooperatively with other jurisdictions in the South Coast Region to ensure in the event of a disaster, essential workers are available and ready to respond adequately and with timeliness.

*Implementation Actions*

PS12.1 City Disaster Service Workers. Encourage city employees to have personal and family disaster plans and understand their role and responsibility as a disaster service worker.

PS12.2 Public Education. Promote public education on emergency and disaster preparedness to enhance community resilience.

PS13. Consideration of People with Disabilities in Emergency Planning. Update evacuation plans and other emergency or contingency plans with provisions addressing the special needs and measures required to ensure the safety of people with disabilities.