

# CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

## MEMORANDUM

**Date:** May 21, 2015  
**To:** Harbor Commission  
**From:** Scott Riedman, Waterfront Director  
**Subject:** **Local Coastal Program Update**

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### **RECOMMENDATION:** That Harbor Commission:

- A. Receive a report on the draft Local Coastal Program (LCP) Update;
- B. Recommend approval of draft LCP policies related to the Waterfront to the Planning Commission and City Council; and
- C. Consider and provide direction to staff on changes to draft policies recommended by LCP Committee members and/or members of the public.

### **BACKGROUND:**

The City's Planning Division (Planning) received a grant to update Santa Barbara's Local Coastal Program (LCP) and its amendments pursuant to the California Coastal Act. The Harbor Master Plan (HMP) was approved as an amendment to the City's LCP in 1996. The first step in updating the LCP was to review existing policies, including those in the various amendments such as the HMP, and delete, modify, or include them as appropriate.

At the July 2014 Harbor Commission meeting, staff identified HMP policies that were no longer relevant and those that should be considered for inclusion in the updated LCP (Attachment 1). As opposed to updating the entire LCP at one time, Planning is preparing a few sections at a time with the relic policies from the original LCP and its amendments being the basis of the updated sections. As of April 2015, Planning had completed the following draft sections:

- Land Use and Development
- Visitor Serving Uses
- Coastal Dependent & Related Development
- Public Access
- Recreation & Support Facilities
- Scenic and Visual Resources
- Cultural Resources
- Water Use / Wastewater
- Energy & Utilities

**DISCUSSION:**

The Harbor Commission LCP Committee convened on March 25, 2015. Planning staff distributed the draft sections and described their efforts in consolidating existing LCP (and its amendments) policies. A Policy Tracking Table (Attachment 2) was prepared for each section identifying existing goals, notes on those policies (deleted, edited, or new) and the proposed policies. For ease of review, policies from existing documents such as the HMP were color coded. Planning staff requested the LCP Committee review the new sections with particular focus on the Policy Tracking Tables and those policies relevant to the Waterfront (existing or edited HMP policies or new Waterfront specific policies).

A follow-up LCP Committee meeting was held on April 15, 2015, to discuss staff and the committee members' comments on those sections and policies relevant to the Waterfront. In general, most of the existing HMP policies included in the draft LCP did not change with the exception of seven policies in the Coastal Dependent & Related Development, Recreation, and Scenic Resources Sections. In addition, committee members and a member of the public made policy recommendations for the Harbor Commission's consideration related to Recreation & Support Facilities and Public Access.

The following are draft LCP policies related to the Waterfront that were discussed by the LCP Committee:

**Coastal Dependent & Related Development**

| Existing Policy or Action  | Notes  | Proposed Policy  |
|--|--|--|
| <p><b>Conservation Element Action 9.3</b> – <del>Evaluate the feasibility of onshore boat storage and pull out facilities as an alternative to harbor expansion.</del></p>   | <p>The City provides the West Beach and Leadbetter dry storage areas and pull out facilities. There is no proposal to expand the harbor.</p> | <p><u>Maintain existing dry boat storage at West Beach, Leadbetter Beach, and in the harbor commercial area.</u></p>   |
| <p><b>HMP Action FIS 1.3</b> – <del>Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases to slip fees. Slip fees may be used only as the final balancing element of the Waterfront budget.</del></p> | <p>Slip fees tend to be below market rates. Revenue from commercial leases and parking has been maximized since the HMP was adopted.</p>     | <p><u>Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases to slip fees.</u></p> |

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|--|---|---|
| <p><b>HMP Action DEP 1.3</b> – <del>Provide convenient dock location near the Breakwater, such as on the Accommodation Dock, for a small number of charter operators.</del> Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading, and rigging of boats.</p>  | <p>Infeasible to allow charters to operate from the Accommodation Dock. A limited number of charter operators are allowed to load and unload passengers from their slips.</p> | <p><u>Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading, and rigging of boats.</u></p>                               |
| <p><b>HMP Action DEP 2.4</b> – <del>Strive to maintain a minimum of 19% of the slips for commercial fishing by giving priority for newly created slips to commercial fishermen on the current slip waiting list. Persons currently leasing a mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One.</del></p> | <p>Marina One slips are complete and leased out. Commercial fishing slips assigned in accordance with SBMC Title 17.</p>  | <p><u>Maintain Fish Float North, Fish Float South, and Marina One “A” finger for dedicated commercial fishing vessels per City policy.</u></p>      |
|  | <p>New policy proposed to ensure recreational fishing is retained on Stearns Wharf as a low cost, ocean dependent resource consistent with the Coastal Act.</p>               | <p><u>Stearns Wharf Recreational Fishing. Retain Stearns Wharf as a recreation fishing destination through free access in designated areas.</u></p> |

**Recreation**

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| <p><b>HMP Action REC 1.4</b> – <del>Consider adding an observation area on the Rock Groin for passive recreation use.</del></p> | <p>Delete policy. Observation area exists at the Lost at Sea Memorial on the breakwater.</p> |  |
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### Scenic Resources

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| <p><b>HMP Action VIS 1.1</b> – <del>Screen all parking facilities from public view to the maximum extent feasible while considering view corridors along and towards the ocean.</del></p> | <p>Delete policy. Landscaping exists at all parking facilities. Additional landscaping would block ocean views.</p> |  |
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### LCP Committee Member and Public Recommended Policies

LCP Committee member Helene Webb:

Recommended that a policy be included related to the improvement of pedestrian circulation in the harbor commercial area by possibly directing pedestrians behind the USCG building and Waterfront Center.

- Draft Proposed Policy: *“Study ways to improve pedestrian circulation in the Harbor Way commercial area. Consider current patterns, alternate routes of travel, and improved signage to reduce potential conflicts between cars and pedestrians.”*

Marina Two slipholder, Mark Cooper:

Recommended that a separate restroom facility be constructed at Marina Four specifically for slipholders while maintaining the existing restroom for the public.

- Draft Proposed Policy: *“Evaluate feasibility of constructing an additional restroom in the vicinity of Marina Four dedicated to slipholders, while maintaining a separate restroom for the public.”*

### CONCLUSION:

Planning staff continues to prepare additional sections of the LCP. The sections discussed above will be revised as appropriate based on Advisory Board input and forwarded to the Planning staff. Planning staff has met with Coastal Commission staff and been provided with recommended policy language related to the remaining LCP sections.

Of considerable importance to the Waterfront is preparation of the LCP section related to Coastal Adaptation. The City prepared a Climate Change/Sea Level Rise Vulnerability Assessment. UCSB’s Bren School updated the Vulnerability Assessment and will present their findings on May 29. City staff from several departments have expressed concern that the Vulnerability Assessment does not represent the “best

available science” related to this issue and will consult with a firm to prepare some updated coastal modeling related to the City’s vulnerability to climate change/sea level rise.

Planning staff is in the process of finalizing an approximately six month time extension from the Coastal Commission Grant Administrator to prepare the LCP update. Sections will be presented to the LCP Committee and Harbor Commission as they become available. The complete draft LCP update document will be presented to the Harbor Commission for review and recommendation for approval to the Planning Commission and City Council (currently anticipated to occur in early 2016).

Attachments: 1. Harbor Master Plan Policies  
2. Policy Tracking Tables of the draft Local Coastal Plan

Prepared by: Karl Treiberg, Waterfront Facilities Manager

## **VIII. HARBOR MASTER PLAN POLICIES**

The following discussion includes the proposed goal, policies and actions of the Harbor Master Plan. These are based primarily on existing Coastal Act Local Coastal Plan and General Plan policies and public comments made during hearings held from 1992 through 1995. The proposed policies and actions are also based on the existing conditions in the study area, on findings of previous studies and on the “Needs Assessment” section of the Harbor Master Plan. The policies and actions are listed in alphabetical order by topic.

### ***HARBOR MASTER PLAN GOAL***

**The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors pursuant to these goals while recognizing the need for economic self-sufficiency of the area.**

### ***CULTURAL RESOURCES***

**Policy CUL-1           Activities and developments in the Harbor that may have an effect on significant cultural or historic resources shall undergo environmental review as outlined in the Cultural Resources Section of the City’s Master Environmental Assessment.**

**Action CUL-1.1           Incorporate all the findings of the “Phase I Archaeological Evaluation of Proposed Harbor Master Plan Improvements” prepared by Dames and Moore, September 1991, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body. Completed.**

**Action CUL-1.2           Incorporate all the findings of the “Historic Structures Evaluation for Harbor Master Plan Phase II Report,” August 1991, and “Phase II Historic Resources Evaluation for Breakwater Restaurant and Coast Guard Auxiliary Building,” prepared by Preservation Planning, February 19, 1992, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body. Completed.**

***CULTURAL RESOURCES (cont.)***

**Action CUL-1.3** Incorporate the findings of the “Phase U Historical Resource Evaluation, Naval Reserve Armory,” prepared by Preservation Planning Associates, June 20, 1995, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body. Completed.

***FISCAL CONSIDERATIONS***

**Policy FIS-1** **Raise adequate revenue to operate and maintain the Harbor, to ensure the viability of ocean dependent uses, ocean related uses and low cost visitor serving uses and to minimize costs to the boating public.**

**Action FIS-1.1** Visitor serving uses shall be encouraged to pay market level rents to help offset costs, particularly those costs associated with ocean dependent uses.

**Action FIS-1.2** Visitor serving uses shall be allowed if they do not preclude opportunities for the development and maintenance of ocean dependent uses and if they provide substantial revenue to support those high priority uses.

~~**Action FIS-1.3** Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases in slip fees. Slip fees may be used only as the final balancing element of the Waterfront budget.~~

**Policy FIS-2** **Provide an opportunity for nonprofit marine oriented individuals, groups and associations to benefit from the physical plant at the Harbor, as long as they contribute to the cash cost of their operation.**

**Action FIS-2.1** The public meeting room in the Waterfront Center ~~Naval Reserve Building~~ shall be made available on a reservation basis to public groups dealing with Harbor and Wharf related issues at a nominal fee to defray costs.

**OCEAN DEPENDENT ACTIVITIES**

**Policy DEP-1            Protect oceanfront areas suited for ocean and water oriented recreation.  
Increased recreational boating use of coastal waters shall be encouraged.**

**Action DEP-1.1**        Provide a Small Boat Quiet Area/sand trap west of Stearns Wharf by dredging the beach back to approximately the top of the boat launch ramp and maintaining that water area for recreational boating and other recreational use. ~~Add minor facilities for non-motorized water craft. Completed~~ – Boating Trails Project.

**Action DEP-1.2**        ~~Dredge and add approximately 50 large slips (40 feet and greater) within the existing Harbor.~~ Completed.

**Action DEP-1.3**        Provide a convenient dock location near the Breakwater, such as on the Accommodation Dock, for a small number of charter operators. Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading and rigging of boats.

**Action DEP-1.4**        Continue to provide and protect the existing surfing area located at the end of the Breakwater and adjacent to the sandspit.

**Policy DEP-2            Priority shall be given to ocean dependent uses and facilities serving commercial fishing and recreational boating.**

**Action DEP-2.1**        ~~Action DEP 2.1 Enlarge the rock groin near the boat launch ramp to include, but not be limited to, the following: Infeasible.~~

- ~~a. A government boat basin that could include Harbor Patrol boats, Coast Guard cutter and Channel Islands National Marine Sanctuary's vessel;~~
- ~~b. The Harbormaster's office;~~
- ~~c. Other necessary Harbor operations or facilities;~~
- ~~d. Existing uses such as Sea Landing, Marine Mammal Center and UCSB boats (or their successors); and~~
- ~~e. Provide for vehicle loading and unloading in association with uses on the rock groin.~~

**Action DEP-2.2**        ~~Either prior to or when studying the expansion of the rock groin, study the need to increase the capacity of the boat launch ramp.~~ Completed – BLF Project.

***OCEAN DEPENDENT ACTIVITIES (cont.)***

- Action DEP-2.3**      ~~If the Coast Guard cutter and Harbor Patrol boats are relocated elsewhere in the Harbor, add approximately five slips to the Navy Pier for exclusive use by commercial fishermen. Infeasible.~~
- Action DEP-2.4**      ~~Strive to maintain a minimum of 19% of the slips for commercial fishing by giving priority for newly created slips to commercial fishermen on the then current slip waiting list. Persons currently leasing a mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One.~~
- Action DEP-2.5**      Retain the informal gear repair area near the boat launch ramp or in another appropriate location near the Harbor.
- Action DEP-2.6**      ~~In the redesign of Harbor Way (Action SERV 4.1), expanding dry boat storage areas shall be an important consideration. If it is not possible to expand dry boat storage in the Harbor area, additional area shall be encouraged elsewhere in the Waterfront as identified in the Local Coastal Plan. Completed.~~
- Action DEP-2.7**      ~~Funding shall be pursued to upgrade the existing hoists. Completed.~~
- Policy DEP-3**      **New leases, renewed leases or projects that require a Coastal Development Permit shall be found to be consistent with the following Harbor Area Policies:**
- a. The first priority is to provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, ~~industrial~~ commercial shipping, enforcement and rescue vessels;
  - b. The second priority is to raise optimum revenue to assist in the operation and maintenance of the Harbor to preclude all costs having to be borne by the boating public;
  - c. The third priority is to provide passive recreational opportunities and an aesthetic waterfront for the enjoyment of the general public;
  - d. The fourth priority is to provide an opportunity for non-profit marine oriented individuals, groups and associations to benefit from the physical plant of the Harbor as long as they pay the incremental cash cost of their operation, or the same rental as would be gained if the facilities devoted to their operation were leased to a higher priority goal function; and

***OCEAN DEPENDENT ACTIVITIES (cont.)***

- e. In any event, the following leases and uses shall be precluded: those which provide supplies or services tending towards a carnival atmosphere, non-marine sports, non-marine oriented business offices, or public services which can equally be served outside of the Tidelands Area

**Action DEP-3.1** Prior to the Harbor Commission recommending approval of a new or renewed lease in the Harbor area, a finding shall be made that the Harbor Area Policies ~~listed in Policy DEP-3~~ have been met.

**Action DEP-3.2** Prior to Planning Commission approval of a Coastal Development Permit in the Harbor area, a finding shall be made that the Harbor Area Policies ~~listed in Policy DEP-3~~ have been met.

~~**Policy DEP-4** — **Continue to explore the feasibility of providing an easterly breakwater or other protection from southeast storms.**~~

~~**Action DEP-4.1** — Pursue funding of the necessary studies that will address the southeast storm issue.~~

**Policy DEP-5** **Ocean related and visitor serving facilities and uses shall be encouraged in order to support ocean dependent uses and activities.**

**Action DEP-5.1** Once the Naval Reserve Building is acquired and improved by the City, it shall be operated in a self supporting manner.

**Action DEP-5.2** The following types of uses shall be provided in the Harbor Commercial area:

- a. Public offices that relate to the Harbor and Wharf area;
- b. Public meeting room and small offices and storage areas for nonprofit marine related groups (~~relocated from Coast Guard Auxiliary Building~~);
- c. ~~Fishermen's Resource Center~~;
- d. Maritime museum/exhibits and gift shop;
- e. ~~Laundromat for the use of slip holders and boaters visiting the Harbor~~; Completed.
- f. ~~Expanded Harbor Maintenance Facility~~; and

***OCEAN DEPENDENT ACTIVITIES (cont.)***

g. Consider allowing public use of the third floor cupola of the Naval Reserve Building. Completed.

**Action DEP-5.3** The Breakwater Restaurant shall be retained with a new restaurant be provided in the Naval Reserve Building. Completed.

**Action DEP-5.4** Add a small addition to the existing Wharf maintenance building. Completed.

**Action DEP-5.5** Improve the restrooms adjacent to the Marinas to better serve slipholders.

***PUBLIC SERVICES***

**Policy SERV-1** Public facilities shall be distributed to avoid overcrowding and overuse of the Harbor and Wharf area.

**Action SERV-1.1** Provide a secondary access from Stearns Wharf connecting to Palm Park near the Palm Park Parking Lot. This access shall primarily be for recreational use by pedestrians and bicyclists wishing to access the Wharf, as well as for use by emergency vehicles. In the future, a shuttle or tram may also use the secondary access. Infeasible.

**Action SERV-1.2** Include short term visitor parking and short term spaces for loading and unloading near the rock groin for those doing business with the Harbormaster, Sea Landing and other governmental agencies or businesses housed on the rock groin.

**Action SERV-1.3** Consider providing approximately 50 to 75 additional parking spaces within the Harbor area, including adding short term and 90-minute spaces in the new lot adjacent to the Naval Reserve Building and short term parking for Marina One slipholders in close proximity to that Marina. Infeasible.

**Action SERV-1.4** Reconfigure existing Harbor area parking lots to add approximately fifty (50) parking spaces. Completed.

**Action SERV-1.5** Additional short term spaces shall be added adjacent to the four Marinas, along the Harbor Way cul-de-sac and in the new parking lot near the

***PUBLIC SERVICES (cont.)***

~~Naval Reserve Building for use by people loading and unloading their vehicles. These spaces shall be patrolled by parking enforcement personnel to ensure that they are used for short term parking only. Completed to extent feasible.~~

- Action SERV-1.6** The City will work in conjunction with Santa Barbara City College to ensure that College and City parking does not have a significant impact upon and/or create conflicts with beach parking activity for recreational purposes and Harbor related, coastal dependent uses. This shall apply to those City beach front lots identified in the Joint Powers Agreement between the City and the College (i.e., the Leadbetter and La Playa Lots). In implementing this condition, the terms and conditions of the Joint Powers Agreement for the City beach front lots will be considered. This policy is a counterpart to City College Long Range Development Policy 4.1 which the City believes is important and endorses.
- Action SERV-1.7** On summer weekends or other times when vehicles with boats exiting the Harbor Parking Lot are causing delays, open the parking lot exit to the west of Los Banos for vehicles.
- Action SERV-1.8** ~~Consider adding a second vehicle entrance near the boat launch ramp in the future with consideration to limiting traffic impacts on the existing residential neighborhoods in the vicinity of the Harbor.~~ Infeasible. Existing exit at Los Banos. Commercial vehicle access at launch ramp.
- Action SERV-1.9** ~~Work with the Santa Barbara Yacht Club to consider complementary use of the Yacht Club's Parking Lot by Yacht Club members and the public.~~ Infeasible.
- Action SERV-1.10** Review ADA requirements ~~parking demand and needs~~ prior to doing any restriping of Harbor area parking lots ~~so that the parking can be used most efficiently.~~
- Action SERV-1.11** Coordinate large public events with Santa Barbara City College, City Parks and Recreation and other event sponsors so that area parking will not be overburdened by two or more large events occurring at one time. In addition, pursue conjunctive use of parking including using SBCC's West Campus parking garage for City sponsored public events.

**Policy SERV-2**      **All necessary intersection and parking improvements to mitigate environmental impacts must be in place prior to occupancy or completion of major development projects included in the Harbor Master Plan.**      PUBLIC SERVICES (cont.)

**Action SERV-2.1**      When funding is available, the City shall commit the necessary resources to achieve the public improvements included in the Harbor Master Plan and those found to be necessary in the review of development projects recommended in the Harbor Commercial area.

~~**Action SERV-2.2**      The restaurant in the Naval Reserve Building shall not be issued a Certificate of Occupancy until the Harbor Parking Lot restriping outlined in Action SERV-1.4 is completed.~~

**Policy SERV-3**      **Encourage alternate modes of travel, including shuttle buses, to reduce traffic volume in the Wharf and Harbor areas.**

**Action SERV-3.1**      Continue to work with Metropolitan Transit District (MTD) and/or other appropriate agencies to provide shuttle bus turnouts and shuttle routes throughout the Wharf and Harbor areas to meet transportation demand and to encourage people to park and ride.

**Action SERV-3.2**      Continue to work with MTD and/or other appropriate agencies to maximize use of shuttles, including addressing future changes that may be necessary as ridership increases and changes.

~~**Action SERV-3.3**      The Waterfront Department shall sponsor an educational campaign to urge all businesses to voluntarily have their employees and customers use alternate modes of transit. As leases are negotiated and renegotiated, businesses shall be required to comply with the City's current Transportation Demand Management Ordinance and/or other TDM measures. City-wide issue.~~

**Action SERV-3.4**      When leases are negotiated or renegotiated for tenants in the study area, maximize the use of peripheral parking and shuttles for employees and patrons of a business, particularly if vehicles will be parked for several days.

**Policy SERV-4**      **Improve access to and within the Harbor area.**

**Action SERV-4.1**      Improve Harbor Way to better accommodate vehicles, pedestrians and bicycles, including, but not limited to:

- a. ~~Adding a cul-de-sac or other improvements near the Yacht Club which will restrict access around the Marine Center Building to~~

***PUBLIC SERVICES (cont.)***

~~vehicles needing access to the Navy Pier and service vehicles for local businesses; Completed.~~

- b. Retaining adequate parking on and near the Navy Pier for use by commercial fishermen;
- ~~e. Consider a redesign of the area near the Breakwater Restaurant between Harbor Way and the Harbor Parking Lot kiosk which retains the proposed number of parking spaces, the Beachway and vehicle access to parking;~~
- d. Continue to provide for people moving boats from the Yacht Club Parking Lot and the Boat Yard to the hoists;
- e. Consider providing for shuttles and buses on Harbor Way.
- f. Avoid displays of merchandise and eating areas which impede access on public walkways;
- g. ~~Unless it is determined to be physically or legally not possible, provide an improved accessway between the walkway and the beach between the Yacht Club and the Breakwater; and~~  
Infeasible
- h. ~~Study connecting the bikeway from east of Harbor Way to the bike lane along Shoreline Park.~~ City-wide transportation issue.

**Action SERV-4.2** To minimize congestion at the entrance to the Steams Wharf provide signs or other means to direct drivers to alternate parking when parking on the Wharf is full.

**Policy SERV-5** **Water conservation, retrofitting with water efficient fixtures and the use of reclaimed water shall be encouraged to the maximum extent feasible.**

**Action SERV-5.1** The Waterfront Department shall continue to educate its employees and the public about water conservation. As leases are negotiated and renegotiated, water conservation measures shall be required.

**Action SERV-5.2** ~~Within one year of the adoption of this plan, the Waterfront Department shall adopt a Water Conservation Implementation Program that implements the recommendations of the Harbor Master Plan Water Study (Attachment 11 to Negative Declaration, Appendix G) and conditions of the Water Study and ensures that retrofitting occurs prior to the implementation of individual projects. Completed.~~

***PUBLIC SERVICES (cont.)***

- Policy SERV-6**      **Continue to maintain and upgrade the sewer and drainage systems, particularly in the Harbor area.**
- Policy SERV-7**      **Continue to encourage recycling throughout the Harbor and Stearns Wharf area.**
- Policy SERV-8**      **Continue to encourage safe disposal of hazardous waste.**
- Action SERV-8.1**      Provide periodic hazardous waste disposal opportunities for slipholders in the Harbor.

***RECREATION***

- Policy REC-1**      **Provide passive and active recreation areas throughout the Wharf and Harbor areas, particularly lower cost recreational activities.**
- Action REC-1.1**      Encourage recreational volleyball courts on West Beach.
- Action REC-1.2**      ~~Consider adding native dune landscaping and incidental improvements such as picnic tables, benches, or boardwalks for passive recreation use on West Beach adjacent to the seawall along Cabrillo Boulevard. Reviewed as part of RDA project. Parks issue.~~
- Action REC-1.3**      ~~Provide a small visitor information center and additional public seating on the Wharf. Completed.~~
- Action REC-1.4**      Consider adding an observation area on the rock groin for passive recreation use.
- Action REC-1.5**      Continue supporting opportunities for Harbor Tours and other low intensity ocean dependent recreational uses on the Wharf including adding a small kiosk for ticket sales.
- Action REC-1.6**      Continue to encourage public activities and events appropriate to the area.
- Action REC-1.7**      ~~Short term parking shall be provided to the west of the Breakwater Restaurant. The public open space adjacent to the parking and the Breakwater Restaurant shall be improved. Completed.~~

**SHORELINE ACCESS**

**Policy ACC-1            The location, amount and timing of new development shall maintain and, where practical, enhance public access to the coast.**

~~**Action ACC-1.1** — Action ACC 1.1 Within one year of the completion of the extensions of Garden and Salsipuedes Streets and the Phase I improvements at Castillo and Montecito Streets, or December 31, 1998, whichever comes first, the Waterfront Department shall work with City Public Works and other appropriate agencies and property owners to initiate a comprehensive traffic and parking study of the Waterfront. The study and the implementation of the recommendations shall be partially funded by the Waterfront Dept. This study shall generally include the area from Leadbetter Beach to the Bird Refuge and from the ocean to the freeway and shall include, but not be limited to:~~

- ~~a. Vehicular and non-vehicular traffic, such as pedestrians, bicyclists, rollerskaters, etc.;~~
- ~~b. Transportation Demand Management;~~
- ~~c. Parking in the Harbor area, including the Leadbetter and La Playa, Harbor and Pershing Park Lots, and parking on the Wharf and in the Santa Barbara Street and Palm Park Lots;~~
- ~~d. The need for future parking in the Lower State Street area and/or west of the Harbor. The possibility of adding a parking structure in the Pershing Park area, on the La Playa East or West Parking Lots or in other locations near the Harbor should be considered.~~
- ~~e. The possible development of a tram or shuttle to provide access onto the Wharf from Cabrillo Blvd;~~
- ~~f. Future known public and private development projects as well as an assumed background growth factor; and~~
- ~~g. Shuttles provided by MTD and/or other agencies to improve bus transportation to and within the Harbor area in the future.~~

Completed. WATS I & II

**Action ACC-1.2**        To the maximum extent possible, construction that may impede access shall not be done during summer months. Minimize impediments to public access during construction.

**Policy ACC-2            Policy ACC-2 Public access from the nearest public roadway to the shoreline and along the coast shall be provided.**

***SHORELINE ACCESS (cont.)***

- Action ACC-2.1** When Harbor Way improvements are completed (Action SERV 4.1), sidewalks shall be provided from the La Playa East Parking Lot to the Harbor Way/Shoreline Drive intersection and, to the maximum extent feasible, along Harbor Way. Completed.
- Action ACC-2.2** The existing public sidewalk along Cabrillo Boulevard between the Wharf and the boat launch ramp shall be improved to encourage more pedestrian use. Completed.
- Action ACC-2.3** Landscaping or other improvements shall be added along Cabrillo Boulevard between the Wharf and the boat launch ramp with consideration of view corridors from West Cabrillo Boulevard. Completed.
- Action ACC-2.4** Consider relocation of the Beachway near the boat launch ramp so that it does not bisect the parking lot and consider overall improvements to pedestrian access in that area. Completed.
- Action ACC-2.5** When the City acquires and improves the Naval Reserve Building, add pedestrian access adjacent to the Naval Reserve Building from Harbor Way to the Breakwater. Completed.
- Action ACC-2.6** Within one year of approval of the Harbor Master Plan, a sign program shall be developed and implemented for the entire Harbor area to better inform and regulate pedestrian, bicycle and vehicular traffic. The signage should direct vehicles to the Leadbetter and La Playa Parking Lots on the west and the Santa Barbara and Palm Park Parking Lots on the east. Completed.

***VISITOR SERVING USES***

**Policy VISIT-1** Visitor serving uses shall be subordinate to ocean dependent uses but shall be provided in adequate amounts to serve visitors to the area.

- Action VISIT-1.1** Modest expansion of visitor serving uses shall be provided, with priority given to lower cost visitor serving uses, including, but not limited to:
- a. At least one restaurant will provide breakfast, lunch and dinner at a variety and range of prices to serve the needs of the Waterfront

**VISITOR SERVING USES (cont.)**

- community. Said provisions shall be incorporated into the lease agreement with the restaurant operator,
- b. ~~Inclusion of a visitor information center in the Naval Reserve Building; Completed.~~
  - c. Addition of a small deli ~~and public restrooms~~ on the rock groin; Public restroom at Sea Landing
  - d. ~~Addition of public restrooms and a small visitor information center on the Wharf. Completed.~~

**VISUAL RESOURCES**

**Policy VIS-1            Protect, preserve and enhance coastal and scenic visual qualities.**

**Action VIS-1.1**        Screen all parking facilities from public view to the maximum extent feasible while considering view corridors along and towards the ocean.

**Policy VIS-2            The architectural theme for the Harbor shall be the Santa Barbara regional style of architecture that reflects a ~~Mediterranean influence~~ while retaining the variety and diversity of the architecture in the Harbor area. Retain the existing Coastal Marine architectural theme for the Wharf.**

**Action VIS-2.1**        Develop design guidelines for the Harbor and Wharf areas. The guidelines shall include:

- a. Where applicable, planning concepts, landscaping, street furniture, paving textures, lighting and signage shall be consistent with the architectural themes of the Harbor and Wharf;
- b. Maintain and create variety of architectural character within the Waterfront through the use of architectural style, building massing, detailing, color, landscaping and signage to preserve the vitality of the area; and
- c. ~~A sign program for businesses as well as directional signs for pedestrians and vehicles shall be developed. The signs should also be visually coordinated and should utilize visual techniques to encourage people to walk throughout the area. The signs should maximize the use of international symbols to be understandable to as many people as possible. Completed.~~

**WATER AND MARINE ENVIRONMENTS**

**Policy MAR-1**      **Marine resources shall be maintained, enhanced, and, where feasible, restored.**

**Action MAR-1.1**      Continue to monitor water quality and enforce water quality protection rules and regulations.

**Action MAR-1.2**      Encourage the study and maintenance of the biological diversity and health of the Harbor.

**Action MAR-1.3**      Continue to educate the public about reducing water pollution; continue to maintain pump out facilities in the Harbor.

**Action MAR-1.4**      Continue to support and encourage the enforcement of all laws which preserve and protect marine resources.

**Action MAR-1.5**      Continue to encourage the use of biodegradable packaging. As leases are negotiated and renegotiated, require biodegradable packaging where appropriate.

**Action MAR-1.6**      ~~Pursue funding for a biological study of the effects of pollution on marine organisms and, when funding is available, implement the recommendations of the study.~~ State agency responsibility.

**Action MAR-1.7**      ~~Within one year of the approval of the Harbor Master Plan, an interpretive sign program shall be developed to protect and interpret natural and historical features in the Harbor, breakwater and sandspit areas.~~ Completed.

**Policy MAR-2**      ~~Alternatives to construction of breakwaters and other shoreline protective structures and dredging shall be considered and implemented, if feasible and done in an environmentally sensitive manner, to reduce sand deposition in the Harbor.~~ Dredging shall be permitted to maintain existing or restore previously dredged areas and dredging and spoils disposal shall be planned and carried out in accordance with governing agencies' requirements. Dredge spoils suitable for beach replenishment shall be used for such purposes whenever possible.

**Action MAR-2.1**      Continue to dredge the Harbor entrance channel and other areas as necessary to provide for high priority uses such as boating and fishing

**WATER AND MARINE ENVIRONMENTS (cont.)**

and to provide sand replenishment for downcoast beaches. The scheduling and design of dredging projects shall minimize impacts to sensitive species, such as snowy plover and grunion, and other potential environmental impacts. Future dredging projects shall also minimize adverse effects on water quality and maximize downcoast movement of sand.

**Action MAR-2.2** ~~Continue to pursue the purchase of a dredge by the City and adequate funding to ensure that dredging can continue to occur as necessary to maintain the navigation channel, allow for the continued dredging of areas that have previously been dredged and replenish downcoast beaches.~~ Infeasible.

**Action MAR-2.3** Continue the bypassing of dredged sand to replenish downcoast beaches.

**Action MAR-2.4** Continue support for the BEACON beach management strategy including nourishment and sand bypassing. Continue to participate in the BEACON study and implementation; Continue to participate in studies with the Army Corps of Engineers and others to solve sand accretion problem.

**Action MAR-2.5** Carefully review the design of future structures that may affect sand movement to avoid negative impacts on the movement of sand.

**Action MAR-2.6** Continue to support monitoring of shoreline processes to define existing and future erosion rates and sediment and sand budgets.

**Policy MAR-3** **Consider and, to the extent feasible, provide for long term beach erosion control west of the Breakwater in order to minimize wave damage to existing principal structures and uses in the Harbor area.**

**Action MAR-3.1** ~~Prepare a study of short term and long term Harbor land uses relative to beach sand movement and erosion west of the Breakwater. Alternatives could include relocation and management of land uses and measures to reduce wave damage to structures and uses while protecting public resources such as the public beach. This study shall be completed within three (3) years of final certification of the Harbor Master Plan.~~ Completed.

***WATER AND MARINE ENVIRONMENTS (cont.)***

**Policy MAR-4      The habitats of the Western snowy plover and other sensitive plant and animal species shall be protected and, to the extent feasible, enhanced.**

**Action MAR-4.1** — ~~Prior to and during the design of the shoreward extension of the wye of Stearns Wharf, and/or any project that affects the sandspit, the City shall consult with the US Fish and Wildlife Service (USFWS) and other authorities about how best to accommodate the plover or other sensitive species. Coordinate with the USFWS, Audubon Society and other bird experts to gather information about the Western snowy plover's use of the area. At a minimum, conduct annual bird counts to determine the population and other information about the species.~~

**Action MAR-4.2**      The scheduling and design of dredging or other projects shall minimize impacts to sensitive species such as the snowy plover and grunion.

**Action MAR-4.3**      Consider and, to the extent feasible, provide enhancement of snowy plover habitat on the sandspit or elsewhere when proposing dredging or other projects near locations where plovers are known to forage or nest.

***CONCLUSION***

The goals, policies and actions listed above include both physical and administrative changes that affect the Harbor Master Plan study area. The recommendations that involve physical changes are conceptually shown in the following figures and are briefly described below:

**Figure 9 Recommendations - Areawide**

~~This figure shows the addition of spaces in the Harbor Parking Lot (Action SERV 1.4) and the addition of slips at the end of Marina One (Action DEP 1.2). Improvements to West Beach are also shown including dredging to create a sand trap/Small Boat Quiet Area (Action DEP 1.1). The addition of landscaping and other incidental improvements for passive recreation use along the seawall and recreational volleyball courts (Actions ACC2.3, REC 1.2 and REC 1.1 respectively) are also shown. This figure includes three insets that address the Harbor Commercial Area (Figure 10), the rock groin (Figure 11) and Stearns Wharf (Figure 12).~~

### **Figure 10 Recommendations - Harbor Area**

This figure highlights the proposed changes to the Harbor Area that focus on ocean dependent and ocean related uses. Central to this theme is the conversion of the Naval Reserve Building to City ownership with the addition of several public agency offices, a public meeting room, a small maritime museum/exhibits, a new restaurant and some retail uses (Actions DEP 5.2 and 5.3). Pedestrian access is shown to be added between Harbor Way and the Brophy Brothers' Building (Action ACC 2.5). Improvements to Harbor Way are shown along with the addition of sidewalks on both sides of Shoreline Drive at Harbor Way (Action ACC 2.1) and possibilities for additional parking and boat storage to the west of Harbor Way (Action DEP 2.6). Short term parking for Marina One is also shown in this figure. The Breakwater Restaurant will be retained. Assuming the Harbormaster is relocated to the rock groin (see Figure 7), the Navy Pier is assumed to have five new commercial fishing slips and the Accommodation Dock will be used six passenger charter operations and for temporary loading, unloading and rigging of boats (Actions DEP 2.3 and 1.3). The Harbor Maintenance Shop is shown in its proposed new location in the Harbor Maintenance Yard (Action DEP 5.4).

### **Figure 11 Recommendations - Rock Groin Area**

This figure shows the concept of the proposed straightening and enlargement of the rock groin and the relocation of the Harbor Patrol, Coast Guard and other government boats. A new Harbormaster's office is proposed along with a small deli, restrooms and a small observation deck. The existing Sea Landing, UCSB boat area and Marine Mammal Center would remain (Action DEP-2.1).

### **Figure 12 Recommendations - Stearns Wharf**

This figure shows proposed changes to Stearns Wharf including the extension of the wye to shore near the Palm Park Parking Lot primarily for recreational use by pedestrians and bicyclists and as well as being used by emergency vehicles (Action SERV 1.1). A tram or shuttle could also use the extension in the future. New restrooms are proposed along with a small addition to the Wharf maintenance building. The existing dredge power station is proposed to be used as a small visitor information center (Action VISIT 1.1).

Table 23 includes the new square footage and changes of use associated with the Harbor Master Plan recommendations discussed above.

**CITY OF SANTA BARBARA**  
Local Coastal Program  
Land Use Plan Update  
**COASTAL DEPENDENT/RELATED DEVELOPMENT**

LEGEND

EXISTING LCP (1981, 1994, 2004)—BLACK

HARBOR MASTER PLAN (1996)—BLUE

GENERAL PLAN (CERTIFIED BY CCC)—GREEN

GENERAL PLAN (NOT CERTIFIED BY CCC)—ORANGE

**LUP Policy Tracking Table**

| Existing Goal, Policy or Action   | Notes (edits, analysis, disposition, etc.)  | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|---|---|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/>CCA Policies 30224, 30234, 30234.5, 30255</p>   |   |                |   |
| <p><del><b>Policy 7.2</b></del><br/>The Harbor/Wharf complex shall be redesigned and restructured to:<br/>1. <del>Protect Harbor/Wharf facilities from southeast storms;</del><br/>2. <del>Reduce Harbor/Wharf shoaling.</del><br/>Action<br/>The City shall develop a specific urban design/development plan for the Harbor/Wharf complex which will:<br/>1. <del>Create a breakwater and such other structures as necessary to protect the harbor area;</del><br/>2. <del>Delineate location of Harbor dependent facilities and uses;</del><br/>3. <del>Provide adequate circulation for all modes of transportation within the waterfront;</del><br/>4. <del>Provide limited expansion of facilities for</del></p> | <p>Completed with the 1996 Harbor Master Plan (HMP).<br/><br/>Actions 1-8 are deleted because they were completed as part of the HMP.<br/><br/>LUP pg 114</p> |                |   |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)  | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|--|---|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |   |                |   |
| <p><del>both recreational and commercial boating, with the needs of commercial fishing being given priority;</del><br/> <del>5. Relocate commercial fishing to the proposed easterly breakwater;</del><br/> <del>6. Improve and where necessary increase Harbor/Wharf facilities, such as boat hoists, launch ramps, ice machines, and fuel stations;</del><br/> <del>7. Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor;</del><br/> <del>8. A quiet water sailing and recreation area shall be provided west of Stearns Wharf.</del></p> |   |                |   |
| <p><b>Policy 7.3</b><br/> <del>Consistent with available land resources and environmental constraints, additional space created within the restructured harbor shall be utilized to:</del><br/> <del>1. Separate commercial fishing and recreational boating facilities;</del><br/> <del>2. Provide additional but limited slip accommodations for both recreational and commercial boating, with the needs of commercial fishing being given priority;</del><br/> <del>3. Insure a visually attractive, people oriented</del></p>   | <p>Completed with the HMP.</p> <p>Status of the Actions are as follows:<br/>           First Action is complete.<br/>           Second Action is complete as this is a quiet boat area used by kayakers, rowers, stand up paddle boarders etc. It is unclear what is meant by "aquatic park".<br/>           LUP pg 114</p> |                |   |

| Existing Goal, Policy or Action   | Notes (edits, analysis, disposition, etc.)   | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|---|--|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>  |  |                |   |
| <p>environment; and<br/>4. <del>Provide a quiet water space between the wharf and the existing marinas for open water recreation.</del><br/>Actions<br/>— <del>Dredge West Beach parallel to the existing sea wall as appropriate to create a quiet water area.</del><br/>— <del>Explore the possibility of creating an Aquatic Park from the area designated as “quiet water”.</del></p>   |  |                |   |
| <p><b>Policy 7.4</b><br/><del>The Harbor/Wharf complex redesign and restructuring shall be accomplished only after careful evaluation of the projects:</del><br/>1. <del>Conformance with all applicable local, State and Federal laws and regulations;</del><br/>2. <del>Consistency with all related Coastal Act policies;</del><br/>3. <del>Adequacy of all public services and on-shore support facilities;</del><br/>4. <del>Potential environmental impact of the proposed easterly breakwater and interior harbor improvements, including, but not limited to:</del><br/><del>(a) Mission Creek and the Central Storm Drain emptying into the Harbor;</del><br/><del>(b) Impact on the littoral drift on sand;</del></p> | <p>Completed with the HMP.<br/>Actions 1-5 were addressed in the HMP.<br/>LUP pg 115</p> |                |   |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)     | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|--|--|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |  |                |   |
| <p><del>5. Economic feasibility and community acceptance.</del></p> <p><del>Action</del><br/><del>The specific urban design and development plan must address the problems of:</del></p> <p><del>1.Mission Creek and the central storm drain emptying into the Harbor;</del><br/><del>2.Impact on the littoral drift of sand;</del><br/><del>3.Public service capacities;</del><br/><del>4.Economic feasibility; and</del><br/><del>5.Community acceptance.</del></p>  |  |                |   |
| <p><b>Policy 7.5</b><br/><del>Land area inland of the proposed easterly breakwater shall be designated to permit and encourage ocean-oriented industrial uses.</del></p> <p><del>Actions</del><br/><del>— The area bordered by Garden Street on the west, proposed Yanonali Street extension on the north, the City Wastewater Treatment Plant to the east, and the existing railroad right-of-way to the south shall be rezoned to permit and encourage ocean dependent and ocean related industrial and commercial uses such as fish processing, boat sales, boat storage and repairs.</del><br/><del>Other general commercial and industrial development shall be permitted by special use permit if it can be found that such use would:</del></p> | <p>Deleted as complete.<br/>LUP pg 115-116</p> |                |   |

| Existing Goal, Policy or Action   | Notes (edits, analysis, disposition, etc.) | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|---|--|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>  |  |                |   |
| <p><del>Be compatible with ocean dependent or related uses, and;</del><br/> <del>The property would have no economic value if limited to ocean dependent or related uses. This finding shall be substantiated by competent evidence determined by the City to be objective which indicates no present or future demand for ocean dependent or related uses.</del><br/> <del>———— The area designated Ocean Oriented Industrial, northerly and adjacent to the Southern Pacific tracks, shall not extend westerly of the eastern boundary of the present recorded alignment of the existing Garden Street Easement and the balance of the land to the west of the easterly boundary of the existing Garden Street Easement shall be designated Visitor serving and Ocean Oriented Commercial.</del><br/> <del>{New text; LCP No. 1-04, 5/11/94, HRC 1 and 2 / OC Zone</del><br/> <del>———— The area bordered by the Wastewater Treatment Plan to the west, the proposed Yanonali Street extension to the north, Salsipuedes Street to the east and the existing rail lines to the south shall also be rezoned to permit and encourage ocean dependent or related uses. Other general commercial and industrial development shall be permitted by special use permit if it can be found that such</del></p> |  |                |   |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)   | New Policy No.                             | Draft Proposed Goal, Policy and/or Action  |
|--|--|--|--|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |  |  |  |
| <p>use would:<br/>Be compatible with ocean dependent or related uses, and;<br/>The property would have no economic value if limited to ocean dependent or related uses. This finding shall be substantiated by competent evidence determined by the City to be objective which indicates no present or future demand for ocean dependent or related uses.<br/>——— In classifying permitted uses for the two areas above described, due consideration should be given to the rail, highway and related transportation facilities serving such areas and the proper utilization of such transportation service facilities.<br/>——— It is the intent of the City in implementing the zone changes discussed above to 1) allow all existing structures and uses to continue as non-conforming uses permitting in the future all uses currently allowed in the M-1 zone; and 2) to treat the reconstruction of damaged non-conforming buildings in a similar manner as described in Section 28.87.083 of the Municipal Code of the City of Santa Barbara.</p> | <p style="text-align: center; opacity: 0.5; font-size: 48px; font-weight: bold;">DRAFT</p>   |  |  |
| <p><b>Conservation Element Action 9.3</b><br/><del>Evaluate the feasibility of onshore boat storage and pull-out facilities as an alternative to harbor expansion.</del></p>   | <p>Completed. The City provides the West Beach and Ledbetter dry storage areas and pull out facilities. There is no proposal to expand the Harbor.</p> | <p><a href="#">HC Committee Review</a></p> | <p><a href="#">Maintain existing dry boat storage at West Beach, Leadbetter Beach, and in the harbor commercial area. ELABORATE?</a></p> |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)  | New Policy No.                             | Draft Proposed Goal, Policy and/or Action  |
|--|---|--|--|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |   |  |  |
| <p><b>Action FIS-1.3</b><br/>Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases in slip fees. Slip fees may be used only as the final balancing element of the Waterfront budget.</p>  | <p><del>Deleted [need more info here].</del><br/>HMP pg 128</p>   | <p><a href="#">HC Committee Review</a></p> | <p><i><a href="#">Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases in slip fees.</a></i></p> |
| <p><b>Action DEP-1.2</b><br/>Dredge and add approximately 50 large slips (40 feet and greater) within the existing Harbor.</p>   | <p>Completed.<br/>HMP pg 129</p>  |  |  |
| <p><b>Action DEP-2.1</b><br/>Enlarge the rock groin near the boat launch ramp to include, but not be limited to, the following:<br/>Infeasible.<br/>a. <del>A government boat basin that could include Harbor Patrol boats, Coast Guard cutter and Channel Islands National Marine Sanctuary's vessel;</del><br/>b. <del>The Harbormaster's office;</del><br/>c. <del>Other necessary Harbor operations or facilities;</del><br/>d. <del>Existing uses such as Sea Landing, Marine Mammal Center and UCSB boats (or their successors); and</del><br/>e. <del>Provide for vehicle loading and unloading in association with uses on the rock groin.</del></p> | <p>Deleted because enlarging the rock groin is considered infeasible for a variety of reasons including cost and environmental issues.<br/>HMP pg 129</p> |  |  |
| <p><b>Action DEP-2.2</b></p>   | <p>Completed.<br/>HMP pg 129</p>  |  |  |

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|--|---|----------------|---|
| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b>   |   |                |   |
| <del>Either prior to or when studying the expansion of the rock groin, study the need to increase the capacity of the boat launch ramp.</del>  |   |                |   |
| <b>Action DEP-2.3</b><br><del>If the Coast Guard cutter and Harbor Patrol boats are relocated elsewhere in the Harbor, add approximately five slips to the Navy Pier for exclusive use by commercial fishermen.</del>  | Deleted as infeasible.<br>HMP pg 130        |                |   |
| <b>Action DEP-2.6</b><br><del>In the redesign of Harbor Way (Action SERV-4.1), expanding dry boat storage areas shall be an important consideration. If it is not possible to expand dry boat storage in the Harbor area, additional area shall be encouraged elsewhere in the Waterfront as identified in the Local Coastal Plan.</del> | Completed.<br>HMP pg 130                    |                |   |
| <b>Action DEP-2.7</b><br><del>Funding shall be pursued to upgrade the existing hoists</del>  | Completed.<br>HMP pg 130                    |                |   |
| <b>Action DEP-3.1</b><br><del>Prior to the Harbor Commission recommending approval of a new or renewed lease in the Harbor area, a finding shall be made that the Harbor Area Policies listed in Policy DEP-3 have been met.</del>   | Deleted as standard practice.<br>HMP pg 131 |                |   |
| <b>Action DEP-3.2</b><br><del>Prior to Planning Commission approval of a Coastal Development Permit in the Harbor area,</del>  | Deleted as standard practice.<br>HMP pg 131 |                |   |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)                | New Policy No. | Draft Proposed Goal, Policy and/or Action  |
|--|---|----------------|--|
| <p><b>Coastal Dependent/Related Development</b><br/> <b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>  |   |                |  |
| <p><del>a finding shall be made that the Harbor Area Policies listed in Policy DEP-3 have been met.</del></p>  |   |                |  |
| <p><b>Policy DEP-4</b><br/> <del>Continue to explore the feasibility of providing an easterly breakwater or other protection from southeast storms.</del></p>  | <p>Deleted as infeasible.<br/> HMP pg 131</p>             |                |  |
| <p><b>Action DEP-4.1</b><br/> <del>Pursue funding of the necessary studies that will address the southeast storm issue.</del></p>  | <p>Deleted as infeasible.<br/> HMP pg 131</p>             |                |  |
| <p><b>Action DEP-5.3</b><br/> <del>The Breakwater Restaurant shall be retained with a new restaurant be provided in the Naval Reserve Building.</del></p>  | <p>Deleted as complete.<br/> HMP pg 132</p>               |                |  |
| <p><b>Action DEP-5.4</b><br/> <del>Add a small addition to the existing Wharf maintenance building.</del></p>  | <p>Deleted as complete.<br/> HMP pg 132</p>               |                |  |
| <p><b>Policy 7.1</b><br/> The Harbor/Wharf complex and its associated recreational facilities shall be considered as the highest priority land use in the Waterfront Beaches/Harbor area.</p> <p>Action<br/> <del>———— The waterfront area of the Harbor/Wharf complex shall be rezoned to insure that the Harbor/Wharf complex will be developed in a manner consistent with the policies of the Coastal Act regarding visitor-</del></p> | <p>Action is deleted as complete.<br/> LUP pg 113-114</p> | <p>2.3-1</p>   | <p><u>Priority Land Use.</u> The Harbor/Wharf complex and its associated recreational facilities shall be considered as the highest priority land use in the Waterfront Beaches/Harbor area.</p> |

| Existing Goal, Policy or Action   | Notes (edits, analysis, disposition, etc.)                             | New Policy No. | Draft Proposed Goal, Policy and/or Action   |
|---|--|----------------|---|
| <p><b>Coastal Dependent/Related Development</b><br/> <b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |  |                |   |
| <p><del>servicing uses and ocean dependent activities. The zoning classification for this complex shall specify principal permitted uses which are ocean dependent and related to the maritime use of the Harbor and secondary permitted uses related to visitor serving recreational activities.</del></p>   |  |                |   |
| <p><b>Harbor Master Plan Goal</b><br/> The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors <del>pursuant to these goals</del> while recognizing the need for economic self sufficiency of the area.</p> | <p>Minor edit.<br/> HMP pg 127</p>                                     | <p>2.3-2</p>   | <p><i>Harbor and Stearns Wharf Development.</i> The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors while recognizing the need for economic self sufficiency of the area.</p> |
| <p><b>Policy DEP-2</b><br/> In the Harbor Commercial area, priority shall be given to ocean-dependent uses and facilities serving commercial fishing and recreational boating.</p>  | <p>Minor edit to clarify where the policy applies.<br/> HMP pg 129</p> | <p>2.3-3</p>   | <p><i>Ocean-Dependent Uses and Facilities.</i> In the Harbor Commercial area, priority shall be given to ocean-dependent uses and facilities serving commercial fishing and recreational boating.</p>   |
| <p><b>Policy DEP-5</b><br/> In the Harbor Commercial area, ocean-related and visitor-serving facilities and uses shall be encouraged in order to support ocean-dependent uses and activities.</p>   | <p>Minor edit to clarify where the policy applies.<br/> HMP pg 131</p> | <p>2.3-4</p>   | <p><i>Ocean Related and Visitor Serving Uses and Facilities.</i> In the Harbor Commercial area and Stearns Wharf, ocean-related and visitor-serving facilities and uses shall be encouraged in order to support ocean-dependent uses and activities.</p>  |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)  | New Policy No. | Draft Proposed Goal, Policy and/or Action   |
|--|---|----------------|---|
| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b>   |   |                |   |
|  | New policy to support current practice per Muni code.   | 2.3-5          | <i>Harbor Uses Review.</i> The extent and nature of uses in the Harbor Commercial area shall be reviewed by the Board of Harbor Commissioners at least once every five years in order to assure the Harbor remains a working harbor. The Board of Harbor Commissioners shall make a recommendation to the Planning Commission regarding the adequacy of ocean-dependent uses (Harbor primary uses) in relation to ocean-related and visitor-serving uses (Harbor secondary uses). |
| <b>Policy FIS-1</b><br>Raise adequate revenue to operate and maintain the Harbor, to ensure the viability of ocean dependent uses, ocean related uses, and low cost visitor serving uses and to minimize the costs to the boating public.  | HMP pg 128  | 2.3-6          | <i>Fiscal.</i> Raise adequate revenue to operate and maintain the Harbor, to ensure the viability of ocean dependent uses, ocean related uses, and low cost visitor serving uses and to minimize the costs to the boating public.   |
| <b>Action FIS-1.1 and FIS-1.2 were moved to Visitor Serving section.</b>   |   |                |   |
| <b>Action DEP-5.1</b><br><del>Once The Waterfront Center Naval Reserve Building is acquired and improved by the City, it shall be operated in a self supporting manner.</del><br><b>Action FIS-2.1</b><br>The public meeting room in the <u>Waterfront Center Naval Reserve Building</u> shall be made available on a reservation basis to public groups dealing with Harbor and Wharf related issues at | Edited to reflect that the building has been acquired and is now called the Waterfront Center.<br><br>Action FIS-2.1 was added on to Policy 2.3-7 and edited for name change.<br><br>HMP pg 131 | 2.3-7          | <i>Waterfront Center.</i> The Waterfront Center shall be operated in a self supporting manner. The Waterfront Center public meeting room shall be made available on a reservation basis to public groups dealing with Harbor and Wharf related issues at a nominal fee to defray costs.   |

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|--|---|----------------|--|
| <p><b>Coastal Dependent/Related Development</b><br/><b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>   |   |                |  |
| <p>a nominal fee to defray costs.</p>  |   |                |  |
| <p><b>Policy FIS-2</b><br/>Provide an opportunity for nonprofit marine oriented individuals, groups, and associations to benefit from the physical plant at the Harbor, as long as they contribute to the cash cost of their operation.</p>  | <p>HMP pg 128</p>   | <p>2.3-8</p>   | <p><i>Nonprofit Use of the Harbor.</i> Provide an opportunity for nonprofit marine oriented individuals, groups, and associations to benefit from the physical plant at the Harbor, as long as they contribute to the cash cost of their operation.</p> <ul style="list-style-type: none"> <li>The public meeting room in the Waterfront Center shall be made available on a reservation basis to public groups dealing with Harbor and Wharf related issues at a nominal fee to defray costs.</li> </ul>  |
| <p><b>Action DEP-5.2</b><br/>The following types of uses shall be provided <u>and maintained</u> in the Harbor Commercial area:</p> <ol style="list-style-type: none"> <li>Public offices that relate to the Harbor and Wharf area;</li> <li>Public meeting room and small offices and storage areas for nonprofit marine related groups (<del>relocated from Coast Guard Auxiliary Building</del>);</li> <li>Fishermen’s Resource Center;</li> <li>Maritime museum/exhibits and gift shop;</li> <li><del>Laundromat for the use of slip holders and boaters visiting the Harbor;</del></li> <li><del>Expanded Harbor Maintenance Facility;</del><br/>and</li> </ol> | <p>Deleted items are not longer applicable or they are complete.<br/>HMP pg 131-132</p> | <p>2.3-9</p>   | <p><i>Harbor Commercial Area Uses.</i> The following types of uses shall be provided and maintained in the Harbor Commercial Area:</p> <ol style="list-style-type: none"> <li>Public offices that relate to the Harbor and Wharf area.</li> <li>Public meeting room and small offices and storage areas for nonprofit marine related groups.</li> <li>Maritime museum/exhibits and gift shop.</li> <li>Laundromat for the use of slip holders and boaters visiting the Harbor;</li> <li>Harbor Maintenance Facility; and</li> <li>Visitor’s Center.</li> </ol> |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.)  | New Policy No. | Draft Proposed Goal, Policy and/or Action  |
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| <p><b>Coastal Dependent/Related Development</b><br/> <b>CCA Policies 30224, 30234, 30234.5, 30255</b></p>  |   |                |  |
| <p>g. <del>Consider allowing public use of the third floor cupola of the Naval Reserve Building.</del></p>   |   |                |  |
| <p><b>Policy DEP-3</b><br/>           New leases, renewed leases, or projects that require a Coastal Development Permit shall be found to be consistent with the following Harbor area policies:</p> <ul style="list-style-type: none"> <li>• The first priority is to provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, <u>commercial industrial shipping</u>, enforcement and rescue vessels;</li> <li>• The second priority is to raise optimum revenue to assist in the operation and maintenance of the Harbor to preclude all costs having to be borne by the boating public;</li> <li>• The third priority is to provide passive recreational opportunities and an aesthetic waterfront for the enjoyment of the general public;</li> <li>• The fourth priority is to provide an opportunity for non-profit marine oriented individuals, groups and associations to benefit from the physical plant of the Harbor</li> </ul> | <p>Minor edit in policy to clarify that the Harbor provides for commercial rather than industrial shipping.<br/>           HMP pg 130-131</p> | <p>2.3-10</p>  | <p><i>Harbor Area Policies.</i> New leases, renewed leases, or projects that require a Coastal Development Permit shall be found to be consistent with the following Harbor Area Policies:</p> <ul style="list-style-type: none"> <li>a. The first priority is to provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, commercial shipping, enforcement and rescue vessels;</li> <li>b. The second priority is to raise optimum revenue to assist in the operation and maintenance of the Harbor to preclude all costs having to be borne by the boating public;</li> <li>c. The third priority is to provide passive recreational opportunities and an aesthetic waterfront for the enjoyment of the general public;</li> <li>d. The fourth priority is to provide an opportunity for non-profit marine oriented individuals, groups and associations to benefit from the physical plant of the Harbor</li> </ul> |

| Existing Goal, Policy or Action  | Notes (edits, analysis, disposition, etc.) | New Policy No.                                | Draft Proposed Goal, Policy and/or Action  |
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| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b>   |  |   |  |
| <p>as long as they pay the incremental cash cost of their operation, or the same rental as would be gained if the facilities devoted to their operation were leased to a higher priority goal function; and</p> <ul style="list-style-type: none"> <li>In any event, the following leases and uses shall be precluded: those which provide supplies or services tending towards a carnival atmosphere, non-marine sports, non-marine oriented business offices, or public services which can equally be served outside of the Tidelands Area.</li> </ul> |  |   | <p>as long as they pay the incremental cash cost of their operation, or the same rental as would be gained if the facilities devoted to their operation were leased to a higher priority goal function; and</p> <p>e. In any event, the following leases and uses shall be precluded: those which provide supplies or services tending towards a carnival atmosphere, non-marine sports, non-marine oriented business offices, or public services which can equally be served outside of the Tidelands Area.</p> |
| <p><b>HMP Ocean Dependent Activities Policy DEP-1 and Action DEP-1.4 were moved to Recreation section.</b></p>   |  |   |  |
| <p><b>Action DEP 1.1</b><br/>           Provide a Small Boat Quiet Area/sand trap west of Stearns Wharf by dredging the beach back to approximately the top of the boat launch ramp and maintaining that water area for recreational boating and other recreational use.</p>   | HMP pg 129                                 | 2.3-11  | <p><i>Small Boat Quiet Area.</i> Provide a Small Boat Quiet Area/sand trap west of Stearns Wharf by dredging the beach back to approximately the top of the boat launch ramp and maintaining that water area for recreational boating and other recreational use.</p>  |
| <p><b>Action DEP-1.3</b><br/>           Provide a convenient dock location near the Breakwater, such as on the Accommodation Dock, for a small number of charter operators. Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading, and rigging of boats.</p>  | HMP pg 129                                 | 2.3-12<br><a href="#">HC Committee Review</a> | <p><i>Dock Location.</i> <del>Provide a convenient dock location near the Breakwater, such as on the Accommodation Dock, for a small number of charter operators.</del> Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading, and rigging of boats.</p>  |

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| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b>  |  |   |  |
| <b>Action DEP-2.5</b><br>Retain the informal gear repair area near the boat launch ramp or in another appropriate location near the Harbor.   | HMP pg 130   | 2.3-13  | <i>Gear Repair Area.</i> Retain the informal gear repair area near the boat launch ramp or in another appropriate location near the Harbor.  |
| <b>Action DEP-2.4</b><br>Strive to maintain a minimum of 19% of the slips for commercial fishing <del>by giving priority for newly created slips to commercial fishermen on the then current slip waiting list. Persons currently leasing a mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One.</del> | Last part of the action edited to reflect that Marina One slips are complete and fully leased. Commercial fishing slips are assigned in accordance with SBMC Title 17. HMP pg 130  | 2.3-14<br><a href="#">HC Committee Review</a> | <i>Commercial Fishing Slips.</i> <del>Strive to maintain a minimum of 19% of the slips for commercial fishing.</del> <u>Maintain Fish Float North, Fish Float South, and Marina One "A" finger for dedicated commercial fishing vessels per City policy.</u> |
|   | Policies 3.3-10 to 3.3-15 are new policies based on Coastal Commission's staff recommendation to consider policies provided in the City of Newport Beach Coastal Land Use Plan.<br><br>These are derived from Newport's certified LUP and reflect Coastal Act policies for recreational and commercial boating facilities. | 2.3-15  | <i>Variety of Berthing Opportunities.</i> Continue to provide a variety of berthing opportunities reflecting State and regional demand for slip size and affordability throughout the Harbor.  |
|   |  | 2.3-16  | <i>Offshore Moorings and Anchorages.</i> Continue to provide offshore moorings and anchorages in designated areas as an important source of low-cost public access to the water and Harbor and where shore access and support facilities are                 |

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| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b> |   |   |  |
|  |   |   | available.   |
|  |   | 2.3-17  | <u>Seaworthy Vessels</u> . Continue to enforce ordinances that require moored and docked vessels to be <del>seaworthy and navigable</del> <u>operable</u> and thereby preserve the positive image of the Harbor and promote public use of the water. |
|  |   | 2.3-18  | <u>Services for Visiting Vessels</u> . Protect, and where feasible, enhance facilities and services for visiting vessels, including public mooring and docking facilities, guest docks, and pump-out stations.                                       |
|  |   | 2.3-19  | <u>Facilities for Berthed Vessels</u> . Protect, and where feasible, enhance facilities necessary to support vessels berthed or moored in the Harbor, such as boat haul out facilities.  |
|  |   | 2.3-20  | <u>Harbor Support Uses</u> . Protect, and where feasible, enhance existing Harbor support uses serving the needs of existing waterfront uses, recreational boaters, the boating community, and visiting vessels.                                     |
| <b>Action DEP-5.5</b><br>Improve the restrooms adjacent to Marinas to better serve slipholders.  | HMP pg 132  | 2.3-21  | <u>Restrooms</u> . Improve the restrooms adjacent to Marinas to better serve slipholders.  |
|  | New policy proposed to ensure recreational fishing is retained on Stearns Wharf as a low-cost, ocean-dependent resource consistent with | 2.3-22<br><a href="#">HC Committee Review</a> | <u>Stearns Wharf Recreational Fishing</u> . Retain Stearns Wharf as a recreational fishing destination <del>through free access</del> <u>in designated areas</u> .   |

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|--|--|----------------|---|
| <b>Coastal Dependent/Related Development</b><br><b>CCA Policies 30224, 30234, 30234.5, 30255</b> |  |                |   |
|  | the Coastal Act.                           |                |   |

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**DRAFT**

**CITY OF SANTA BARBARA**  
Local Coastal Program  
Land Use Plan Update  
**RECREATION & SUPPORT FACILITIES**

LEGEND

EXISTING LCP (1981, 1994, 2004)—BLACK

HARBOR MASTER PLAN (1996)—BLUE

GENERAL PLAN (CERTIFIED BY CCC)—GREEN

GENERAL PLAN (NOT CERTIFIED BY CCC)—ORANGE

**LUP Policy Tracking Table**

| Existing Goal, Policy or Action   | Notes (edits, analysis, disposition, etc.)   | New Policy No. | Draft Proposed Goal, Policy and/or Action |
|---|--|----------------|---|
| <p><b>Recreation and Support Facilities</b><br/><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b></p>   |  |                |   |
| <p><b><del>Policy 3.1</del></b><br/><del>Publicly owned property in the coastal zone where recreation is the primary use shall be zoned for public recreation and open space.</del></p> <p><del>Actions</del><br/><del>———— As part of the LCP Implementation Program, the City of Santa Barbara shall develop a “Recreation-Open Space” zone which specifies appropriate principally permitted and conditionally permitted recreational uses.</del><br/><del>———— As part of the LCP Implementation Program, the City of Santa Barbara shall apply the “Recreation-Open Space” zone to the following properties: La Mesa Park; Coast Guard Property; Shoreline Park; Leadbetter Park; Pershing Park; Playa del Mar; Ambassador Park; Moreton Bay Fig Tree; Municipal Tennis Courts; City-owned Waterfront Area Property, and any</del></p> | <p>Policy and Actions deleted as complete, the zoning was completed as part of the IP in 1982.<br/>LCP pg 55</p> |                |   |

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|--|--|----------------|---|
| <b>Recreation and Support Facilities</b><br><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b>  |  |                |   |
| <del>other properties deemed by the LCP Land Use Plan to have primarily recreational or open space values of public concern.</del>   |  |                |   |
| <b>Policy 3.3</b><br><del>New Development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.</del>  | Deleted because off-street parking requirements are in the Zoning Ordinance Chapter 28.90.                         |                |   |
| <b>Policy 3.6</b><br><del>The City of Santa Barbara shall consider expansion of both public parking and public open space at Palm Park north of the existing alignment of Cabrillo Boulevard.</del><br>Action<br><del>As part of the LCP Implementation Program, the City of Santa Barbara shall investigate methods of preserving and providing public open spaces including: grants for acquisition and development from the State Coastal Conservancy, State Department of Park and Recreation and federal sources; open space easements and other less than fee acquisition methods; and full fee acquisition methods including developer donations, purchase and leaseback agreements, etc.</del> | Deleted as complete with development of Palm Park and Garden Street Parking lots and Chase Palm Park.<br>LCP pg 56 |                |   |
| <b>Policy 3.8</b>  | Deleted, relocation not suitable with  |                |   |

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| <p><b>Recreation and Support Facilities</b><br/><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b></p>   |   |                |   |
| <p><del>The City of Santa Barbara shall consider relocation of the Arts and Crafts Show in the event one of the following site relocation opportunities becomes available:</del></p> <p><del>(1) Palm Park expansion allows for more suitable relocation and enhanced parking, or</del></p> <p><del>(2) Development inland of Cabrillo Boulevard provides public open space and parking such that the show may be moved to the north side of Cabrillo Boulevard, or</del></p> <p><del>(3) Any other suitable location made available.</del></p> <p><del>Action</del><br/><del>Under the ordinance establishing the Art Show, moving to an alternate location would require an approval of the electorate.</del></p> | <p>development of Chase Palm Park and no other suitable location is available.<br/>LCP pg 56-57</p> |                |   |
| <p><b>Policy 3.9</b><br/><del>The land surrounding and including Arroyo Burro Creek shall be considered protective open space. Existing recreational parking shall be allowed to continue provided that:</del></p> <p><del>(1) The parking lot shall not be expanded beyond what currently exists in order to limit further degradation of the creek.</del></p> <p><del>(2) Proper fencing, drainage facilities, and</del></p>  | <p>Deleted as complete.<br/>LCP pg 57</p>   |                |   |

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| <p><b>Recreation and Support Facilities</b><br/> <b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b></p>   |   |                |   |
| <p><del>signing restricting public access to the Creek is provided.</del><br/> <del>(3) An appropriate agency (public or private) assumes administration of the parking lot.</del><br/> <del>The parking lot may be expanded landward with additional fill. No expansion into Arroyo Burro Creek or its adjacent habitat can occur.</del><br/> <b>ACTIONS</b><br/> <del>The City shall investigate funding and administrative alternatives to long term public administration of the Arroyo Burro Creek parking lot.</del><br/> <del>Coordinate with the County of Santa Barbara, the State Coastal Conservancy, the State Department of Parks and Recreation, and the property owner in developing methods for long term administration and improvement of the recreational parking lot along Arroyo Burro Creek.</del></p> |   |                |   |
| <p><b>Policy 3.10</b><br/> <del>The City shall seek funding to provide interpretative centers at public parks and beaches where recreational use is heavy regarding the City's tidepool resources.</del></p>   | <p>Deleted, the City already has signage in beaches and parks for coastal resource protection/water quality. New policy 3.2-9 covers tidepool resources.<br/> LCP pg 57</p> |                |   |
| <p><b>Policy 3.11</b><br/> <del>The City shall seek funding to provide interpretative centers regarding the ecological</del></p>   | <p>Deleted, interpretive signage in place at the Bird Refuge.<br/> LCP pg 57</p>  |                |   |

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| <b>Recreation and Support Facilities</b><br><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b>  |  |                |   |
| <p><del>dynamics of the Andree Clark Bird Refuge to ensure continued compatibility of recreational use and habitat preservation at that site.</del></p> <p><b>ACTION</b></p> <p><del>As part of the LCP Implementation Program, the City of Santa Barbara shall investigate funding and administration alternatives to accomplish the provision and maintenance of interpretative centers at Andree Clark Bird Refuge and selected access points where tidepool resources may be threatened.</del></p> |  |                |   |
| <p><b>Policy 3.12</b></p> <p><del>In order to preserve and expand existing recreational opportunities on the Wilcox Property, a public area for viewing the channel, lateral access along the beach and bluff, and continuation of existing public parking for Arroyo Burro County Beach Park shall be pursued through developer donations or public or private action.</del></p>  | <p>Deleted as complete with the Douglas Family Preserve.<br/>LCP pg 57</p>   |                |   |
| <p><b>Policy 3.13</b></p> <p><del>Developers shall be required to provide on-site recreational open space and parking for new users generated by any development of vacant or underdeveloped properties inland of Cabrillo Boulevard.</del></p>  | <p>Deleted, parking and open space requirements are in the Zoning Ordinance Chapter 28.10 - Zones and 28.90 – Automobile Parking Requirements.<br/>LCP pg 58</p> |                |   |
| <p><b>Action REC 1.2</b></p> <p><del>Consider adding native dune landscaping and</del></p>   | <p>This was reviewed as part of a Redevelopment Agency Project and</p>   |                |   |

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| <b>Recreation and Support Facilities</b><br><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b>  |  |                |  |
| <del>incidental improvements such as picnic tables, benches, or boardwalks for passive recreation use on West Beach adjacent to the seawall along Cabrillo Boulevard.</del>  | determined infeasible.<br>HMP pg 136               |                |  |
| <b>Action REC-1.3</b><br><del>Provide a small visitor information center and additional public seating on the Wharf.</del>   | Completed.<br>HMP pg 136                           |                |  |
| <b>Action REC-1.7</b><br><del>Short term parking shall be provided to the west of the Breakwater Restaurant. The public open space adjacent to the parking and the Breakwater Restaurant shall be improved.</del>  | Completed.<br>HMP pg 136                           |                |  |
| <b>Policy 3.2</b><br>The City shall seek public dedications of all public properties utilized for public recreation, and all private properties donated for public use.  | LCP pg 55  | 3.2-1          | <u>Public Dedication.</u> The City shall seek public dedications of all public properties utilized for public recreation, and all private properties donated for public use.   |
| <b>Policy 3.4</b><br><del>new</del> Development in the coastal zone which that may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development. <u>The mitigation measures could include including</u> , if appropriate, <del>provision of bikeways and bike facilities, pedestrian walkways, shuttles people mover systems, or</del> in lieu fees for more comprehensive circulation projects <del>or other appropriate means of compensation.</del> | Edited to update and clarify.<br>LCP pg 56         | 3.2-2          | <u>Mitigation for Recreational Demand.</u> Development that may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development. The mitigation measures could include, if appropriate, bikeways and bike facilities, pedestrian walkways, shuttles, or in lieu fees for more comprehensive circulation projects. |
| <b>Policy 3.5</b><br><del>The City of Santa Barbara shall</del> <u>Continue</u> to   | Edited to delete references to the RDA and update. | 3.2-3          | <u>Recreational Demand Parking.</u> Continue to provide public parking to meet recreational  |

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| <p><b>Recreation and Support Facilities</b><br/><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b></p>  |  |                |   |
| <p><del>support efforts by the Redevelopment Agency to provide people moving systems and public parking to meet recreational demand needs and shall continue to coordinate with the Metropolitan Transit District (MTD) in providing Downtown and Waterfront shuttles, bus scheduling, and routes to serve recreational demand along the waterfront beaches and Harbor.</del><br/>Action<br/><del>Continue to pursue the provision of people mover systems along Cabrillo Boulevard, and from Stearns Wharf up State Street which are routed and scheduled to meet recreational demands as called for by the Redevelopment Plan.</del></p> | <p>The Action was deleted as complete.<br/>LCP pg 56</p>                   |                | <p>demand needs and coordinate with the Metropolitan Transit District (MTD) in providing Downtown and Waterfront shuttles, bus scheduling, and routes to serve recreational demand along the waterfront beaches and harbor.</p>                       |
| <p><b>Policy 3.7</b><br/>The City of Santa Barbara shall require selective scheduling of major recreational events at park facilities in the coastal zone in order not to congest the traffic and circulation system in the area.</p>  | <p>LCP pg 56</p>   | <p>3.2-4</p>   | <p><u>Recreational Event Scheduling.</u> The City of Santa Barbara shall require selective scheduling of major recreational events at park facilities in the coastal zone in order not to congest the traffic and circulation system in the area.</p> |
|  | <p>New policy based on examples provided in City of Newport Beach LCP.</p> | <p>3.2-5</p>   | <p><u>Range of Recreational Activities.</u> Continue to provide opportunities for a wide range of recreational activities at City parks and beaches</p>   |
|  | <p>New policy based on examples provided in City of Newport Beach LCP.</p> | <p>3.2-6</p>   | <p><u>Changing Demographics and Interests.</u> Maintain the ability to distribute, remove, and relocate support facilities and services in coastal areas in</p>   |

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| <b>Recreation and Support Facilities</b><br><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b>   |   |                |  |
|   |   |                | response to changes in demographics and recreational interests while continuing to provide comparable facilities and levels of service.  |
|   | New policy based on examples provided in City of Newport Beach LCP.             | 3.2-7          | <u>Special Needs Access.</u> Ensure that public facilities include provisions for adequate access for persons of limited mobility and that existing facilities are appropriately retrofitted to include access as required by the Americans with Disabilities Act in a manner consistent with protection of coastal resources. |
|   | New policy to promote public education of coastal resources.                    | 3.2-8          | <u>Public Education.</u> Continue to educate the public about important coastal resources.   |
|   | New policy to address signage at Arroyo Burro particular to tidepool etiquette. | 3.2-9          | <u>Interpretive Signage.</u> Coordinate with the County of Santa Barbara to seek funding for interpretative signage at Arroyo Burro County Beach Park to inform the public of important coastal resources, including tidepool etiquette.   |
| <b>Policy DEP-1</b><br>Protect oceanfront areas suited for ocean and water oriented recreation. Increased recreational boating use of coastal waters shall be encouraged. | HMP pg 129  | 3.2-10         | <u>Oceanfront Recreation.</u> Protect oceanfront areas suited for ocean and water oriented recreation. Increased recreational boating use of coastal waters shall be encouraged.   |
| <b>Action DEP-1.4</b><br>Continue to provide and protect the existing surfing area located at the end of the Breakwater and adjacent to the sandspit.                     | HMP pg 129  | 3.2-11         | <u>Sandspit Surfing.</u> Continue to provide and protect the existing surfing area located at the end of the Breakwater and adjacent to the sandspit.  |
| <b>Policy REC-1</b><br>Provide passive and active recreation areas throughout the Wharf and Harbor areas,   | HMP pg 136  | 3.2-12         | <u>Wharf and Harbor Recreation.</u> Provide passive and active recreation areas throughout the Wharf and Harbor areas, particularly lower cost   |

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| <b>Recreation and Support Facilities</b><br><b>CCA 30212.5, 30213, 30220, 30221, 30222, 30223, 30224, 30252</b>  |  |   |   |
| <a href="#">particularly lower cost recreational activities.</a>   |  |   | recreational activities.  |
| <b>Action REC-1.1</b><br><a href="#">Continue to encourage recreational volleyball courts on East and West Beach.</a>  | Edited to reflect the volleyball courts already exist.<br>HMP pg 136                     | 3.2-13  | <u>Beach Volleyball.</u> Continue to encourage recreational volleyball courts on West and East Beach.   |
| <del><b>Action REC-1.4</b><br/> Consider adding an observation area on the rock groin for passive recreation use.</del>  | Note: this policy may be deleted if the observation area is already there.<br>HMP pg 136 | 3.2-14<br><a href="#">HC Committee Review</a> | <del><u>Observation Area.</u> Consider adding an observation area on the rock groin for passive recreation use.</del>   |
| <b>Action REC 1.5</b><br><a href="#">Continue supporting opportunities for Harbor Tours and other low intensity ocean dependent recreational uses on the Wharf. including adding a small kiosk for ticket sales.</a> | Minor edits. Kiosk has been installed.<br>HMP pg 136                                     | 3.2-15  | <u>Ocean Dependent Recreation.</u> Continue supporting opportunities for Harbor Tours and other low intensity ocean-dependent recreational uses on the Wharf. |
| <b>Action REC-1.6</b><br>Continue to encourage public activities and events appropriate to the area.   | HMP pg 136   | 3.2-16  | <u>Public Activities and Events.</u> Continue to encourage public activities and events appropriate to the area.  |

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# CITY OF SANTA BARBARA

## Local Coastal Program Land Use Plan Update SCENIC RESOURCES

LEGEND

EXISTING LCP (1981, 1994, 2004)—BLACK

HARBOR MASTER PLAN (1996)—BLUE

GENERAL PLAN (CERTIFIED BY CCC)—GREEN

GENERAL PLAN (NOT CERTIFIED BY CCC)—ORANGE

### LUP Policy Tracking Table

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |   |
| <del>CE-Goal</del><br><del>Restore where feasible, maintain, enhance and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.</del> | Goals are not included in the LUP update. However, the intent of this goal is addressed in proposed policies. LUP pg 137 |                |   |
| <del>CE-Goal</del><br><del>Prevent the scarring of hillside areas by inappropriate development.</del>  | Goals are not included in the LUP update. However, the intent of this goal is addressed in proposed policies. LUP pg 137 |                |   |
| <del>CE-Goal</del><br><del>Protect and enhance the scenic character of the City.</del>   | Goals are not included in the LUP update. However, this goal is addressed in proposed policies. LUP pg 137               |                |   |
| <del>CE-Goal</del><br><del>Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.</del>  | Goals are not included in the LUP update. However, the intent of this goal is addressed in proposed policies. LUP pg 137 |                |   |
| <del>CE-Goal</del>   | Goals are not included in the LUP update. However, the intent of this  |                |   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |   |                |   |
| <p><del>Protect significant open space areas from the type of development which would degrade the City's visual resources.</del></p>  | <p>goal is addressed in proposed policies. LUP pg 137</p>   |                |   |
| <p><b>CE Action 1.1</b><br/><del>Setbacks, as required by the Federal Flood Insurance Program, should be enforced (see Drainage and Flooding section).</del></p>  | <p>This policy is deleted because setbacks are not required by the National Flood Insurance Program (NFIP). LUP pg 137</p>  |                |   |
| <p><b>CE Action 2.2</b><br/><del>Performance Bonds should be required to ensure achievement of revegetation of graded areas.</del></p>  | <p>This action is deleted because the City does not normally require performance bond for vegetation but instead enforces its erosion regulations and policies and its landscaping requirements. LUP pg 138</p> |                |   |
| <p><b>CE Action 2.4</b><br/><del>All development on hillsides should be required to landscape the down slope side so as to hide or break up large surface area views of structures facing down slope.</del></p>                           | <p>This action is deleted because the City has established landscape requirements as a part of design review. LUP pg 138</p>  |                |   |
| <p><b>CE Action 2.5</b><br/><del>Height restriction ordinances should be changed to allow for "step-down" development design on hillsides to hide or break up large surface area views of structures facing down slope.</del></p>         | <p>This action is deleted because the City has established step down design guidelines as a part of design review. LUP pg 138</p>   |                |   |
| <p><b>CE Policy 3.0</b><br/><del>New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the</del></p> | <p>Replaced by existing LCP Policy 9.1 and has now been further edited into a new policy. LUP pg 138</p>  |                |   |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |   |
| <del>upper foothills and mountains viewed respectively from the beach and lower elevations of the City.</del>  |  |                |   |
| <b>CE Action 3.1</b><br><del>In the absence of Local Coastal Program policies, develop a design overlay zone to limit building heights.</del>  | This action is no longer needed as building height limits are established by the Charter, Zoning Ordinance, and further review of appropriate height determined through design review. LUP pg 138  |                |   |
| <b>CE Action 3.2</b><br><del>The northerly side of Cabrillo Boulevard from Castillo Street to Los Patos Way should be designated a special design review district. Restrictions should be developed for this district which establishes setbacks and height limitations formulated to ensure the preservation of views and view corridors from the beach toward the mountains.</del> | This action is no longer needed as HRC-1 establishes setbacks, the entire area is now within the El Pueblo Viejo District (requiring design review for development projects), and Park Plaza Specific Plan establishes development limitations and corridors for view protection. LUP pg 138 |                |   |
| <b>CE Action 3.3</b><br><del>When the Local Coastal Program is finalized, this element should be revised, as needed, to preserve and enhance the Harbor, shoreline, and other coastal resources.</del>   | Completed with the adoption of the Harbor Master Plan (1996). LUP pg 138   |                |   |
| <b>CE Policy 6.0</b><br><del>Ridgeline development which can be viewed from large areas of the community or by significant numbers of residents of the community shall be discouraged.</del>   | This policy is deleted as it deals with areas outside of the Coastal Zone. LUP pg 139  |                |   |
| <b>CE Action 6.1</b>   | This policy is deleted as it deals with  |                |   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |   |
| <p><del>Develop a comprehensive analysis of the ridgeline areas of the City to review zoning and development regulations related to protecting the visual qualities of the community.</del></p>  | <p>areas outside of the Coastal Zone. LUP pg 139</p>   |                |   |
| <p><b>Cabrillo Boulevard from 101 to Castillo Actions</b></p> <ol style="list-style-type: none"> <li><del>1. Rezone areas not in conformance with the General Plan.</del></li> <li><del>2. Establish appropriate setback requirements for development on Cabrillo Boulevard.</del></li> <li><del>3. Create a height setback relationship for development.</del></li> <li><del>4. Require building separations for development.</del></li> <li><del>5. Consider either realigning Cabrillo Boulevard, or widening East Beach in order to allow for the expansion of Palm Park (see footnote on preceding page).</del></li> <li><del>6. Prohibit on-street parking on Cabrillo Boulevard, east of State Street.</del></li> <li><del>7. Remove on-street parking on the ocean side of Cabrillo Boulevard, west of State Street.</del></li> <li><del>8. Landscape the public right-of-way.</del></li> <li><del>9. Improve Mission Creek at Cabrillo Boulevard.</del></li> <li><del>10. Control building colors on Cabrillo Boulevard.</del></li> </ol> | <p>These actions were contained within the Scenic Highways Element discussion. The status of each Action is as follows:</p> <ol style="list-style-type: none"> <li>1. Completed.</li> <li>2. Completed with HRC-1 rezoning.</li> <li>3. Completed with HRC-1 rezoning.</li> <li>4. Completed with HRC-1 rezoning.</li> <li>5. Chase Palm Park was expanded on the north side of Cabrillo Boulevard.</li> <li>6. Parking removal proposals were an attempt to return to the historic design of Cabrillo Boulevard and have has been met with significant controversy and are no longer being pursued.</li> <li>7. Parking removal proposals were an attempt to return to the historic design of Cabrillo Boulevard and have been met with significant controversy and are no longer being pursued.</li> <li>8. Landscaping has been completed.</li> <li>9. Restoration of Mission Creek at</li> </ol> |                |   |

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|--|---|----------------|--|
| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |   |                |  |
| <p><del>11. Control on-premise and off-site outdoor advertising signs on Cabrillo Boulevard.</del><br/><del>12. Utilize traditional lighting standards.</del></p>  | <p>Cabrillo Boulevard is proposed as a part of the Mission Creek bridge replacement project.</p> <p>10. Cabrillo Boulevard is now within El Pueblo Viejo and development is subject to design review, including building color.</p> <p>11. Off-site signs are prohibited within the City of Santa Barbara and on premise signs are subject to the City's sign ordinance.</p> <p>12. Lighting is subject to El Pueblo Viejo Design Guidelines.</p> <p>LUP pg 140</p> |                |  |
| <p><del>Shoreline Drive, from Castillo Street to the end of Shoreline Park.</del><br/><del>Actions</del><br/><del>Landscape properly the existing parking areas on the north side of Shoreline Drive in the vicinity of City College.</del><br/><del>Consider the scenic aspects of Shoreline Drive as well as the average daily traffic in determining the appropriate speed for the route.</del></p> | <p>These actions were contained within the Scenic Highways Element discussion. The status of each Action is as follows:</p> <ol style="list-style-type: none"> <li>1. This area has been landscaped.</li> <li>2. Traffic speeds are calculated using other standards and the speed limit was reduced to 25 mph.</li> </ol> <p>LUP pg 141</p>  |                |  |
| <p><b>Policy 5.3, Action</b><br/><del>Projects Development in the coastal zone will shall be reviewed by the Architectural Board of Review or, Historic Landmarks Commission, or Single Family Design Review Board in accordance with the established rules and procedures, as</del></p>   | <p>Minor edits as shown to make the policy mandatory and to add in the SFDB (a newer design review board).</p> <p>LUP pg79</p>  | 4.2-1          | <p><i>Design Review.</i> Development in the coastal zone shall be reviewed by the Architectural Board of Review, Historic Landmarks Commission, or Single Family Design Review Board in accordance with the established rules and procedures, as applicable.</p> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |   |                |   |
| <p>applicable.</p>  |   |                |   |
| <p><b>Policy 9.1</b><br/>The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. <u>New development or redevelopment shall not obstruct important public scenic view corridors, including those of the ocean viewed from the shoreline and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City and shall preserve or enhance important public scenic views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.</u> This may be accomplished by one or more of the following:</p> <ol style="list-style-type: none"> <li>(1) Acquisition of land for parks and open space;</li> <li>(2) Requiring view easements or corridors in new developments;</li> <li>(3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;</li> <li>(4) Developing a system to evaluate view impairment of new development in the review process.</li> </ol> <p>Actions</p> <p>— Explore Federal, State, and local funding sources for park and open space acquisition.</p> | <p>Policy 9.1 has been edited to add in Conservation Element <i>Policy 3.0 New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City</i> and to add General Plan <i>Policy ER 29 Visual Resources Protection. New development or redevelopment shall preserve or enhance important public views and view points for public enjoyment, where such protection would not preclude reasonable development of a property.</i></p> <p>Actions have been deleted for the following reasons:<br/>First bullet: Standard practice.<br/>Second bullet: Incorporated into this proposed policy<br/>Third bullet: Incorporated into proposed policy <u>Evaluation Criteria.</u><br/>LUP pg 144</p> | <p>4.2-2</p>   | <p><u>Important Public Scenic View Protection.</u> The existing important public scenic views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. New development or redevelopment shall not obstruct important public scenic view corridors, including those of the ocean viewed from the shoreline and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City and shall preserve or enhance important public scenic views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property. This may be accomplished by one or more of the following:</p> <ul style="list-style-type: none"> <li>• Acquisition of land for parks and open space;</li> <li>• Requiring view easements or corridors in new developments;</li> <li>• Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;</li> <li>• Developing a system to evaluate view impairment of new development in the review process.</li> </ul> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |   |                |   |
| <p>———— Delineate view corridor locations on new construction/ development plans by additional building limits, building orientation, and setback requirements.</p> <p>———— Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project’s height, setback, and clustering of buildings.</p>   |   |                |   |
| <p><b>Policy 9.2</b><br/>A special design district in the waterfront area, excluding the area mentioned in Policy 9.4, shall have area-wide architecture design standards developed by the Architectural Board of Review for their use in their design review of new development. {New text; LCP No. 2-94, 5/11/94, HLC review of projects}</p> <p><b>Actions</b></p> <p><del>Form a task force consisting of area businesspersons, property owners, and concerned citizens to develop design guidelines.</del></p> <p><del>Provide City staff as support for the task force.</del></p> <p><del>Create a holding pond of the central drainage channel and landscape with native plant material.</del></p> | <p>Completed (Waterfront Design Guidelines). LUP pg 145</p> |                |   |
| <p><b><u>GP ER29.5 Scenic View Protection.</u></b> Further protect important public scenic views of the coast, hillsides, open spaces, creeks and historic resources by incorporating important scenic resource protection guidelines as part of project</p>  | <p>ER pg 18</p>   | <p>4.2-3</p>   | <p><b><u>Important Public Scenic View Protection.</u></b> Further protect important public scenic views of the coast, hillsides, open spaces, creeks and historic resources by incorporating important scenic resource protection guidelines as part of project</p> |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>  |  |                |   |
| <i>design guidelines and environmental review guidelines.</i>   |  |                | design guidelines and environmental review guidelines.  |
| <b>Policy 2.5</b><br>Vista points shall be maintained in areas where such use by the public has been established.   | LUP pg 38  | 4.2-4          | <i>Vista Points.</i> Vista points shall be maintained in areas where such use by the public has been established.   |
|   | New policy derived from existing City Visual Aids requirements (handout).    | 4.2-5          | <i>Visual Assessments.</i> Visual assessments shall be required for all development that has the potential to impact views of important visual resources to ensure appropriate size, bulk and scale, neighborhood compatibility and to minimize impacts on important public scenic views. “Visual aids” may include, but not be limited to, story poles, photo simulations, three-dimensional massing models, perspective drawings, rendered streetscape elevations, and/or, comparative building studies. Visual assessments shall be used to evaluate the magnitude and significance of changes in appearance of the important visual resource as a result of developments. |
| <u>GP ER 29.2 Evaluation Criteria. In evaluating public scenic views and development impacts at a particular location, the City shall consider:</u> <ul style="list-style-type: none"> <li>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</li> </ul> | Edited second bullet added the words, “temporary or permanent and”. ER pg 17 | 4.2-6          | <u>Evaluation Criteria.</u> In evaluating views and development impacts at a particular location, the City shall consider: <ul style="list-style-type: none"> <li>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</li> </ul>  |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |   |
| <p>area of intensive pedestrian and bicycle use);</p> <ul style="list-style-type: none"> <li>Whether a proposed change in the existing view would be <u>temporary or permanent</u> and individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the surrounding area or designated historic resource);</li> <li>Whether <del>changes in the proposed action a</del> <u>proposed change to an important public scenic view</u> could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape design).</li> </ul> |  |                | <p>area of intensive pedestrian and bicycle use);</p> <ul style="list-style-type: none"> <li>Whether a proposed change in the existing view would be temporary or permanent and individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the surrounding area or designated historic resource);</li> <li>Whether a proposed change to an important public scenic view could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape design).</li> </ul>  |
|  | <p>New policy to address LUP Update Guide. Derived from GP FEIR RM VIS-3, existing SBMC Chapter 22.75 Outdoor Lighting, and City Outdoor Lighting and Street Lighting Design Guidelines.</p> | <p>4.2-7</p>   | <p><u>Night Lighting.</u></p> <ul style="list-style-type: none"> <li><i>Open Space Night Sky Preservation.</i> New development and major remodels adjacent to open space with important habitat values such as the beach and other Environmentally Sensitive Habitat Areas shall be designed 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.</li> <li>Assure lighting installations are subtle, appropriate, and avoid over-lighting, glare, and light pollution and, where appropriate,</li> </ul> |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |   |
|  |  |                | strive to preserve and restore views of the night sky, while meeting pedestrian and traffic safety lighting needs.  |
|  | New policy to address LUP Update Guide. Derived from existing SBMC 28.94.030.DD and ABR Antenna Subcommittee Interim Design Review Guidelines For Wireless Communication Facilities/Antennas April 18, 1997. | 4.2-8          | <u>Telecommunications Facilities.</u> <ul style="list-style-type: none"> <li>• Maintain the aesthetic and historic nature of commercial districts or neighborhoods when siting antennas and towers.</li> <li>• Require all telecommunication facilities to minimize visual impacts by providing for installations that are designed carefully, screened with landscaping or camouflaged to maintain the aesthetic quality of the surrounding area.</li> </ul> |
|  | New policy to address LUP Update Guide (edited from Malibu LUP).   | 4.2-9          | <u>Fencing, Walls and Landscaping.</u> Fencing and walls across a public scenic view corridor shall be visually permeable, and any landscaping within the public scenic view corridor shall include only low-growing species and trees that will not block or obscure public scenic views.  |
| <b>CE Policy 4.0</b><br>Trees enhance the general appearance of the City's landscape and should be <u>coastal zone.</u><br><del>Preserved and protected...</del>                 | New policy derived from existing CE Policy 4.0 and City's Urban Forest Management Plan to replace existing LCP text describing trees as being important visual resources. LUP pg 138.                        | 4.2-10         | <u>Urban Forestry.</u> Trees enhance the general appearance of the coastal zone. Preserve, protect, and enhance trees, promote the benefits of trees, and foster a healthy and diverse urban forest.  |
| <b>CE Action 4.1</b><br>Mature trees and trees important to the visual quality of the property should be integrated into project design rather than removed. <del>The Tree</del> | New policy to replace existing CE Policy 4.0 Actions.<br><br>The Tree Ordinance deals with street  | 4.2-11         | <u>Tree Protection and Replacement.</u> Mature trees and trees important to the visual quality of the property should be integrated into project design rather than removed. All feasible options should  |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <p><del>Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.</del></p> <p><b>CE Action 4.2</b><br/>All feasible options should be exhausted prior to the removal of trees.</p> <p><b>CE Action 4.3</b><br/><del>Major Mature</del> trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.</p> | <p>trees and ROW trees and would not be the appropriate place to address tree protection in project design.<br/>LUP pg 138</p> |                | <p>be exhausted prior to the removal of mature trees and trees important to the visual quality of the property. Mature trees and trees important to the visual quality of the property that are removed as a result of development or other property improvement shall be replaced on a minimum one-for-one basis.</p> |
| <p><b>CE Action 4.4</b><br/>Private efforts to increase the number of street trees throughout the City should be encouraged.</p>   | <p>LUP pg 138</p>  | <p>4.2-12</p>  | <p><u>Street Trees.</u> Private efforts to increase the number of street trees throughout the City should be encouraged.</p>   |
| <p><b>CE Policy 5.0</b><br/><del>Significant</del> Important open space areas <del>should</del> shall be protected to preserve the City's visual resources from degradation.</p>   | <p>LUP pg 138</p>  | <p>4.2-13</p>  | <p><u>Open Space Protection.</u> Important open space areas shall be protected to preserve the City's important visual resources from degradation.</p>   |
| <p><b>CE Action 5.1</b><br/>The City should consider purchase <del>or the obtaining</del> of development rights of <del>significant</del> important open space where no other means can be found to protect visual resources from degradation.</p>   | <p>LUP pg 138</p>  | <p>4.2-14</p>  | <p><u>Open Space Protection.</u> The City should consider purchase or obtaining development rights of important open space where no other means can be found to protect visual resources from degradation.</p>   |
| <p><b>CE Action 5.2</b></p>  | <p>LUP pg 139</p>  | <p>4.2-15</p>  | <p><u>Parks and Other Public Lands Protection.</u> Parks</p>   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <p>Parks and other public lands which provide panoramic views or scenic vistas, <del>especially those at higher elevations,</del> shall be protected and maintained for the enjoyment by the public.</p> |  |                | <p>and other public lands which provide public scenic views or scenic vistas shall be protected and maintained for the enjoyment by the public.</p>  |
|  | <p>New policy to address LUP Update Guide. Derived from existing ABR Design Guidelines; Landscape Design Guidelines;<br/>SBMC parking lot landscaping standards (Chpt. 28.90); SBMC planting material standards (§28.87.200); SBMC water conservation regulations (Chpt.22.80); SBMC landscape maintenance requirements for approved plans (§22.11).</p> | <p>4.2-16</p>  | <p><u><i>Landscape Plans Required.</i></u> Any major new in-fill development or remodel project subject to City design review approval in accordance with the established rules and procedures, shall also be required to have an approved landscape plan prepared by a licensed design professional and meet specific standards, including:</p> <ul style="list-style-type: none"> <li>• Ensure vegetation choice follows principles of Right Plant/Right Place<sup>1</sup> and that long-term vegetation scale is consistent with public scenic view protection.</li> <li>• Landscaping and irrigation shall be planned with consideration for water conservation through use of water-wise plant species, water-efficient irrigation systems, including using drip irrigation and mulching and designing irrigation to minimize runoff.</li> <li>• Enforce City regulations that require maintenance of the trees, plants, irrigation system, and other improvements shown on an approved landscape plan.</li> <li>• Planting and landscaping plans shall be disapproved if any or all of the proposed</li> </ul> |

<sup>1</sup> Right Plant/Right Place takes into consideration site requirements (i.e. soil types, water needs, sun exposure, hardiness zone, etc.) each type of plant needs to be a healthy, vigorous addition to the landscape together with the characteristics the plant has (i.e. mature height/spread, thorns, fruit, etc.) in order to place the right plant in the right place.

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>  |  |                |  |
|   |  |                | plant materials, as affected by normal growth, will probably block a public scenic view or views of an important scenic resource. This would restrict the planting of a dense row of trees or other vegetation which would block an important public scenic view.  |
|   | New policy to address LUP Update Guide. Derived from Malibu LUP. | 4.2-17         | <u><i>Removal and Replacement of Landscaping Blocking Public Scenic Views.</i></u> Except for replacement of structures destroyed by disaster, redevelopment of sites involving substantial remodels or demolition and reconstruction where existing landscaping or development blocks or obscures public views of the ocean or other public scenic views, the existing landscaping (except for Environmentally Sensitive Habitat Areas, mature trees, and trees important to the visual quality of the property) and/or development shall be removed and where appropriate replaced with landscaping and/or development that is sited and designed to maximize public scenic views. |
| <b>CE Policy 2.0</b><br>Development on hillsides shall not significantly modify the natural topography and vegetation and shall comply with established hillside design techniques. | LUP pg 137   | 4.2-18         | <u><i>Hillside Development.</i></u> Development on hillsides shall not significantly modify the natural topography and vegetation and shall comply with established hillside design techniques.  |
| <b>CE Action 2.1</b><br><u>Discourage development which necessitates grading on hillsides with slopes greater than 30%.</u>   | Edited to remove second sentence per staff direction. LUP pg 137 | 4.2-19         | <u><i>Slopes greater than 30%.</i></u> Discourage development which necessitates grading on hillsides with slopes greater than 30%.  |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <p><del>should not be permitted. The Slope Density Ordinance and Grading Ordinance should be so amended.</del></p>   |  |                |  |
|  | <p>New policy derived from existing SBMC Grading Ordinance.</p>              | <p>4.2-20</p>  | <p><u>Regulate excavation, grading and earthwork construction.</u> Regulate excavation, grading and earthwork construction, including fills and embankments to: protect hillside areas from indiscriminate grading activities; minimize erosion and the extent of grading by requiring that cut slopes be no steeper than 2:1 (two horizontal to one vertical unit of distance); protect fish and wildlife; protect the watersheds; ensure the natural appearance of grading projects; and to otherwise protect the natural environment.</p> |
| <p><b>CE Action 1.3</b><br/>Development which requires retaining walls or other topographic modifications of the creekside environment should not be permitted unless <del>consistent with</del> <u>necessary for sound flood control management and soil conservation techniques, and consistent with Water Quality Policies 4.3-40 and 4.3-41.</u></p> | <p>Edits per Cameron Benson, Creeks. LUP pg 137</p>                          | <p>4.2-21</p>  | <p><u>Creekside Development.</u> Development which requires retaining walls or other topographic modifications of the creekside environment should not be permitted unless necessary for sound flood control management and soil conservation techniques, and consistent with Water Quality Policies 4.3-40 and 4.3-41.</p>  |
|  | <p>New policy to address LUP Update Guide. Derived from Carmel Area LUP.</p> | <p>4.2-22</p>  | <p><u>Sea walls, Fences and Gunite on Bluffs.</u> Where the placement of sea walls and/or fences on bluffs is unavoidable, design and site the improvements to incorporate surrounding land form characteristics in order to blend the new with the existing in order to preserve the natural</p>  |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |   |                |   |
|  |   |                | and scenic quality of shoreline bluffs.   |
| <b>CE Action 2.3</b><br>Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides.  | LUP pg 138  | 4.2-23         | <u>Revegetation of Major Cut and Fill Slopes.</u> Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides. |
| <b>GP ER 30</b><br><u>Enhance Visual Quality.</u> Not only retain, but improve visual quality of the city wherever practicable.  | ER pg 18  | 4.2-24         | <u>Enhance Visual Quality.</u> Not only retain, but improve visual quality of the city wherever practicable.  |
|  | New policy to address LUP Update Guide. Derived from Carmel Area LUP.   | 4.2-25         | <u>Enhance Visual Quality.</u> The City encourages creative public and private efforts to restore the scenic beauty of visually impacted areas of the coast and will assist such efforts where possible.              |
| <b>Policy 9.3</b><br>All new development in the coastal zone shall <del>provide underground on-site service connection for utilities unless it results in an unreasonable hardship or undergrounding is impossible, and the undergrounding of existing overhead utilities shall be considered high priority.</del><br>Action<br>_____ The City will work with the utility companies to hasten the undergrounding of utilities in the coastal zone. | Edited existing policy to reflect that the City has no ability to require undergrounding beyond service connections. LUP pg 145 | 4.2-26         | <u>Underground Utilities.</u> All new development in the coastal zone shall underground on-site service connection for utilities unless it results in an unreasonable hardship or undergrounding is impossible.       |
| <b>Policy 9.4</b><br>Expand El Pueblo Viejo Landmark District to include the property fronting on the following  | Completed. LUP pg 145   |                |   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |   |                |   |
| <p>streets: Castillo Street, from U.S. 101 to Cabrillo Boulevard; and the proposed Garden Street extension from U.S. 101 to Cabrillo Boulevard, and Cabrillo Boulevard. {New text; LCP No. 2-94, 5/11/94, HLC review of projects}<br/><b>Action</b><br/><del>Amend existing El Pueblo Viejo ordinance to include the streets described above.</del></p>  |   |                |   |
| <p><b>GP ER 30.1</b><br/><b>Underground Utilities. Cooperate with developers and utility companies to underground as many as possible overhead utilities in the city by 2030. Establish a listing of priority street segments with realistic target dates in the capital improvements program and c</b><br/><del>Continue to support neighborhood efforts for undergrounding. The undergrounding of existing overhead utilities in the coastal zone shall be considered high priority.</del></p> | <p>Edited as shown from General Plan ER 30.1. Deletion at request of A. Shue and insertion to capture deleted text from existing LCP Policy 9.3. ER pg 18</p> | <p>4.2-27</p>  | <p><u>Underground Utilities.</u> Cooperate with developers and utility companies to underground as many as possible overhead utilities in the city. Continue to support neighborhood efforts for undergrounding. The undergrounding of existing overhead utilities in the coastal zone shall be considered high priority.</p> |
| <p><b>Policy 9.5</b><br/>All parking facilities shall be screened from public view in a method suggested in the City's Scenic Highways Element of the General Plan.<br/><b>Action</b><br/><del>Adopt a City parking/landscaping ordinance to reflect the above policy.</del></p>   | <p>LUP pg 145</p>   | <p>4.2-28</p>  | <p><u>Screen Parking.</u> Screen all parking facilities from public view to the maximum extent feasible while considering important public scenic resources and public scenic view corridors.</p>   |
|  | <p>New policy to replace text that was in existing LCP that referenced City</p>   | <p>4.2-29</p>  | <p><u>Street Tree Master Plan.</u> Preserve and enhance Santa Barbara's image, character, and aesthetic beauty through a well planned and established</p>   |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>           |  |                |   |
|  | ordinances and programs.                   |                | street tree system which is efficiently and uniformly well managed, including but not limited to: <ul style="list-style-type: none"> <li>• A street tree planting and replacement program for the purpose of planting all designated locations with trees best suited for each site and for the replacement of diseased, declining, and undesirable trees.</li> <li>• A systematic street tree maintenance program based on the requirements and characteristics for each tree species and designed to provide maximum efficiency through programmed preventive maintenance scheduling and optimum allocations of personnel and equipment.</li> <li>• A method for documenting all tree maintenance functions performed by the City for use in evaluating work performance and productivity, preparing and substantiating accurate and realistic budget requests, and protecting the City in liability claims involving alleged negligence in maintenance.</li> <li>• Increasing public awareness of the valuable contribution street trees make to Santa Barbara and to acquaint residents with the laws and regulations governing street tree planting, maintenance, and preservation.</li> </ul> |
| <b>CE Policy 1.0</b><br>Development adjacent to creeks shall not degrade | LUP pg 137                                 | 4.2-30         | <u>Creekside Development.</u> Development adjacent to creeks shall not degrade the creeks or their  |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |   |
| the creeks or their riparian environments.   |  |                | riparian environments.  |
| <b>CE Action 1.2</b><br>Examine undeveloped parcels having creek frontage for possible purchase and retention as open space. | LUP pg 137   | 4.2-31         | <u>Creekside Development.</u> Examine undeveloped parcels having creek frontage for possible purchase and retention as open space.  |
| <b>CE Action 1.4</b><br><del>Develop a creek beautification ordinance.</del>   | The Creeks Division is no longer pursuing beautification ordinances. Creek restoration policies will be included in the Biological Resources Section. LUP pg 137 |                |   |
|  | New policy to replace text that was in existing LCP that referenced City ordinances and programs.  | 4.2-32         | <u>Vegetation Removal.</u> Removal of vegetation from hillsides and areas designated as open space shall be controlled in order to prevent erosion damage, denuding, flood hazards, soil loss, habitat loss, and other dangers created by or increased by improper clearing activities. |
|  | New policy to replace text that was in existing LCP that referenced City ordinances and programs.  | 4.2-33         | <u>Historic Structures.</u> Enhance the visual character of the City by encouraging and regulating the compatibility of architectural styles within designated historic and architectural Districts reflecting unique and established architectural traditions.                         |
|  | New policy to replace text that was in existing LCP that referenced City ordinances and programs.  | 4.2-34         | <u>Signs.</u> <ul style="list-style-type: none"> <li>Signs and advertising structures shall be regulated for height, size, erection and maintenance and should serve primarily to identify an establishment, organization or enterprise and must not result in excessive</li> </ul>     |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>  |  |                |  |
|   |  |                | <p>competition for their visual attention. Further, signs and advertising structures must harmonize with the building, the neighborhood and other signs in the area.</p> <ul style="list-style-type: none"> <li>• Offsite billboards and all new pole signs are prohibited in all areas of the City, including the coastal zone.</li> </ul>  |
| <p><b>LG 12.2</b><br/> <i>Building Size, Bulk and Scale.</i> Ensure that proposed buildings are compatible in scale with the surrounding built environment.</p>   | <p>LUE pg 54</p>                           | <p>4.2-35</p>  | <p><i>Building Size, Bulk and Scale.</i> Ensure that proposed buildings are compatible in scale with the surrounding built environment.</p>  |
| <p><b>LG 12.2.d</b><br/> <i>Community Character Preservation.</i> <del>Include in design guidelines that</del> 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.</p> | <p>LUE pg 55</p>                           | <p>4.2-36</p>  | <p><i>Community Character Preservation.</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, potential historic structures, key scenic view points that provide important public scenic views to important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.</p> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p> |  |                |   |
|  | <p>New policy derived from existing SBMC 22.68.045 Project Compatibility Analysis. Edited out “Compliance with City Charter and Municipal Code; Consistency with Design Guidelines” Also edited “Public Views of the Ocean and Mountains.”</p> | <p>4.2-37</p>  | <p><i>Compatibility Findings.</i> In addition to any other considerations and requirements, the following criteria shall be considered by all City decision-making bodies when reviewing and approving or disapproving the design of a proposed development project:</p> <ul style="list-style-type: none"> <li>• <i>Compatible with Architectural Character of City and Neighborhood.</i> Is the design of the project compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project?</li> <li>• <i>Appropriate size, mass, bulk, height, and scale.</i> Is the size, mass, bulk, height, and scale of the project appropriate for its location and the prevailing character of its neighborhood?</li> <li>• <i>Sensitivity to Adjacent Landmarks and Historic Resources.</i> Is the design of the project appropriately sensitive to adjacent Federal, State, and City Landmarks and other nearby designated historic resources, including City structures of merit, sites, or natural features?</li> <li>• <i>Public Scenic Resources and Views.</i> Does the design of the project respond appropriately to scenic resources and scenic view corridors that provide views to important scenic resources?</li> </ul> |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |  |
|  |  |                | <ul style="list-style-type: none"> <li><i>Use of Open Space and Landscaping.</i> Does the project include an appropriate amount of open space and landscaping?</li> </ul>  |
| <b>Policy 2.5 Action</b><br><u>An easement for development of a vista point adjacent to the sidewalk on the</u> <del>The vacant U. S. Coast Guard parcel located east of the existing fence is to be acquired, if feasible, by the City for development of a vista point adjacent to the sidewalk.</del> A wooden platform with railings could be constructed if deemed advisable by a licensed geologist.   | Edited per Jill Zachary: In our discussions with the US Coast Guard, a long-term easement/operating agreement is more realistic/feasible, not acquisition. The potential area for a boardwalk would be on top of a City sewer. LUP pg 38 | 4.2-38         | <u>Vista Points.</u> An easement for development of a vista point adjacent to the sidewalk on the vacant U. S. Coast Guard parcel located east of the existing fence is to be acquired, if feasible. A wooden platform with railings could be constructed if deemed advisable by a licensed geologist.   |
| <b>LG12.1</b><br><u>Design Overlays.</u> Create Design Overlay areas for selected non-residential and residential areas of the city through 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: <ol style="list-style-type: none"> <li>1. Downtown</li> <li>2. Coast Village Road</li> <li>3. Upper State Street</li> <li>4. Milpas Street</li> <li>5. Haley/Gutierrez Streets</li> </ol> | LUE pg 54  | 4.2-39         | <u>Design Overlays.</u> Create Design Overlay areas for selected non-residential and residential areas of the city through 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 "Funk Zone" the interior waterfront area bounded by State Street, Montecito Street, Garden Street and Cabrillo Boulevard. |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>  |  |                |   |
| <p><u>6.7 the "Funk Zone" (i.e., Yanonali and Helena Streets) the interior waterfront area bounded by State Street, Montecito Street, Garden Street and Cabrillo Boulevard.</u></p>   |  |                |   |
| <p><b>Policy 9.7</b><br/>           In order to protect the visual, historic, and/or architectural character of the Clark Estate, a significant coastal resource, and notwithstanding any other policy contained in this Plan, a revetment may be permitted along the beach frontage at the Clark Estate if the City determines that it is necessary to, and will accomplish the intent of, protecting the visual, historic, and/or architectural character of the property, and that there are no alternatives that are less environmentally and aesthetically damaging.</p> | <p>LUP pg 145</p>  | <p>4.2-40</p>  | <p><u>Clark Estate.</u> In order to protect the visual, historic, and/or architectural character of the Clark Estate, a significant coastal resource, and notwithstanding any other policy contained in this Plan, a revetment may be permitted along the beach frontage at the Clark Estate if the City determines that it is necessary to, and will accomplish the intent of, protecting the visual, historic, and/or architectural character of the property, and that there are no alternatives that are less environmentally and aesthetically damaging.</p> |
| <p><b>Policy 9.6</b><br/>           In order to protect and maximize the open space and visual character of <del>the Wilcox Property and the Clark Estate, these</del> <u>this</u> areas shall be developed in a cluster type development, or other suitable design mechanism which would accomplish the purpose of this policy.</p>  | <p>LUP pg 145</p>  | <p>4.2-41</p>  | <p><u>Clark Estate.</u> In order to protect and maximize the open space and visual character of the Clark Estate, this area shall be developed in a cluster type development, or other suitable design mechanism which would accomplish the purpose of this policy.</p>   |
|   | <p>Reference to be included that East Cabrillo Boulevard Parkway Historic District policy is located in Cultural Resources Section, Policy 4.3-17.</p> |                | <p><u>East Cabrillo Boulevard Parkway Historic District.</u> Any proposed changes to East Cabrillo Boulevard shall adhere to the Preservation Covenant for "East Cabrillo Boulevard Parkway Historic District," including not altering the original or</p>  |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>  |   |                |  |
|   |   |                | significant historical fabric or the area, or transferring, relocating or demolishing historical resources on or within the road-bed (curb to curb). Pursue designation of this area as a Historic District.   |
| <b>Policy 10.3</b><br>Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.   | This policy may be grouped back with Highway 101 policies. LUP pg 157 | 4.2-42         | <u>Cabrillo Blvd./Hot Springs Road/Coast Village Road Interchange</u> . Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.  |
| <b>LG12.1 Design Overlays.</b><br>Create Design Overlay areas for selected non-residential and residential areas of the city through 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:<br>1.—Downtown<br>2. Coast Village Road,<br>3.—Upper State Street<br>4.—Milpas Street | LUE pg 53   | 4.2-43         | <u>Design Overlays</u> . Create Design Overlay areas for selected non-residential and residential areas of the city through 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: Coast Village Road. |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |   |   |
| <del>5. Haley/Gutierrez Streets</del><br><del>6. The "Funk Zone" (i.e., Yanonali and Helena Streets)</del>   |  |   |   |
| <b>LG12.5 Coast Village Road.</b><br><del>Establish a process</del> Continue to coordinate with the County, Montecito Association, and/or Coast Village Business Association regarding <del>new construction development</del> in the Coast Village Road area subject to City design review and permitting.                        | Per Jaime: There are proposed (draft) Coast Village area Guidelines created for this area. These Guidelines are considered when reviewing development. | 4.2-44  | <i>Design Review Coordination.</i> Continue to coordinate with the County, Montecito Association, and/or Coast Village Business Association regarding development in the Coast Village Road area subject to City design review and permitting.  |
| <b>Policy VIS-1</b><br>Protect, preserve and enhance coastal and scenic visual qualities.  | HMP pg 139   | 4.2-45  | <i>Important Public Scenic View Protection.</i> Protect, preserve and enhance coastal and scenic visual qualities.  |
| <del><b>Action VIS-1.1</b></del><br><del>Screen all parking facilities from public view to the maximum extent feasible while considering view corridors along and towards the ocean</del>  | HMP pg 139   | 4.2-46<br><a href="#">HC Committee Review</a> | <del><i>Screen Parking.</i> Screen all parking facilities from public view to the maximum extent feasible while considering view corridors along and towards the ocean</del>  |
| <b>Policy VIS-2</b><br>The architectural theme for the Harbor shall be the Santa Barbara regional style of architecture that reflects <del>a Mediterranean influence while retaining</del> the variety and diversity of the architecture in the Harbor area. Retain the existing Coastal Marine architectural theme for the Wharf. | HMP pg 139   | 4.2-47  | <i>Harbor Design Guidelines.</i> The architectural theme for the Harbor shall be the Santa Barbara regional style of architecture that reflects the variety and diversity of the architecture in the Harbor area. Retain the existing Coastal Marine architectural theme for the Wharf. |
| <b>Action VIS-2.1</b><br>Develop design guidelines for the Harbor and Wharf areas. The guidelines shall include:   | Action c has been completed. HMP pg 139  | 4.2-48  | <i>Harbor Design Guidelines</i> Develop design guidelines for the Harbor and Wharf areas. The guidelines shall include:   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |   |                |  |
| <p>a) Where applicable, planning concepts, landscaping, street furniture, paving textures, lighting and signage shall be consistent with the architectural themes of the Harbor and Wharf;</p> <p>b) Maintain and create variety of architectural character within the Waterfront through the use of architectural style, building massing, detailing, color, landscaping and signage to preserve the vitality of the area; and</p> <p><del>c) A sign program for businesses as well as directional signs for pedestrians and vehicles shall be developed. The signs should also be visually coordinated and should utilize visual techniques to encourage people to walk throughout the area. The signs should maximize the use of international symbols to be understandable to as many people as possible.</del></p> |   |                | <p>i) Where applicable, planning concepts, landscaping, street furniture, paving textures, lighting and signage shall be consistent with the architectural themes of the Harbor and Wharf;</p> <p>ii) Maintain and create variety of architectural character within the Waterfront through the use of architectural style, building massing, detailing, color, landscaping and signage to preserve the vitality of the area.</p> |
| <p><b>Policy 4.3</b><br/>Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.</p>  | <p>LUP pg 69</p>  | <p>4.2-49</p>  | <p><u>Vista Points</u>. Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.</p>  |
|   | <p>New policy to replace text that was in existing LCP under Intensity of Development, Naturalness. LUP pg 202.</p> | <p>4.2-50</p>  | <p><u>Scenic View Protection</u>. Protect public scenic views to the foothills, mountains and channel within the view corridors along Cabrillo Boulevard with three populations in mind:</p>   |

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| <b>Scenic Resources</b><br><b>CCA Policies 30251 and 30253</b>   |  |                |   |
|  |  |                | motorists and other users of Cabrillo Boulevard as a scenic drive, Chase Palm Park users, and users of adjacent parks/beach areas and public facilities (beachway) from excessive building height or mass, intense architectural programming, façade treatment, or activities which detract from the natural dominance of these views.  |
| <b>Policy 5.4</b><br>That part of the coastal zone bounded by <del>the half blocks between Castillo and Bath Streets and Mason and Cabrillo Streets, Chapala, and the half block north of Los Agujes Avenue</del> <u>West Cabrillo Boulevard on the south, Chapala on the east, Natoma and Yanonali Streets on the north, and Bath Street on the west, and known as the West Beach Neighborhood</u> , is recognized as a unique residential neighborhood, and it shall be treated in a manner that strives to maintain this unique character. <u>Pursue designation of this area as a Historic District.</u> | LUP pg 79  | 4.2-51         | <u>Potential West Beach Historic District.</u> That part of the coastal zone roughly bounded by West Cabrillo Boulevard on the south, Chapala on the east, Natoma and Yanonali Streets on the north, and Bath Street on the west, and known as the West Beach Neighborhood, is recognized as a unique residential neighborhood, and it shall be treated in a manner that strives to maintain this unique character. Pursue designation of this area as a Historic District. |
| <b>The following policies may be relocated to a separate chapter exclusively on Highway 101</b>  |  |                |   |
| <b>Policy 9.8</b><br>The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.<br><i>Actions:</i> <ul style="list-style-type: none"> <li>• Create a local scenic highway designation</li> </ul>  | Information on Scenic Highways is still under analysis. Therefore, second bullet may be edited. LUP pg 146 | 4.2-52         | <u>Scenic Quality.</u> The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.<br><i>Actions:</i> <ul style="list-style-type: none"> <li>• Create a local scenic highway designation</li> </ul>   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <p>and designate Highway 101 as a local scenic highway.</p> <ul style="list-style-type: none"> <li>• Amend the Scenic Highways Element of the General Plan to include Highway 101 as a potential State Scenic Highway.</li> <li>• Apply to Caltrans for a State Scenic Highway designation for Highway 101 within the Coastal zone and work to encourage its designation.</li> <li>• Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.</li> <li>• Amend the Sign Ordinance to provide special sign regulations within the Highway 101</li> </ul> |  |                | <p>and designate Highway 101 as a local scenic highway.</p> <ul style="list-style-type: none"> <li>• Amend the Scenic Highways Element of the General Plan to include Highway 101 as a potential State Scenic Highway.</li> <li>• Apply to Caltrans for a State Scenic Highway designation for Highway 101 within the Coastal zone and work to encourage its designation.</li> <li>• Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.</li> <li>• Amend the Sign Ordinance to provide special sign regulations within the Highway 101</li> </ul> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |   |
| <p>Special Design District (excluding the highway right-of-way). In particular, the use of backs of buildings as billboards should be prohibited.</p>   |  |                | <p>Special Design District (excluding the highway right-of-way). In particular, the use of backs of buildings as billboards should be prohibited.</p>   |
| <p><b>Policy 9.9</b><br/>The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.</p>   | <p>LUP pg 146</p>                          | <p>4.2-53</p>  | <p><u>View Protection.</u> The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.</p>   |
| <p><b>Policy 9.10</b><br/>The City shall work with the County, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of new highway improvements and landscaping.</p>  | <p>LUP pg 146</p>                          | <p>4.2-54</p>  | <p><u>Regional Coordination.</u> The City shall work with the County, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of new highway improvements and landscaping.</p>   |
| <p><b>Policy 9.11</b><br/>Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.</p> | <p>LUP pg 146</p>                          | <p>4.2-55</p>  | <p><u>Vegetation Removal.</u> Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.</p> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |  |
| <p><b>Policy 9.12</b><br/>When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.<br/>The landscape plan shall address the following elements:</p> <ul style="list-style-type: none"> <li>To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)</li> <li>When tree removal cannot be prevented,</li> </ul> | <p>LUP pg 146</p>                          | <p>4.2-56</p>  | <p><i>Landscape Plans.</i> When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.<br/>The landscape plan shall address the following elements:</p> <ul style="list-style-type: none"> <li>To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)</li> <li>When tree removal cannot be prevented,</li> </ul> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <p>replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.</p> <ul style="list-style-type: none"> <li>The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.</li> </ul> |  |                | <p>replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.</p> <ul style="list-style-type: none"> <li>The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.</li> </ul> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>   |  |                |  |
| <ul style="list-style-type: none"> <li>The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes <del>reclaimed</del> <u>recycled</u> water when available.</li> <li>The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.</li> </ul> <p><i>Actions</i><br/>Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.<br/>If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.</p> |  |                | <ul style="list-style-type: none"> <li>The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes recycled water when available.</li> <li>The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.</li> </ul> <p><i>Actions</i><br/>Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.<br/>If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.</p> |
| <p><b>Policy 9.13</b><br/>Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).<br/><i>Action</i></p>   | <p>LUP pg 147</p>                          | <p>4.2-57</p>  | <p><u>Landscaping Improvements</u>. Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).<br/><i>Action</i><br/>Support efforts by private organizations to</p>   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |   |
| <p>Support efforts by private organizations to provide tree planting or other landscaping anywhere along Highway 101, and particularly in the section between Castillo Street and Hot Springs/Cabrillo Blvd. through the Adopt-a-Highway program or through other similar programs or efforts.</p>  |  |                | <p>provide tree planting or other landscaping anywhere along Highway 101, and particularly in the section between Castillo Street and Hot Springs/Cabrillo Blvd. through the Adopt-a-Highway program or through other similar programs or efforts.</p>  |
| <p><b>Policy 9.14</b><br/>New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the <del>existing</del> Olive Mill Road to Hot Springs/Cabrillo segment <u>as it existed in 1990.</u></p>  | <p>LUP pg 148</p>                          | <p>4.2-58</p>  | <p><i>Landscape Appearance.</i> New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create an appearance similar to the Olive Mill Road to Hot Springs/Cabrillo segment as it existed in 1990.</p>   |
| <p><b>Policy 9.15</b><br/>In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New</p> | <p>LUP pg 148</p>                          | <p>4.2-59</p>  | <p><i>Historic Appearance.</i> In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade</p> |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |  |
| <p>elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.</p> <p><i>Action</i><br/>Form a joint subcommittee of the Architectural Board of Review and Historic Landmarks Commission to: 1) establish criteria of what constitutes an “exemplary highway structure”; 2) identify and inventory exemplary highway structures worthy of special consideration; and 3) establish design criteria for these structures during reconstruction and renovation. Amend the Municipal Code and Coastal Zoning Ordinance to require Historic Landmarks Commission review of changes to or replacement of identified highway structures as a condition of a Coastal Development Permit.</p> |  |                | <p>reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.</p> <p><i>Action</i><br/>Form a joint subcommittee of the Architectural Board of Review and Historic Landmarks Commission to: 1) establish criteria of what constitutes an “exemplary highway structure”; 2) identify and inventory exemplary highway structures worthy of special consideration; and 3) establish design criteria for these structures during reconstruction and renovation. Amend the Municipal Code and Coastal Zoning Ordinance to require Historic Landmarks Commission review of changes to or replacement of identified highway structures as a condition of a Coastal Development Permit.</p> |
| <p><b>Policy 9.16</b><br/>The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the</p>   | <p>LUP pg 148</p>                          | <p>4.2-60</p>  | <p><u><i>Sound Barriers</i></u>. The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively</p>  |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |   |
| <p>barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.</p>  |  |                | <p>designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.</p>   |
| <p><b>Policy 9.17</b><br/>Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.<br/><i>Action</i><br/>The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework or other artwork to improve the appearance of existing or future highway structures where needed.</p> | <p>LUP pg 148</p>                          | <p>4.2-61</p>  | <p><i>New Highway Structures.</i> Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.<br/><i>Action</i><br/>The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework or other artwork to improve the appearance of existing or future highway structures where needed.</p> |
| <p><b>Policy 9.18</b><br/>The amount of lighting provided along the highway shall be the minimum necessary for general safety. Lights shall be designed and</p>   | <p>LUP pg 149</p>                          | <p>4.2-62</p>  | <p><i>Lighting.</i> The amount of lighting provided along the highway shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen</p>   |

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| <p><b>Scenic Resources</b><br/><b>CCA Policies 30251 and 30253</b></p>  |  |                |   |
| <p>placed in a manner that minimizes glare as seen from nearby residences and recreational areas.<br/><i>Action</i><br/>When reviewing proposed improvements to Highway 101, the Architectural Board of Review shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.</p> |  |                | <p>from nearby residences and recreational areas.<br/><i>Action</i><br/>When reviewing proposed improvements to Highway 101, the Architectural Board of Review shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.</p> |

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# CITY OF SANTA BARBARA

## Local Coastal Program

## Land Use Plan Update

### PUBLIC ACCESS

LEGEND

EXISTING LCP (1981, 1994, 2004)—BLACK

HARBOR MASTER PLAN (1996)—BLUE

GENERAL PLAN (CERTIFIED BY CCC)—GREEN

GENERAL PLAN (NOT CERTIFIED BY CCC)—ORANGE

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| <p><b>Public Access (includes Transportation)</b><br/> <b>CCA Policies 30210 – 30212, 30214, 30252,</b></p>   |  |                |   |
| <p><b><del>Policy 2.2</del></b><br/> <del>As a condition of development of the bluff top portion of the Wilcox Property, the parcel traversed by Arroyo Burro Creek (APN 41-01-28) shall be offered for dedication to the City of Santa Barbara for park, habitat protection, and archaeological site protection purposes. If this lot is not accepted by the City of Santa Barbara, it shall be offered to the Coastal Conservancy or its successor in interest for the same purposes. In the event the lot is not accepted by the Coastal Conservancy, the property shall be maintained by the owner and conditioned to protect the sensitive riparian habitat.</del><br/> <del>Actions</del><br/> <del>— The section of the parcel located seaward of the creek will be preserved and protected as an environmentally sensitive habitat. Public access is to be prohibited.</del><br/> <del>— In cooperation with the County, a public parking facility is to be provided and maintained</del></p> | <p>Deleted as complete (Douglas Family Preserve).<br/> LUP pg 37</p> |                |   |

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| <p><del>on that section of the parcel presently blacktopped and located north of the creek. The design, development, and maintenance of the facility is to be carried out in ways conducive to the protection of the creek environment.</del></p>   |  |                |   |
| <p><b>Policy 11.1</b><br/> <del>The City shall continue to support the proposed U.S. 101 Crosstown Transportation Corridor. This project shall include at a minimum the following:<br/>           Complete grade separation of the freeway through the study area.<br/>           At least two roadway undercrossings of the freeway between the waterfront area and downtown as set forth in the “SGRN” plan.<br/>           Actions<br/>           The City shall work towards the completion of the preferred “SGRN” freeway plan at its earliest possible date.<br/>           The City shall investigate the relocation of the railroad in the future.</del></p> | <p>The LCP Public Services policies 11.1 – 11.15 were folded into the new Public Access section.</p> <p>The Policy and bulleted Actions are deleted as complete.<br/>           LUP pg 173</p> |                |   |
| <p><b>Policy 11.2</b><br/> <del>Until the crosstown freeway corridor is improved, the city shall limit development to that which can be accommodated by a modified local street network and which will provide adequate levels of service and access to the Waterfront. The modifications to local streets</del></p>  | <p>The Policy and bulleted Action are deleted as complete.<br/>           LUP pg 173</p>   |                |   |

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| <p><b>Public Access (includes Transportation)</b><br/> <b>CCA Policies 30210 – 30212, 30214, 30252,</b></p>   |  |                |   |
| <p>shall be those which are related to existing or future potential circulation impacts.</p> <p>Action<br/> <del>The City shall develop a system of “deficiency points”, as discussed in the WATS report, to aid in the determination of which projects, at what scale, can be developed in the waterfront area before traffic diversion from the freeway negatively impacts local streets. Prior to the improvement to the freeway, the City would restrict new development to those which would have a cumulative total of 100 points or less. (See Waterfront Area Constraints, p. 4-16.) The deficiency point system shall be reviewed periodically in order to ensure that adequate access and circulation are provided.</del></p> |  |                |   |
| <p><b>Policy 11.3</b><br/> <del>The Castillo Street/Cabrillo Boulevard/Shoreline Drive intersection shall be improved to increase the handling capacity for future levels of traffic.</del></p> <p>Action<br/> <del>— The City Public Works Department will monitor this intersection and implement the necessary improvements if traffic queues begin to develop on the approaches to the intersection.</del></p>  | <p>The Policy and bulleted Action are deleted as complete.<br/> LUP pg 173</p> |                |   |
| <p><b>Policy 11.4</b><br/> The City shall investigate the development of the</p>  | <p>The Policy and bulleted Action are</p>                                      |                |   |

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| <p><b>Public Access (includes Transportation)</b><br/> <b>CCA Policies 30210 – 30212, 30214, 30252,</b></p>  |  |                |   |
| <p><del>following additional east/west streets in the Waterfront Area in order to alleviate traffic along Cabrillo Boulevard:<br/> Prior to Freeway reconstruction, the extension of Yanonali Street east to Salsipuedes Street.<br/> After Freeway reconstruction, (a) the realignment of Montecito Street to Yanonali Street, per the “SGRN” Freeway Plans; and (b) the development of a new street along the Southern Pacific right-of-way connecting to Mason Street.<br/> Action<br/> The City shall investigate the possible alignments of such streets and investigate means and sources of possible funding of development. The development of these streets is recommended in order to divert commercial and industrial traffic in the waterfront off of Cabrillo Boulevard, minimizing the need to further signalize this scenic route, and maximize its use for recreational and visitor related trips.</del></p> | <p>deleted as complete.<br/> LUP pg 174</p>        |                |   |
| <p><b>Policy 11.7</b><br/> <del>Any proposed development of the Southern Pacific Property located south of the existing railroad right-of-way, north of Cabrillo Boulevard, west of Milpas and Punta Gorda Streets, shall provide replacement public off-street parking spaces if the existing public spaces</del></p>   | <p>Policy deleted as complete.<br/> LUP pg 174</p> |                |   |

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| <p><del>presently within the public right-of-way of Carpinteria Street are removed. These spaces would be in addition to those provided for in Policy 11.5.</del></p>   |  |                |   |
| <p><b>Policy 11-8</b><br/> <del>Parking shall be provided for the proposed Stearns Wharf restoration by:</del><br/> <del>1. The future development of new off-street public parking at Santa Barbara Street and Cabrillo Boulevard; and</del><br/> <del>2. New parking on the Wharf subject to a parking management plan in order to:</del><br/> <del>a) Prevent queuing or stacking of vehicles on the Wharf or at Cabrillo Boulevard;</del><br/> <del>b) Eliminate non-user vehicle circulation on the Wharf; and</del><br/> <del>c) Encourage reasonable turnover of vehicles in the public parking spaces on the Wharf.</del></p> | <p>Policy deleted as complete.<br/> LUP pg 175</p> |                |   |
| <p><b>Policy 11-9</b><br/> <del>The City shall investigate the posting of time limits or the imposition of parking fees for on-street parking in order to:</del><br/> <del>Generate revenues to pay for local transportation related programs; and</del><br/> <del>Divert drivers into peripheral parking facilities or alternative transportation modes.</del></p>   | <p>Policy deleted as complete.<br/> LUP pg 175</p> |                |   |

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| <p><b>Policy 11.10</b><br/> <del>The City shall investigate developing a residential parking sticker program for the West Beach and East Beach residential neighborhoods to guarantee parking for residents and discourage long-term parking by non-residents.</del><br/> <b>Action</b><br/> <del>The City, to implement such a program shall:</del><br/> <del>1. Determine street by street the support for such a program and desired plan features.</del><br/> <del>2. Determine procedures and fees for providing residential vehicle stickers and enforcement needs.</del><br/> <del>3. Coordinate this program with the similar program being considered for the downtown residential areas.</del><br/> <del>4. Coordinate the control of on street parking in these neighborhoods with the development of peripheral parking lots or the Santa Barbara Street/Cabrillo Boulevard site.</del></p> | <p>Policy deleted as complete.<br/> LUP pg 175</p>  |                |   |
| <p><b>Policy 2.5</b><br/> Vista points shall be provided and maintained in areas where such use by the public has been established.</p>   | <p>Policy 2.5 is in the <i>Scenic Resources</i> Section.<br/><br/> The Actions have been deleted or</p> |                |   |

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| <p>Actions</p> <ul style="list-style-type: none"> <li>- <del>In the event Cliff Drive is improved or changed in the vicinity of the “Braemar Terrace,” parking spaces should be provided within the public right of way in order to allow motorists to stop and view the scenic qualities of the coastal environment. Trash containers and benches should also be provided within the public right of way.</del></li> <li>- <del>As a condition of Wilcox property development, a linear strip along the bluff’s edge shall be offered for dedication in the same manner as the open space in Policy 2.2 to provide vista points and to serve as open space buffer zones between the bluff’s edge and the nearest roadway. The area shall be required to be landscaped with drought resistant vegetation.</del></li> <li>- <del>A sign is to be posted at the street terminus explaining the safety and environmental concerns which necessitate prohibiting access to the beach and directing beach goers to the Mesa Lane Trail (approximately 1000 feet to the west). A barrier to prevent motorcycle access is to be installed.</del></li> <li>- <del>The vacant U. S. Coast Guard parcel located east of the existing fence is to be</del></li> </ul> | <p>reworded for the following reasons:</p> <p>First Action: Complete (except for benches).</p> <p>Second Action: Complete, now Douglas Family Preserve.</p> <p>Third Action: Complete (Oliver Road vista point).</p> <p>Fourth Action: Included in the <i>Scenic Resources</i> section.</p> <p>Fifth Action: reworded into <u>Vista Points</u> Policy.</p> <p>Sixth Action: Reworded into <u>Access Funding</u> Policy and edited to update and reflect that funding is already sought as available.</p> <p>LUP pg 38</p> |                |   |

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| <p>acquired, if feasible, by the City for development of a vista point adjacent to the sidewalk. A wooden platform with railings could be constructed if deemed advisable by a licensed geologist.</p>  |  |                |   |
| <p><b>Action SERV-1.1</b><br/> <del>Provide a secondary access from Stearns Wharf connecting to Palm Park near the Palm Park Parking Lot. This access shall primarily be for recreational use by pedestrians and bicyclists wishing to access the Wharf, as well as for use by emergency vehicles. In the future, a shuttle or tram may also use the secondary access</del></p> | <p>Action deleted as infeasible.<br/> HMP pg 132</p>   |                |   |
| <p><b>Action SERV-1.2</b><br/> <del>Include short term visitor parking and short term spaces for loading and unloading near the rock groin for those doing business with the Harbormaster, Sea Landing and other governmental agencies or businesses housed on the rock groin.</del></p>  | <p>Deleted as complete.<br/> HMP pg 132</p>  |                |   |
| <p><b>Action SERV-1.3</b><br/> <del>Consider providing approximately 50 to 75 additional parking spaces within the Harbor area, including adding short term and 90 minute spaces in the new lot adjacent to the Naval Reserve Building and short term parking for Marina One slipholders in close proximity to that Marina</del></p>  | <p>Additional and 90-minute parking spaces completed. Short-term parking for slipholders infeasible.<br/> HMP pg 132</p> |                |   |

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| <p><b>Action-SERV-1.4</b><br/><del>Reconfigure existing Harbor area parking lots to add approximately fifty (50) parking spaces.</del></p>   | <p>Deleted as complete.<br/>HMP pg 132</p>   |                |   |
| <p><b>Action-SERV-1.5</b><br/><del>Additional short term spaces shall be added adjacent to the four Marinas, along the Harbor Way cul-de-sac and in the new parking lot near the Naval Reserve Building for use by people loading and unloading their vehicles. These spaces shall be patrolled by parking enforcement personnel to ensure that they are used for short term parking only.</del></p> | <p>Deleted as complete to the extent feasible.<br/>HMP pg 132-133</p>                                  |                |   |
| <p><b>Action-SERV-1.8</b><br/><del>Consider adding a second vehicle entrance near the boat launch ramp in the future with consideration to limiting traffic impacts on the existing residential neighborhoods in the vicinity of the Harbor.</del></p>   | <p>Deleted as infeasible. An additional vehicle exit was added near Los Baños.<br/>HMP pg 133</p>      |                |   |
| <p><b>Action-SERV-1.9</b><br/><del>Work with the Santa Barbara Yacht Club to consider complementary use of the Yacht Club's Parking Lot by Yacht Club members and the public.</del></p>  | <p>Deleted as infeasible.<br/>HMP pg 133</p>   |                |   |
| <p><b>Policy-SERV-2</b><br/><del>All necessary intersection and parking improvements to mitigate environmental impacts must be in place prior to occupancy or</del></p>  | <p>Deleted because all major development projects included in the HMP are complete.<br/>HMP pg 133</p> |                |   |

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| <p><del>completion of major development projects included in the Harbor Master Plan.</del></p>   |   |                |   |
| <p><b>Action SERV-2.1</b><br/> <del>When funding is available, the City shall commit the necessary resources to achieve the public improvements included in the Harbor Master Plan and those found to be necessary in the review of development projects recommended in the Harbor Commercial area.</del></p>  | <p>Deleted as complete.<br/> HMP 134</p>  |                |   |
| <p><b>Action SERV-2.2</b><br/> <del>The restaurant in the Naval Reserve Building shall not be issued a Certificate of Occupancy until the Harbor Parking Lot restriping outlined in Action SERV-1.4 is completed</del></p>   | <p>Deleted as complete.<br/> HMP pg 134</p>   |                |   |
| <p><b>Action SERV-3.3</b><br/> <del>The Waterfront Department shall sponsor an educational campaign to urge all businesses to voluntarily have their employees and customers use alternate modes of transit. As leases are negotiated and renegotiated, businesses shall be required to comply with the City's current Transportation Demand Management Ordinance and/or other TDM measures.</del></p> | <p>Deleted because this is a city-wide issue and already implemented as applicable.<br/> HMP pg 134</p> |                |   |
| <p><b>Action ACC-1.1</b><br/> <del>Within one year of the completion of the extensions of Garden and Salsipuedes Streets and the Phase I improvements at Castillo and</del></p>  | <p>Deleted as complete.<br/> HMP pg 137</p>   |                |   |

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| <p><del>Montecito Streets, or December 31, 1998, whichever comes first, the Waterfront Department shall work with City Public Works and other appropriate agencies and property owners to initiate a comprehensive traffic and parking study of the Waterfront. The study and the implementation of the recommendations shall be partially funded by the Waterfront Dept. This study shall generally include the area from Leadbetter Beach to the Bird Refuge and from the ocean to the freeway and shall include, but not be limited to:</del></p> <p><del>Vehicular and non-vehicular traffic, such as pedestrians, bicyclists, rollerskaters, etc.;</del></p> <p><del>Transportation Demand Management;</del></p> <p><del>Parking in the Harbor area, including the Leadbetter and La Playa, Harbor and Pershing Park Lots, and parking on the Wharf and in the Santa Barbara Street and Palm Park Lots;</del></p> <p><del>d. The need for future parking in the Lower State Street area and/or west of the Harbor. The possibility of adding a parking structure in the Pershing Park area, on the La Playa East or West Parking Lots or in other locations near the Harbor should be considered.</del></p> <p><del>The possible development of a tram or shuttle to provide access onto the Wharf from Cabrillo</del></p> |  |                |   |

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| Blvd;<br>Future known public and private development projects as well as an assumed background growth factor; and<br>Shuttles provided by MTD and/or other agencies to improve bus transportation to and within the Harbor area in the future.              |  |                |   |
| <b>Action ACC 2.1</b><br>When Harbor Way improvements are completed (Action SERV 4.1), sidewalks shall be provided from the La Playa East Parking Lot to the Harbor Way/Shoreline Drive intersection and, to the maximum extent feasible, along Harbor Way. | Deleted as complete<br>HMP pg 138          |                |   |
| <b>Action ACC 2.2</b><br>The existing public sidewalk along Cabrillo Boulevard between the Wharf and the boat launch ramp shall be improved to encourage more pedestrian use  | Deleted as complete<br>HMP pg 138          |                |   |
| <b>Action ACC 2.3</b><br>Landscaping or other improvements shall be added along Cabrillo Boulevard between the Wharf and the boat launch ramp with consideration of view corridors from West Cabrillo Boulevard.  | Deleted as complete<br>HMP pg 138          |                |   |
| <b>Action ACC 2.4</b><br>Consider relocation of the Beachway near the boat launch ramp so that it does not bisect the   | Deleted as complete<br>HMP pg 138          |                |   |

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| <p><del>parking lot and consider overall improvements to pedestrian access in that area</del></p>   |   |                |   |
| <p><del><b>Action ACC-2.5</b><br/> When the City acquires and improves the Naval Reserve Building, add pedestrian access adjacent to the Naval Reserve Building from Harbor Way to the Breakwater.</del></p>  | <p>Deleted as complete<br/> HMP pg 138</p>  |                |   |
| <p><del><b>Action ACC-2.6</b><br/> Within one year of approval of the Harbor Master Plan, a sign program shall be developed and implemented for the entire Harbor area to better inform and regulate pedestrian, bicycle and vehicular traffic. The signage should direct vehicles to the Leadbetter and La Playa Parking Lots on the west and the Santa Barbara and Palm Park Parking Lots on the east.</del></p>  | <p>Deleted as complete<br/> HMP pg 138</p>  |                |   |
| <p><b>Policy 2.3</b> (Note: “along” and “lawful” are existing underlines for emphasis)<br/><br/> Access <u>along</u> the beach is a public right; no attempts to prohibit or interfere with the public’s <u>lawful</u> use of the beach area <del>will</del> <u>shall</u> be allowed.<br/><br/> <b>Actions</b><br/> <ul style="list-style-type: none"> <li>- <u>The City shall continue to prohibit</u> <del>Extend the prohibition of camping on all City beaches the beach (Municipal Code Section 15.16.070) to include all beaches within the corporate limits of the City. (Section 10.40.090 of the</del></li> </ul> </p> | <p>The first Action was reworded to clarify that camping and motor vehicle use on beaches is already prohibited by Municipal Code.<br/> Camping Prohibition: Municipal Code Section 15.16.070.<br/> Vehicle Use Prohibition: Municipal Code Section 10.40.090.<br/><br/> LUP pg 37-38</p> | <p>3.1-1</p>   | <p><u>Public Beach Use</u>. Access along the beach is a public right; no attempts to prohibit or interfere with the public’s lawful use of the beach area shall be allowed. The City shall continue to prohibit camping on all City beaches, continue to prohibit general use of motor vehicles on City beaches, and take necessary action to protect the public’s right to use this area if that use is ever threatened.</p> |

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| <p><del>Municipal Code forbids, continue to prohibit general use of motor vehicles on City the beaches; this would include the bluff beach area.</del> , and take necessary action to protect the public’s right to use this area if that use is ever threatened.</p>   |   |                |  |
| <p><b>Policy 6.5</b><br/>           Seawalls, revetments, bulkheads and all other permitted structures shall not encroach upon any beach area to a degree which impedes lateral access along the beach at any tide condition.</p>   | <p>Moved from the <i>Water and Marine Environments</i> section.<br/>           LUP pg 94</p>  | <p>3.1-2</p>   | <p><u>Lateral Access.</u> Seawalls, revetments, bulkheads and all other permitted structures shall not encroach upon any beach area to a degree which impedes lateral access along the beach at any tide condition.</p>  |
| <p><b>Policy 2.4</b><br/> <del>New</del> Development projects shall provide vertical access to the shoreline consistent with stipulations set forth in Section 30212 of the Coastal Act.</p>  | <p>Minor edits for consistency.<br/>           LUP pg 38</p>  | <p>3.1-3</p>   | <p><u>Vertical Access.</u> Development shall provide vertical access to the shoreline consistent with stipulations set forth in Section 30212 of the Coastal Act.</p>  |
| <p><b>Policy 2.1</b><br/>           Public access in the coastal bluff areas of the City shall be maximized consistent with the protection of natural resources, public safety, and private property rights. <del>To this end,</del> Existing <u>public</u> vertical access ways to the beach at <del>Mesa Lane Trail, Camino Al Mar, and Shoreline Park</del> shall be maintained and improved.</p> <p>Actions</p> | <p>Policy edited to be more general. The Actions have been deleted or reworded for the following reasons:</p> <p>First Action: Deleted because bluff retreat is addressed in the Coastal Hazards/Sea Level Rise section.</p> <p>Second Action: Reworded into <u>Vista Points</u> Policy</p> | <p>3.1-4</p>   | <p><u>Bluff Access.</u> Public access in the coastal bluff areas of the City shall be maximized consistent with the protection of natural resources, public safety, and private property rights. Existing public vertical access ways to the beach shall be maintained and improved.</p> |

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| <p>The City shall embark upon an educational program to inform bluff top residents to minimize bluff retreat through proper irrigation and drainage control.<br/> More specifically:<br/> Mesa Lane Trail<br/> _____ With full consideration of the geology and drainage of this site, this access is to be improved with the addition of stairs in the steepest sections and wooden walkways in the more gently sloping sections. Easements from the affected property owners are to be obtained, if necessary.<br/> _____ A barrier to prevent vehicular access is to be installed (this is not to interfere with use of the driveway of adjacent residence).<br/> _____ Benches are to be provided at the top of the trail.<br/> _____ That portion of Mesa Lane (just north of Edgewater Way) which is currently unimproved, should be improved to provide parking.<br/> Shoreline Park<br/> _____ Place signs in parking lots and along the bluff edge that clearly indicate the location of the stairway. (Signs should inform as to the precarious and fragile nature of the bluff as well as giving direction to the stairway.)</p> | <p>Third Action (Mesa Lane Trail): Deleted as complete.</p> <p>Fourth Action (Shoreline Park): Deleted because bluff retreat is addressed in the Coastal Hazards/Sea Level Rise section.<br/> LUP pg 36-37</p> |                |   |

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| <p><del>_____ The City shall undertake a program to minimize bluff retreat through proper irrigation and drainage control.</del></p>   |  |                |   |
| <p><b>Policy 2.1, Action</b><br/>           City owned vertical accessways at (i.e., Mesa Lane Trail, Camino Al Mar [Thousand Steps], and Shoreline Park) shall will:</p> <ul style="list-style-type: none"> <li>- Provide a stairway or similar structure which allows safe pedestrian passage and does not aggravate erosion of the bluff.</li> <li>- Be maintained on a regular basis by City personnel.</li> <li>- <del>Have Supply</del> heavy duty trash receptacles and <u>with</u> regular collection provided.</li> <li>- <del>Have an</del> a coastal access identification sign to assist the public in locating, recognizing, and utilizing declaring:               <ol style="list-style-type: none"> <li>1. <del>That it is a</del> public access to the beach. <u>Where appropriate, the sign should include information advising the public of natural resources, safety hazards, and to respect adjacent private property.</u></li> <li>2. <del>That users must be cognizant of high tides which can isolate portions of the beach;</del></li> <li>3. <del>That collecting marine specimens damages our beaches and is expressly forbidden;</del></li> </ol> </li> </ul> | <p>Action edited to update and clarify. LUP pg 36-37</p> | <p>3.1-5</p>   | <p><u>Vertical Accessways.</u> City owned vertical accessways (i.e., Mesa Lane, Camino Al Mar [Thousand Steps], and Shoreline Park) shall:</p> <ul style="list-style-type: none"> <li>• Provide a stairway or similar structure which allows safe pedestrian passage and does not aggravate erosion of the bluff.</li> <li>• Be maintained on a regular basis by City personnel.</li> <li>• Supply heavy duty trash receptacles with regular collection.</li> <li>• Provide bicycle racks.</li> <li>• Have a coastal access identification sign to assist the public in locating, recognizing, and utilizing public access to the beach. Where appropriate, the sign should include information advising the public of natural resources, safety hazards, and to respect adjacent private property. All signs shall be consistent with the Parks and Recreation Department’s comprehensive sign program.</li> </ul> |

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| <p>4. <del>That vertical access is restricted to the accessways provided, for reasons of bluff protection and public safety (All signs will shall be consistent compatible with other the Parks and Recreation Department’s comprehensive sign program in terms of design and materials).</del></p> <p>-Provide bicycle racks.</p>  |  |                |   |
| <p><b>Policy 2.4, Action</b><br/> <b>Action</b><br/>           -The existing vertical accessways located on the Clark Estate <del>shall will be retained improved and made available as for public accessways</del> in the event the property is developed <u>with a use appropriate for public access</u> <del>as a residential neighborhood or as a public recreational area.</del></p>   | <p>Action reworded into policy and updated to make it more general.<br/>           LUP pg 38</p> | <p>3.1-6</p>   | <p><u>Clark Estate Accessway.</u> The existing vertical accessway located on the Clark Estate shall be improved and made available for public access in the event the property is developed with a use appropriate for public access.</p>   |
| <p><b>Policy 2.5, Action</b><br/>           All <u>City-maintained public bluff top vista points</u> <del>will shall:</del></p> <ol style="list-style-type: none"> <li>Provide signs indicating the fragile nature of the bluffs and the location of the nearest beach accessway, <u>consistent with the Parks and Recreation Department’s comprehensive sign program.</u></li> <li>Provide heavy duty trash receptacles</li> </ol> | <p>Minor edits to clarify.<br/>           LUP pg 38</p>  | <p>3.1-7</p>   | <p><u>Vista Points.</u> All City-maintained public bluff top vista points shall:</p> <ul style="list-style-type: none"> <li>Provide signs indicating the fragile nature of the bluffs and the location of the nearest beach accessway, consistent with the Parks and Recreation Department’s comprehensive sign program.</li> <li>Provide heavy duty trash receptacles with regular collection.</li> <li>Be maintained by City personnel on a regular basis.</li> </ul> |

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| 3. with regular collection.<br>Be maintained by City personnel on a regular basis.<br>4. Be for passive use only.<br>5. Provide benches where appropriate.<br>6. Employ drainage systems least damaging to the bluffs.   |  |                | <ul style="list-style-type: none"> <li>• Be for passive use only.</li> <li>• Provide benches where appropriate.</li> <li>• Employ drainage systems least damaging to the bluffs.</li> </ul>  |
|  | New policy based on direction from CCC LCP Update Guide to include coastal trail policies. | 3.1-8          | <u>California Coastal Trail.</u> Continue to cooperate with state agencies in signposting and implementing the City of Santa Barbara segment of the California Coastal Trail.  |
| <b>Policy 2.5, Action</b><br><del>Continue to seek funding from the California Coastal Conservancy, State Department of Parks and Recreation, and the State Department of Fish and Wildlife Game, Caltrans, and other agencies will be contacted as potential sources of funds for the acquisition and development of to develop and improve areas suitable for vista points, pedestrian accessways access to the coast, public parking, and bikeways.</del> | Minor edits to clarify.<br>LUP pg 39   | 3.1-9          | <u>Access Funding.</u> Continue to seek funding from the California Coastal Conservancy, State Department of Parks and Recreation, State Department of Fish and Wildlife, and other agencies to develop and improve areas suitable for vista points, pedestrian access to the coast, public parking, and bikeways. |
| <b>Policy 11.14</b><br><del>The City shall maintain and develop implement the Bikeway Master Plan in the waterfront area local and regional bikeway connections within and to the Coastal Zone in order to encourage</del>   | Policy edited to reflect current status<br><br>The status of the Actions are as follows:   | 3.1-10         | <u>Coastal Zone Bikeways.</u> The City shall maintain and develop local and regional bikeway connections within and to the Coastal Zone to encourage the use of the bicycle as a sustainable mode of transportation.   |

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| <p>the use of the bicycle as a sustainable an alternative mode of transportation.</p> <p>Action</p> <p>The City shall:</p> <ol style="list-style-type: none"> <li>1. <del>Give first priority to developing bike lanes on State Street.</del></li> <li>2. <del>Design the State Street and Garden Street freeway undercrossings for bicycle movement and amend the Bicycle Master Plan appropriately to include these extensions.</del></li> <li>3. <del>If the Castillo Street/U.S. 101 interchange is improved, provisions shall be made for bicycle movements.</del></li> <li>4. <del>Consider using State Street as a lower cost alternative to the Master Plan's proposed bike path along Mission Creek south of U.S. 101.</del></li> <li>5. <del>Develop the bike path in the Master Plan from Cabrillo Boulevard through Pershing Park to at least Montecito Street to reduce the need for bike riders to use Castillo Street.</del></li> <li>6. <del>Site plans for all developments should be reviewed by the City to ensure that good bicycle access is provided to existing and</del></li> </ol> | <p>Actions 1-4, 6, and 8 are complete.</p> <p>Action 5 is included in the Circulation Element and proposed in the City's Capital Improvement Program.</p> <p>Actions 6 and 7 are included in the Circulation Element.</p> <p>LUP pg 176-177</p> |                |   |

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| <p>future bike routes.</p> <p>7. <del>As an extension of the recommended bike rack inventory/installation program for downtown, provide additional public bike racks in the waterfront area. A total of at least 300 bike rack spaces should be provided in the beach and commercial areas.</del></p> <p>8. <del>A City wide bicycle parking ordinance should be adopted.</del></p> |   |                |   |
| <p><b>Policy 2.6</b><br/> <del>A bicycle and pedestrian way shall be provided</del><br/> <u>Improve the bicycle connection</u> between the western City Limit and Arroyo Burro County Beach Park.</p>   | <p>Policy edited to reflect current conditions. Due to topography and safety, pedestrian access is not feasible along this portion of Cliff Drive.<br/> LUP pg 39</p> | <p>3.1-11</p>  | <p><u>Bicycle Linkage.</u> Improve the bicycle connection between the western City Limit and Arroyo Burro Beach County Park.</p>  |
| <p><b>Policy 11.15</b><br/> Pedestrian movement and safety should be encouraged and provided for throughout the <u>Coastal Zone area.</u><br/> Action<br/> Continue to review <u>development individual projects and</u> or capital improvement projects <del>within the waterfront area</del> to incorporate safe pedestrian movement.</p>   | <p>Policy edited to apply throughout the Coastal Zone.<br/> LUP pg 177</p>  | <p>3.1-12</p>  | <p><u>Pedestrian Safety.</u> Pedestrian movement and safety should be encouraged and provided for throughout the Coastal Zone. Continue to review development and capital improvement projects to incorporate safe pedestrian movement.</p> |
| <p><b>Policy 11.11</b><br/> The City shall <u>continue to encourage</u> ride-sharing</p>  | <p>Policy edited to apply throughout the</p>  | <p>3.1-13</p>  | <p><u>Carpooling.</u> The City shall continue to encourage ride-sharing and carpooling as a means of</p>  |

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| <p>and car-pooling as a means of minimizing traffic demands in the waterfront.</p> <p>Actions</p> <ul style="list-style-type: none"> <li>— Tie into the ride-sharing program the Area Planning Council proposes to establish and operate. Carpool applications should be widely distributed and promotional activities performed. Also, a staff member should be designated to be responsible for liaison.</li> <li>— Assign reserved parking spaces to carpoolers in premium parking areas.</li> </ul> | <p>Coastal Zone. Actions deleted as complete.<br/> LUP pg 175</p>   |                | <p>minimizing traffic demands.</p>  |
| <p><b>Policy 11.13</b><br/> The City shall <del>continue to coordinate cooperate</del> with <u>public transportation providers</u> and <del>the Metropolitan Transit District</del> in improving bus and train service to the waterfront area and coordinate this service with <u>existing and any</u> future shuttle-bus programs.</p>   | <p>Policy edited to be more inclusive and expand the policy to the entire Coastal Zone.<br/> LUP pg 176</p> | <p>3.1-14</p>  | <p><u>Public Transportation.</u> The City shall continue to coordinate with public transportation providers in improving bus and train service and coordinate this service with existing and future shuttle-bus programs.</p> |
| <p><b>Policy 11.12</b><br/> The City shall continue to support the Downtown and Waterfront Shuttles, <del>if feasible, implement the development of a shuttle bus system in the waterfront area</del> as an alternative means of transportation <u>in the Coastal Zone.</u></p> <p>Action</p>   | <p>Policy edited to reflect current status. Actions deleted as complete.<br/> LUP pg 176</p>                | <p>3.1-15</p>  | <p><u>Shuttles.</u> The City shall continue to support the Downtown and Waterfront Shuttles as an alternative means of transportation in the Coastal Zone.</p>  |

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| <p><del>The following Waterfront Area Transportation Study recommendations shall be investigated:</del></p> <ol style="list-style-type: none"> <li><del>1. Operate a shuttle bus along State Street that is an extension of the downtown “Peplemover” that connects to the end of Stearns Wharf. Operate with 8 minute headways (time between buses) during peak periods and 20 minute headways during other periods. Operate with shorter headways after a freeway undercrossing of State Street is built.</del></li> <li><del>2. Operate a Cabrillo Boulevard shuttle bus between City College and Milpas Street. On weekdays the route would loop around City College, and on weekends it would terminate in the City College parking lot on Shoreline Drive. Buses would operate on eight minute headways during peak periods and 20 minute headways during other periods. The route would be coordinated with the State Street route to provide transfers at the State Street/ Cabrillo Boulevard intersection.</del></li> </ol> <p><del>Upon completion of grade separation of State Street, the headways on the Cabrillo Boulevard route would also be reduced to provide even better transit service. The services should be</del></p> |  |                |   |

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| <p>implemented just prior to the opening of a Stearns Wharf development.</p> <p><del>3. A shuttle system should be purchased for the waterfront area to provide these services in concert with the transit shuttle bus improvements planned for downtown.</del></p> |   |                |  |
|   | <p>New policy in development. Proposed to clarify the City’s policy about private use of public parking lots.</p> | <p>3.1-16</p>  | <p><u>Public Parking.</u> The existing public parking lots located <u>in the vicinity seaward</u> of Cabrillo Boulevard shall remain surface parking lots and shall be retained for public coastal access. Furthermore, no public parking spaces shall be used to satisfy the parking requirements of private development in the following public parking lots unless comparable replacement public parking spaces are provided.</p> <ul style="list-style-type: none"> <li>• Leadbetter</li> <li>• Harbor West</li> <li>• Harbor Commercial Area</li> <li>• Harbor Boat Launch Ramp</li> <li>• Harbor Main Lot</li> <li>• [Pershing Park?]</li> <li>• [Lot 13/Train Depot?]</li> <li>• Garden Street</li> <li>• Palm Park</li> <li>• Cabrillo West</li> </ul> |

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|   |   |                | <ul style="list-style-type: none"> <li>• Cabrillo East</li> </ul>  |
| <p><b>Policy 11-5</b><br/> All <del>new</del> development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. <u>The City shall consider a modification or waiver of off-street parking requirements for development proposing alternative approaches to meeting parking demand. In no case shall the City approve a parking modification or waiver if it would negatively impact existing on-and off-street public parking spaces available for the purpose of accessing the shoreline, beach, and recreational facilities. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.</u></p> <p><b>Actions</b></p> <ul style="list-style-type: none"> <li>○ <del>The City shall investigate the creation of a Waterfront Area Parking District</del></li> <li>○ The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require a parking study to determine existing conditions, peak needs, and any negative impacts to coastal access for projects proposing alternative approaches to meet</li> </ul> | <p>Edits proposed in response to certified Circulation Element Implementation Strategy 9.2.2. that directs the City to consider amending LCP Policy 11.5 to allow property owners to propose alternative approaches to meeting parking demand, provided such modification does not reduce the number of public parking spaces available to the general public for the purposes of accessing the shoreline and beach.</p> <p>LUP pg. 174</p> | <p>3.1-17</p>  | <p><u>Off-Street Parking.</u> All development, except Stearns Wharf, shall provide adequate off-street parking. The City shall consider a modification or waiver of off-street parking requirements for development proposing alternative approaches to meeting parking demand. In no case shall the City approve a parking modification or waiver if it would negatively impact existing on-and off-street public parking spaces available for the purpose of accessing the shoreline, beach, and recreational facilities.</p> <p>The City shall evaluate the parking needs of development and may, based upon site-specific considerations, require a parking study to determine existing conditions, peak needs, and any negative impacts to coastal access for projects proposing alternative approaches to meet parking demand.</p> |

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| <p><u>parking demand. in excess of the minimum ordinance requirements.</u></p>   |  |                |   |
| <p><b>Policy 11.6</b><br/> The City shall <u>encourage locate and develop</u> new public and private parking in <u>larger, multi-use shared-use</u> facilities wherever feasible in order to <u>maintain existing on-street parking for coastal access and maximize public access to the coast.</u> <u>minimize street access points, reduce peak parking space requirements, and improve facility control.</u></p> <p>Actions<br/> As part of the on-going, comprehensive Transportation Management Plan and in conjunction with the Redevelopment Agency, the City shall identify, prioritize, and develop additional public parking facilities in the waterfront area.<br/> As part of the discretionary review of new private developments in the waterfront area, The City shall encourage the development of <u>shared use multi-use</u> parking facilities and reciprocal access agreements to achieve this policy wherever feasible. <u>Shared parking arrangements may be considered provided that a parking study demonstrates that the proposed</u></p> | <p>The policy is updated and edited to be more consistent with Policy 11.5.</p> <p>The first Action is deleted due to the dissolution of the Redevelopment Agency.</p> <p>LUP pg 174</p> | <p>3.1-18</p>  | <p><u>Shared-Use Parking Facilities.</u> The City shall encourage new public and private parking in shared-use facilities wherever feasible in order to maintain existing on-street parking for coastal access and maximize public access to the coast.</p> <p>The City shall encourage shared-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible. Shared parking arrangements may be considered provided that a parking study demonstrates that the proposed shared parking arrangement will not negatively impact public access to the shoreline, beach, and recreational facilities.</p> |

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| <p><u>shared parking arrangement will not negatively impact public access to the shoreline, beach, and recreational facilities.</u></p> |  |                |   |
|   | <p>New policy to address emerging issue. Language based on policies from the Venice LUP certified in 2001.</p> | <p>3.1-19</p>  | <p><b>Valet Parking.</b> The City shall consider valet parking to increase the amount of available public on-street parking. In order to ensure that any permitted valet parking program does not negatively impact coastal access, all approved valet parking programs shall comply with the following:</p> <ul style="list-style-type: none"> <li>• The use of public parking areas for valet vehicle drop-off/pick-up stations shall be limited to the minimum area necessary and occupy the fewest number of public parking spaces.</li> <li>• The storage of vehicles by valets shall be prohibited in public parking lots, on public rights-of-way, and in on-street parking spaces (except for loading and unloading) unless a parking study demonstrates that use of the public parking area will not conflict with public access to the coast.</li> <li>• A valet parking program that uses public property shall be available for use by the general public with no preference granted to any group or</li> </ul> |

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|   |  |                | <p>type of use (i.e., restaurant customers vs. beach goers).</p>  |
| <p><b>Policy SERV-1</b><br/>Public facilities shall be distributed to avoid overcrowding and overuse of the Harbor and Wharf area.</p>  | <p>HMP pg 132</p>  | <p>3.1-20</p>  | <p><u>Public Facilities Distribution</u>. Public facilities shall be distributed to avoid overcrowding and overuse of the Harbor and Wharf area.</p>  |
| <p><b>Action SERV-1.6</b><br/><del>The City will work in conjunction</del> <u>Continue to work with Santa Barbara City College (SBCC) to ensure that College SBCC and City shared-use parking does not have a significant impact upon and/or create conflicts with beach parking activity for recreational purposes and Harbor-related, coastal-dependent uses. This shall apply to those City beach front lots identified in the Joint Powers Agreement between the City and the SBCC College (i.e., the Leadbetter, Harbor West, and La Playa Lots). In implementing this condition, the terms and conditions of the Joint Powers Agreement for the City beach front lots will be considered. This policy is counterpart to City College Long Range Development Policy 4.1 which the City believes is important and endorses.</u></p> <p><u>Actions</u></p> <ul style="list-style-type: none"> <li>• <u>Encourage SBCC to limit the number of parking passes issued for City beach</u></li> </ul> | <p>Minor edits to the Action and to delete reference to a specific SBCC Policy due to ongoing updates to SBCC’s Long Range Development Plan. New actions were added to reflect the City’s intent to reduce impacts of SBCC’s parking on coastal access and encourage sustainable transportation modes to SBCC.</p> <p>HMP pg 133</p> | <p>3.1-21</p>  | <p><u>Shared Parking</u>. Continue to work with Santa Barbara City College (SBCC) to ensure that SBCC and City shared-use parking does not have a significant impact upon and/or create conflicts with beach parking for recreational purposes and Harbor-related, coastal-dependent uses. This shall apply to those City beach front lots identified in the Joint Powers Agreement between the City and the College (i.e., the Leadbetter, Harbor West, and La Playa Lots). In implementing this condition, the terms and conditions of the Joint Powers Agreement for the City beach front lots will be considered.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>• Encourage SBCC to limit the number of parking passes issued for City beach front lots to preserve coastal access.</li> <li>• Work with SBCC to charge higher fees to its users that park in the City beach front lots to minimize impacts to coastal</li> </ul> |

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| <p><a href="#">front lots to preserve coastal access.</a></p> <ul style="list-style-type: none"> <li>• <a href="#">Work with SBCC to charge higher fees to its users that park in the City beach front lots to minimize impacts to coastal access for waterfront beaches and Harbor users.</a></li> </ul>   |  |                | <p>access for waterfront beaches and Harbor users.</p>   |
| <p><b>Action SERV-1.7</b><br/> <a href="#">On summer weekends or other times when vehicles with boats exiting the Harbor Parking Lot are causing delays, open the parking lot exit to the west of Los Baños for vehicles.</a></p>   | <p>HMP pg 133</p>                              | <p>3.1-22</p>  | <p><u>Parking Lot Exit.</u> On summer weekends or other times when vehicles with boats exiting the Harbor Parking Lot are causing delays, open the parking lot exit to the west of Los Baños for vehicles.</p>   |
| <p><b>Action SERV-1.10</b><br/> <a href="#">Continue to provide accessible parking as required by the ADA Standards for Accessible Design review parking demand and needs prior to doing any restriping of Harbor area parking lots so that the parking can be used most efficiently.</a></p>   | <p>Edited to update.<br/> HMP pg 133</p>       | <p>3.1-23</p>  | <p><u>Accessible Parking.</u> Continue to provide accessible parking as required by the ADA Standards for Accessible Design prior to doing any restriping of Harbor area parking lots.</p>   |
| <p><b>Action SERV-1.11</b><br/> <a href="#">Coordinate large public events with Santa Barbara City College SBCC, City Parks and Recreation, City Waterfront and other event sponsors so that area parking will not be overburdened by two or more large events occurring at one time. In addition, pursue conjunctive use of parking including using SBCC’s West Campus parking garage for City sponsored</a></p> | <p>Minor edits to clarify.<br/> HMP pg 133</p> | <p>3.1-24</p>  | <p><u>Public Event Coordination.</u> Coordinate large public events with SBCC, City Parks and Recreation, City Waterfront and other event sponsors so that area parking will not be overburdened by two or more large events occurring at one time. In addition, pursue conjunctive use of parking including using SBCC’s West Campus parking garage for City sponsored public events.</p> |

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| <a href="#">public events.</a>   |  |                |  |
| <b>Policy SERV-3</b><br><a href="#">Continue to encourage sustainable alternate modes of travel, including shuttle buses, to reduce traffic volume in the Wharf and Harbor areas</a>   | Minor edits to update.<br>HMP pg 134                           | 3.1-25         | <u>Sustainable Transportation.</u> Continue to encourage sustainable modes of travel, including shuttle buses, to reduce traffic volume in the Wharf and Harbor areas  |
| <b>Action SERV-3.1</b><br><a href="#">Continue to work with Metropolitan Transit District (MTD) and/or other appropriate agencies to provide shuttle bus turnouts and shuttle routes throughout the Wharf and Harbor areas to meet transportation demand and to encourage people to park and ride.</a> | HMP pg 134   | 3.1-26         | <u>Shuttle Service.</u> Continue to work with Metropolitan Transit District (MTD) and/or other appropriate agencies to provide shuttle bus turnouts and shuttle routes throughout the Wharf and Harbor areas to meet transportation demand and to encourage people to park and ride. |
| <b>Action SERV-3.2</b><br><a href="#">Continue to work with MTD and/or other appropriate agencies to maximize use of shuttles, including addressing future changes that may be necessary as ridership increases and changes.</a>   | HMP pg 134   | 3.1-27         | <u>Shuttle Service.</u> Continue to work with MTD and/or other appropriate agencies to maximize use of shuttles, including addressing future changes that may be necessary as ridership increases and changes.   |
| <b>Action SERV-3.4</b><br><a href="#">When leases are negotiated or renegotiated for tenants in the Wharf and Harbor study-areas, maximize the use of peripheral parking and shuttles for employees and patrons of a business, particularly if vehicles will be parked for several days.</a>           | Minor edits for consistency with prior policies.<br>HMP pg 134 | 3.1-28         | <u>Employee and Patron Parking.</u> When leases are negotiated or renegotiated for tenants in the Wharf and Harbor areas, maximize the use of peripheral parking and shuttles for employees and patrons of a business, particularly if vehicles will be parked for several days.     |
| <b>Policy SERV-4</b><br><a href="#">Improve vehicle, pedestrian, and bicycle access</a>  | Minor edits to clarify   | 3.1-29         | <u>Improved Access.</u> Improve vehicle, pedestrian,   |

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| <p>to and within the Harbor area.</p>   | <p>HMP pg 134</p>   |                | <p>and bicycle access to and within the Harbor area.</p>  |
| <p><b>Action SERV-4.1</b><br/> Ensure <del>improve</del> Harbor Way <u>continues to better</u> accommodate vehicles, pedestrians and bicycles, including, but not limited to:</p> <ul style="list-style-type: none"> <li>a. <del>Adding a cul-de-sac or other improvements near the Yacht Club which will restrict access around the Marine Center Building to vehicles needing access to the Navy Pier and service vehicles for local businesses;</del></li> <li>b. Retaining adequate parking on and near the <u>Navy City Pier</u> for use by commercial fishermen;</li> <li>c. <del>Consider a redesign of the area near the Breakwater Restaurant between Harbor Way and the Harbor Parking Lot kiosk which retains the proposed number of parking spaces, the Beachway and vehicle access to parking;</del></li> <li>d. Continue to provide <u>a clear boat path</u> for <del>people moving boats</del> from the Yacht Club Parking Lot and the Boat Yard to the hoists;</li> <li>e. <u>Continue to provide</u> <del>Consider providing</del> for shuttles and buses on Harbor Way.</li> <li>f. Avoid displays of merchandise and eating areas which impede access on public</li> </ul> | <p>Action edited to reflect that Harbor Way has already been improved.<br/> The status of the lettered actions are as follows:</p> <p>Action a. is complete.<br/> Action c. is complete.<br/> Action g. is infeasible.<br/> Action h. is complete.</p> <p>HMP pg. 134-135</p> | <p>3.1-30</p>  | <p><u>Harbor Way Circulation</u>. Ensure Harbor Way continues to accommodate vehicles, pedestrians, and bicycles, including, but not limited to:</p> <ul style="list-style-type: none"> <li>a. Retaining adequate parking on and near the City Pier for use by commercial fishermen;</li> <li>b. Continue to provide for a clear boat path from the Yacht Club Parking Lot and the Boat Yard to the hoists;</li> <li>c. Continue to provide for shuttles and buses on Harbor Way; and</li> <li>d. Avoid displays of merchandise and eating areas which impede access on public walkways.</li> </ul> |

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| <p>walkways;<br/> <del>g. Unless it is determined to be physically or legally not possible, provide an improved accessway between the walkway and the beach between the Yacht Club and the Breakwater; and</del><br/> <del>h. Study connecting the bikeway from east of Harbor Way to the bike lane along Shoreline Park.</del></p> |   |                |   |
| <p><b>Action SERV-4.2</b><br/>           To minimize congestion at the entrance to the Steams Wharf provide signs or other means to direct drivers to alternate parking when parking on the Wharf is full.</p>  | <p>HMP pg 135</p>   | <p>3.1-31</p>  | <p><u>Stearns Wharf Parking.</u> To minimize congestion at the entrance to the Steams Wharf, provide signs or other means to direct drivers to alternate parking when parking on the Wharf is full.</p> |
| <p><b>Policy ACC-2</b><br/>           Public access from the nearest public roadway to the shoreline and along the coast shall be provided</p>  | <p>HMP pg 137</p>   | <p>3.1-32</p>  | <p><u>Roadway Access.</u> Public access from the nearest public roadway to the shoreline and along the coast shall be provided.</p>   |
| <p><b>Policy ACC-1</b><br/>           The location, amount and timing of <del>new</del> development shall maintain and, where practical, enhance public access to the coast.</p>  | <p>Minor edit for consistency<br/>           HMP pg 137</p> | <p>3.1-33</p>  | <p><u>Development.</u> The location, amount and timing of development shall maintain and, where practical, enhance public access to the coast.</p>  |
| <p><b>Action ACC-1.2</b><br/>           To the maximum extent possible, construction that may impede access shall not be done during summer months. Minimize impediments to public access during construction.</p>  | <p>HMP pg 137</p>   | <p>3.1-34</p>  | <p><u>Construction.</u> To the maximum extent possible, construction that may impede access shall not be done during summer months. Minimize impediments to public access during construction.</p>      |

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| <b>Policy 3.7</b><br>The City of Santa Barbara shall require selective scheduling of major recreational events at park facilities <del>in the Coastal Zone</del> in order not to congest the circulation system and parking resources in the area. | Moved from <i>Recreation</i> section with minor edit.<br><br>LUP pg 56 | 3.1-35         | <u>Event Scheduling</u> . The City of Santa Barbara shall require selective scheduling of major recreational events at park facilities in order not to congest the circulation system and parking resources in the area. |

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