



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: October 11, 2017
AGENDA DATE: October 18, 2017
PROJECT: 2018 General Plan Implementation and Adaptive Management Program Report
TO: Planning Commission
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I. PURPOSE OF THE HEARING

Staff requests that the Planning Commission receive and review the 2018 General Plan Implementation and Adaptive Management Program (GP and AMP) Report prior to the October 25, 2018, Joint City Council and Planning Commission Work Session.

II. DISCUSSION

The purpose of the annual GP and AMP Report (Exhibit A) is to ensure that the General Plan is being implemented effectively and progressing towards achievement of its vision, and to provide an opportunity through adaptive management for timely policy and implementation action adjustments. Since 2013, the annual Report has been presented and reviewed at Joint City Council/Planning Commission work sessions.

The GP and AMP Report has undergone continuous development and revision with the content and format varying to highlight pressing topics and issues expressed by City Council and the Planning Commission. In 2017, the Governor's Office of Planning and Research (OPR) released new General Plan Guidelines for the State of California. This was the first comprehensive update since 2003, and comprised many changes, including new sections on health and equity.

In April 2018, staff met with the Planning Commission to discuss the focus of the GP and AMP Report and recommended a review of the General Plan against the OPR's newly released guidelines, with a focus on resiliency. This topic is timely given new state statutory requirements for general plans and the fire and debris flow disasters experienced in the community over the winter of 2017 and 2018. As discussed with the Planning Commission, the other focus of the report is growth management (nonresidential and residential development), including a robust analysis of housing development activity and trends. The residential development activity discussion in the GP and AMP Report replaces the annual Housing Development Activity Report that was formerly presented in the Joint City Council/Planning Commission work session in the spring.

The GP and AMP Report is a work-in-progress. The AMP is identified as a major work effort for the next several years and staff anticipates working with the Planning Commission to continue refining and improving the AMP and provide content and format guidance for future GP and AMP Reports.

III. New Priority Work Items

Since 2015, the annual Report has included staff's recommended priority work items based on a review of the General Plan's implementation actions and other workload priorities. The identified following list of priority work items have the greatest potential to assist the City achieve the goals and objectives laid out in the General Plan. Each of these may require substantial capital investment and other resources.

Update the CAP and prepare a comprehensive Adaptation Plan

Update the 2012 CAP and prepare a comprehensive Adaptation Plan to establish new GHG emission targets consistent with State legislation, collaborate regionally on climate change mitigation and adaptation, include updated GHG emission projections, incorporate more aggressive GHG emission reduction strategies, examine the CAP's existing GHG emission reduction strategies for relevance, determine how the City will transition to 100% renewable energy use by 2030, and remain compliant with the Global Covenant of Mayors requirements.

Update the Environmental Conservation Element

Update the Conservation Element that was first adopted in 1979 and has outdated policies from that point in time. Updating this element is particularly important in the light of the recent comprehensive update of the Coastal Land Use Plan (LUP), which includes detailed policies and development standards for environmentally sensitive habitat areas of the Coastal Zone including creek setback buffers. In the inland areas of the City, the majority of the creek setbacks, except for Mission Creek, are determined on a case-by-case basis, leading to a high degree of uncertainty and delays in the permitting process. It is imperative to continue protecting creeks, wetlands, and other habitats that are especially rare or valuable, and continue the momentum for the level of protection that began with the Coastal Zone to the inland areas of the City, parts of which contain relatively pristine creeks and other habitats in the upper, less developed reaches of the City limits.

Update the Safety Element

Review and update the Safety Element to include consolidation of the multiple sources of flood mapping and policies, update and expand the discussion about climate change adaptation and resiliency to include other climate change indicators such as wildfires, stream flooding, extreme heat, prolonged drought, and public health and include appropriate cross references and summaries of other City documents.

Land Use Element Reporting

In the next General Plan Implementation Report (2019), conduct and document the annual review of the Land Use Element for those areas covered by the plan that are subject to flooding identified by FEMA or the Department of Water Resources.

IV. NEXT STEPS

Planning Commission discussion on the Report at the Joint City Council Planning Commission Work Session.

Santa Barbara
GENERAL PLAN

**Implementation UbX
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Program Report**



October 2018

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Introduction

PURPOSE

The purpose of this annual General Plan Implementation and Adaptive Management Program (AMP) Report is to ensure that the City’s General Plan is being implemented effectively and towards achievement of its Vision, and to provide an opportunity through adaptive management for timely policy and implementation action adjustments, rather than infrequent, major reactive updates. This report provides an information feedback loop to City Council and the Planning Commission with the status of General Plan policies and implementation actions aimed toward meeting the Vision of a Sustainable Santa Barbara. This report also proposes policy adjustments and possible implementation measures, as needed.

THE 2011 GENERAL PLAN VISION

The City’s 2011 General Plan was shaped through extensive community dialogue, which identified key community issues/concerns, or “Policy Drivers.” The Policy Drivers include: Growth Management; Energy and Climate Change; Historic and Community Character; Public and Community Health; and Economic and Fiscal Health. The General Plan responds to the Policy Drivers by providing direction through the General Plan Element goals, policies, and possible implementation actions to achieve the “Vision of a Sustainable Santa Barbara,” which is a statement of Santa Barbara’s desired future conditions, values, and characteristics.

Vision of a Sustainable Santa Barbara
<p>Santa Barbara strives to become a more sustainable community. All members of the Santa Barbara community are stewards, and we accept that responsibility with the understanding that change is inevitable, that perfection can only be pursued, that there will always be a dynamic tension between our many goals, and achieving a momentary balance between them is a never-ending challenge.</p> <p>The City, residents, businesses, developers and community organizations envision working together to achieve the following:</p> <p>Sustainability: Becoming more sustainable by managing wise use of resources.</p> <p>Community Health: Providing a physical environment that is healthy, and encourages healthy, active living.</p> <p>Environment: Protecting and enhancing the scenic beauty of Santa Barbara’s natural setting and built environment which is intrinsic to our appreciation and enjoyment of the City. At the same time, improving on conservation of resources such as, energy, water, open space, and native habitat, through innovation and determination.</p> <p>Growth: Managing growth within our limited resources, and in so doing, retaining the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity.</p> <p>Community Design: Carrying on the tradition of preserving open space for public enjoyment, preserving historic buildings, and the continuity of emblematic architecture in new development and redevelopment.</p> <p>Historic Resources: Preserving and enhancing historic resources now and in the future.</p> <p>Housing: Allowing as much housing as possible within resource limits to provide an array of lifestyle options for a demographically and economically diverse resident population.</p> <p>Transportation: Creating a diverse transportation network that serves our community’s economic vitality, small-town feel, a variety of housing options, economic stewardship, and healthy lifestyles.</p>

Vision of a Sustainable Santa Barbara

Public Services and Facilities: Understanding that public services and facilities are limited resources, in particular with respect to financial considerations, explore technological solutions to safeguard, improve and expand the natural resources of Santa Barbara, while applying innovation to maintain or improve the quality of life and protect the natural environment.

Economy: Seeking stability through diversity, and balance between serving residents and visitors or non-resident investors, consistent with our environmental values and the need to be sustainable and retain unique character.

Civic Participation: Believing the best decisions are made with the greatest community participation. We know that full consensus is rare, but greater participation, where people have an opportunity to be heard and all opinions are respected, will achieve greater understanding, acceptance and appreciation which are so essential to our sense of community.

Over the next 20 years, these are the values for Santa Barbara to increasingly reflect in all its manifestations: physical, cultural and social, and through its General Plan.

REPORT PREPARATION

This annual Report has undergone continuous development and revision with the content and format varying to highlight pressing topics and issues facing the City Council and the Planning Commission.

In 2014, the annual Report began including as an attachment the annual implementation status of 2011 General Plan Certified Final Program Environmental Impact Report (FPEIR) Mitigation Monitoring and Reporting Program (MMRP) Implementation Status Report (Appendix A) and the City's 2012 Climate Action Plan (CAP) Implementation Status Report (Appendix B). Taken together, the MMRP and CAP Implementation Reports provide an annual check on the City's progress towards implementing much of the 2011 General Plan's Vision.

In 2015, the annual report began including a Summary of Climate Change Legislation, Forecasted Future Effects, and Sea Level Rise Studies (Appendix C) as an update to Figure ES-2 from the CAP to track the continually progressing data and legislation.

In 2016, the Report mainly focused on the status of the Average Unit-Size Density (AUD) Incentive Program and recommended considerations for General Plan format, text, and/or policies identified as needing review and possible adjustment, as well as recommending updates to the 2011 General Plan Certified FPEIR. The 2016 Report also briefly summarized the implementation status of community design and historic resources, economic and fiscal health, and civic participation policies.

The 2017 Report was streamlined to primarily focus on particular indicators of sustainability and the relationship between transportation, the jobs/housing balance, non-residential growth and housing. It also included a detailed report on the update to the community-wide Greenhouse Gas (GHG) inventory. Starting in 2017, the Report did not include the brief summary of implementation status of community design and historic resources, economic and fiscal health, and civic participation policies due to the effort to streamline and focus the report on the major topics, and status updates on these policies are available through other formats. The 2017 Report did however identify and suggest possible adjustments and new work efforts for consideration for programming and funding.

In April 2018, staff met with the Planning Commission to discuss the focus of the 2018 Report and recommended a review of the 2011 General Plan against the Governor's Office of Planning and Research's (OPR) newly released 2017 General Plan Guidelines, with a focus on resiliency. This topic is timely given new state statutory requirements for general plans and the Thomas Fire and Montecito Debris Flow disasters experienced in the community over the winter of 2017 and 2018. As discussed with the Planning Commission, the other focus of the 2018 report is growth management, with the detailed housing statistics provided in the annual Housing Development Activity Report & Housing Element Implementation Report.

SUMMARY OF REPORT FINDINGS

General Plan Evaluation

The 2018 Report focuses on the newly released OPR General Plan Guidelines and also reviews how our current policies include resiliency efforts. The City's General Plan complies with most of the items on OPR's Completeness Checklist and Required Contents and Statutory Requirements for required general plan elements. Although some of the City's General Plan elements could be strengthened, additional data gathered, and mapping completed or updated. Throughout the Report there are a possible work items identified that would further the community toward the General Plan's Vision, improve the usability of the document, and more completely implement the 2011 General Plan Certified FPEIR's mitigation measures and the CAP.

Growth Management

The 2018 Report focuses three growth management topics: The Jobs/Housing Imbalance, Nonresidential Development, and Residential Development. The results of this analysis is summarized below:

The Jobs/Housing Imbalance

- The Jobs/Housing Imbalance remains a critical issue in Santa Barbara.
- The ratio of total jobs to total housing units has improved from the 2011 General Plan Certified FPEIR baseline. However, this improvement may be due to limitations in the methodology used to develop the ratio, rather than changes in the on the ground conditions.
- The number of workers who live in the South Coast and work in Santa Barbara is nearly unchanged from the 2011 General Plan Certified FPEIR baseline. However, fewer workers employed in Santa Barbara live in the South Coast than have historically.

Nonresidential Development

- Nonresidential development is occurring in the locations prioritized by the 2011 General Plan and Growth Management Program (GMP). It is anticipated that this trend will continue into the future.
- The nonresidential growth limits established by the GMP may have a minimal impact on nonresidential development because the rate of nonresidential growth has been less than anticipated when the development limits are annualized (with the exception of the Community Benefit Category, which has matched the annualized limit, due to one large project).

Residential Development

- There is an increase in total residential development activity. However, this development is within the rate of growth assumed in the 2011 General Plan Certified FPEIR and in the 2015 Housing Element.
- Due to changes in the State Accessory Dwelling Unit (ADU) law and the City’s subsequent Title 30 Zoning Ordinance amendments to permit ADUs, there has been a significant increase in the volume of ADU projects.
- Residential development is generally occurring in the locations prioritized by the 2011 General Plan. However, there was a recent increase in the number of units built and occupied in single unit zones due to the increase in ADU projects.
- Since the Redevelopment Agency was dissolved, there has been a decrease in the amount of Affordable housing units built and occupied each year, with minimal production over the last five years. However, the Affordable projects in the pipeline may help reverse this trend.
- There has been a stagnation in the Average-Unit Size Density (AUD) Incentive Program since the first quarter of 2017. Since then, some projects have advanced through the development process, while others have expired or been withdrawn.

Format and Content Consideration

The 2018 Report carries forward this analysis from the 2017 Report, which determined that the “Possible Implementation Actions to be Considered” heading creates confusion about the status of implementation items.

IDENTIFIED PRIORITY WORK ITEMS

Status of Prior Work Items

Since 2015, the annual Report has included staff’s recommended priority work items based on a review of the General Plan’s implementation actions and other workload priorities. Table 1 provides a summary of the recommendations and current status.

Table 1: Status of Prior Work Items

Report Year	Work Item	Status
2015	Consider amending the Average Unit-size Density (AUD) Incentive Program to increase off-street parking requirements for projects not in the Downtown Zone of Benefit	Scheduled for FY 2018
	Update the GHG Inventory	Completed in 2017
	Develop Sustainable Neighborhood Plans (Land Use Element LG15 and 15.1)	No work effort to date
2016	Study the existing Transfer of Existing Development Rights Ordinance and the disposition of future demolished nonresidential square footage that is not rebuilt	No work effort to date
	Update the GHG Inventory	Completed in 2017

2016 & 2017	Modify the “Possible Implementation Actions to be Considered” heading in future General Plan updates	Consider for next General Plan update
	Update the 2011 General Plan Certified FPEIR to address new State and federal regulations and updated information on conditions and resource impacts	Scheduled for FY 2020
2017	Update the Climate Action Plan (CAP) to meet new GHG emission reduction targets	On the work program list but not scheduled or budgeted
	Implement sustainable transportation programs identified in General Plan policies, the MMRP, and 2012 CAP as proposed by the Public Works Transportation Division as a part of the Capital Improvement Program Fund	Projects are completed as funding is made available
	Update the traffic model at regular intervals	Traffic model was last updated in 2016. Funding is collected to conduct regular updates.

The identified following list of priority work items have the greatest potential to assist the City achieve the goals and objectives laid out in the 2011 General Plan. Each of these may require substantial capital investment and other resources.

New Priority Work Items

Update the CAP and prepare a comprehensive Adaptation Plan

Update the 2012 CAP and prepare a comprehensive Adaptation Plan to establish new GHG emission targets consistent with State legislation, collaborate regionally on climate change mitigation and adaptation, include updated GHG emission projections, incorporate more aggressive GHG emission reduction strategies, examine the CAP’s existing GHG emission reduction strategies for relevance, determine how the City will transition to 100% renewable energy use by 2030, and remain compliant with the Global Covenant of Mayors requirements.

Update the Environmental Resources/Conservation Element

Update the Conservation Element that was first adopted in 1979 and has outdated policies. Updating this element is particularly important in the light of the recent comprehensive update of the Coastal Land Use Plan (LUP), which includes detailed policies and development standards for environmentally sensitive habitat areas of the Coastal Zone including creek setback buffers. In the inland areas of the City, the majority of the creek setbacks, except for Mission Creek, are determined on a case-by-case basis, leading to a high degree of uncertainty and delays in the permitting process. It is imperative to continue protecting creeks, wetlands, and other habitats that are especially rare or valuable, and continue the momentum for

the level of protection that began with the Coastal Zone to the inland areas of the City, parts of which contain relatively pristine creeks and other habitats in the upper, less developed reaches of the City limits.

Update the Safety Element

Review and update the Safety Element to include consolidation of the multiple sources of flood mapping and policies, update and expand the discussion about climate change adaptation and resiliency to include other climate change indicators such as wildfires, stream flooding, extreme heat, prolonged drought, and public health, include appropriate cross references and summaries of other City documents, and to comply with statutory requirements to review and potentially update the Safety Element when other documents are updated.

Land Use Element Reporting

In the next General Plan Implementation Report (2019), conduct and document the annual review of the Land Use Element for those areas covered by the plan that are subject to flooding identified by FEMA or the Department of Water Resources.

General Plan Evaluation

BACKGROUND

Cities and counties in California are required to have an operating general plan to address physical development. While charter cities such as Santa Barbara are exempt from some state land use law, all cities and counties, including charter cities, must have a general plan containing, at a minimum, the required components of the mandated elements, discussed in more detail below. To assist local governments in preparing general plans, OPR provides and periodically revises guidelines for the preparation and content of local general plans.

In 2011, the City of Santa Barbara adopted a general plan update, followed by individual element updates, culminating in eight reorganized elements as follows:

1. Land Use (2011 update);
2. Housing (2015 update);
3. Open Space, Parks, and Recreation (2011 new goals, policies, and implementation actions plus 1972 existing Open Space Element, and 1982 existing Parks and Recreation Element);
4. Economy and Fiscal Health (new 2011 element);
5. Historic Resources (new 2012 element);
6. Environmental Resources (2011 new goals, policies, and implementation actions plus 1979 existing Conservation Element and 1979 existing Noise Element);
7. Circulation (2011 new goals, policies, and implementation actions plus 1997 existing Circulation Element); and
8. Safety (2013 update).

In 2016, the state adopted an amendment to Government Code §65302 that added to the required elements of the general plan either an environmental justice element, or related goals, policies, and objectives integrated into other elements, if the jurisdiction has a disadvantaged community (the definition of disadvantaged communities and other related funding provisions for disadvantaged communities and low-income communities are described below). In 2017, OPR released an updated version of the General Plan Guidelines, including detailed information on statutory requirements of the mandated general plan elements and complying with the new environmental justice mandate. Accordingly, this section of the 2018 General Plan Implementation and AMP Report provides an opportunity to evaluate the City's updated and reorganized general plan elements and policies to the OPRs "Completeness Checklist" of statutory requirements in the 2017 General Plan Guidelines. This evaluation will determine if the 2011 General Plan's data collection and "evolving set of policies that can adjust to new issues" should be modified to meet state mandates, to respond to new state and local planning priorities, or to react to emerging climate change indicators or other physical changes in the City.

STATE OF CALIFORNIA 2017 GENERAL PLAN GUIDELINES

The OPR is required by Government Code §65040.2 to adopt and periodically revise the State General Plan Guidelines (GPG) for the preparation and content of general plans for all cities and counties in California. The GPG serves as the “how to” document for cities and counties that are drafting or updating their general plans.

In 2017, OPR released the 2017 edition of the General Plan Guidelines, which is the first comprehensive update to the guidelines since 2003. Legislative changes, new technical advisories, guidance documents, and additional resources were incorporated into the new GPG. Major changes include:

- Statutory checklists for all mandatory elements;
- Updated and expanded sections on visioning and community engagement;
- New sections on healthy communities, equitable and resilient communities, economic development, and climate change; and
- Incorporation of existing legislative changes and guidance.

For mandatory and common optional elements of the general plan, the GPG sets out each statutory requirement in detail, provides OPR recommended policy language, and includes online links to City and county general plans that have adopted similar policies.

Updated General Plan Guidelines were not available when the City was undergoing its multi-year *Plan Santa Barbara* General Plan Update process. The release of the 2017 GPG update provides an opportunity to compare the 2017 GPG statutory requirements and recommended policies to the City’s General Plan and develop recommendations as part of the City’s Adaptive Management Program.

California’s Planning Priorities

California’s planning priorities, intended to inform planning and investment at all levels in government, were first articulated in 1987 and adopted in law in 2002. The state’s priorities, summarized below, are generally consistent with the City’s Vision of a Sustainable Santa Barbara:

- Promote infill development and rehabilitation and utilization of existing infrastructure, including water, sewer, and transportation;
- Protect the state’s natural and working lands, including agricultural land, lands of cultural and historic significance, wetlands, and wildlands; and
- Develop in an efficient manner that limits sprawl and minimizes costs to taxpayers.

Similar to the planning priorities, OPR is directed to maintain an Environmental Goals and Policy Report (EGPR). The most recent EGPR of 2015 provides a strategy for California at a population of 50 million by the year 2050. The effective growth and management strategies in the EGPR include:

- Prioritize and support infill development to build healthy, equitable, and sustainable communities;
- Build a resilient and sustainable water system;
- Steward and protect natural and working landscapes;

- Incorporate climate change adaptation into all planning and investment; and
- Lead by example to make the state a model for long-term sustainability.

REQUIRED GENERAL PLAN ELEMENTS

Introduction

Background

California law requires each general plan to address mandated elements listed in Government Code §65302. The mandatory elements for all jurisdictions are:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Cities and counties in the San Joaquin Air Pollution Control District are also required to address air quality in their general plan and cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality. See the Environmental Justice Element heading below for more discussion.

Land Use Element

Background

The most fundamental decisions in planning begin with land use. The City’s Land Use Element contains goals, policies, and implementation actions related to the four topics of Land Use, Growth Management, Community Design, and Neighborhoods. Per Government Code §65302 (a), a land use element designates the proposed general distribution and general location and extent of the uses of land for housing, business, industry, open space, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways (as defined in Section 816.52 of the Civil Code), and other categories of public and private uses of land. As mentioned above, the 2017 General Plan Guidelines includes a Completeness Checklist to help ensure that the land use element addresses all required issues. Table 2 shows the result of comparing the City’s 2011 Land Use Element to the 2017 Completeness Checklist.

Table 2: Land Use Element Completeness Checklist

Brief Description of Requirement	Compliance
General distribution, location, and extent of:	
Housing, business, industry, and public facilities	
Density and intensity	√

Potential for flooding impacts	Partial (see discussion below)
Open Space (natural resources, recreation, scenic resources)	
Location	√
Potential for flooding impacts	Not included
Education	
Density and intensity	Partial (See discussion below)
Potential for flooding impacts	Not included
Solid and liquid waste disposal	
Density and intensity	Partial (See discussion below)
Timberland production	
	N/A
Other categories of public and private uses of land	
	N/A, no other categories identified
Greenways, as defined in Civil Code Section 816.52	
	Not included
Identify areas subject to flood plain mapping and annually review	
	Partial (See discussion below)
Impact on military land use compatibility and readiness	
	N/A
Correlation with the Circulation Element	
	√
Includes a diagram or diagrams	
	√

Discussion

Based on a review of OPR's Completeness Checklist as well as Required Contents and Statutory Requirements of the Land Use Element, the 2011 Land Use Element generally complies with most of the items in the checklist, with some issues identified as needing more data or elaboration, particularly on the issue of flooding.

Potential for flooding impacts

In 2007, Assembly Bill 162 amended sections of the Government Code related to local planning, which created overlapping requirements for flooding issues in the land use, conservation, and safety elements as follows:

- Require the Land Use Element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources;
- Require, upon the next revision of the Housing Element, on or after January 1, 2009, the Conservation Element to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management; and
- Require, upon the next revision of the Housing Element, on or after January 1, 2009, the Safety Element to identify, among other things, information regarding flood hazards and to establish a

set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding.

In the City's General Plan, flooding issues are mainly discussed in the Environmental Resources Element, Conservation Element, and Safety Element. For example, the General Plan Flood Map is included in the 2011 Environmental Resources Element, the 1979 Conservation Element includes a general discussion of flooding potential per creek and includes the number of structures that are within the limits of the 100-flood (for Mission Creek only), and the 2013 Safety Element includes a general discussion of creek flooding potential in neighborhoods.

The following OPR-Recommended Data regarding flooding are missing from the Land Use Element:

- Identification of waterways used in flood management; and
- Identification of potential for flooding impacts per land use designation.

While the City's various general plan elements include text, maps, goals, policies, and implementation actions regarding flooding, the relationship between this information and land use is not clear and it is difficult to determine in a cursory review if the information provided meets the intent of the statutory requirements. There is no documentation of an annual review of the Land Use Element for those areas covered by the plan that are subject to flooding identified by FEMA or the Department of Water Resources. For further discussion on this topic, see the Safety Element section.

Education

The recommended information regarding education that is currently provided in the City's Land Use Element includes public schools, which are designated an institutional land use, described by name and site size in text, and located on the General Plan Map. In addition, the 2011/1997 Circulation Element includes multiple policies for school locations and transportation safety.

The following OPR-Recommended Data are missing from the Land Use Element:

- Identification of private schools, preschools, career colleges, adult education centers, and the like, on the General Plan map;
- School population data;
- Future educational facility needs; and
- Details regarding joint use arrangements.

Solid and Liquid Waste Disposal

The El Estero Wastewater Treatment Plant is identified on the General Plan Map and generally described. However, there is very little additional information regarding solid and liquid waste disposal in this or any other element of the General Plan.

The following OPR-Recommended Data are missing from the Land Use Element:

- Inventory of existing solid waste disposal, recycling, anaerobic digestion, remanufacturing, and composting facilities to aid compliance with the Countywide Integrated Waste Management Plan and other associated laws;

- Consideration of infrastructure needed to recover edible food waste; and
- Need for additional recycling, anaerobic digestion, composting, and remanufacturing facilities.

Recommendation

In 2007, the state legislature has passed a bill to ensure that local planning agencies consider and plan for the risk of floods as they prepare their general plans. As stated in the bill analysis, there were several events that led to the emphasis on flood management, including levee failure, heavy storms and flooding in the 2005-2006 rainy season, and the devastation wrought by Hurricane Katrina. The City's existing and proposed policies and programs likely address flood management to the extent envisioned by the legislature, but within the City's General Plan the topic is addressed in several elements without cross references and it's difficult to determine if they are internally consistent or fully compliant with state requirements. See the Safety Element recommendation section for further discussion on this topic.

To be completed in the near term:

- As part of the General Plan Implementation Report, conduct and document the annual review of the Land Use Element for those areas covered by the plan that are subject to flooding identified by FEMA or the Department of Water Resources.

For the next update to the Land Use Element, which is not programmed at this time, it is recommended to:

- Amend the General Plan Map to identify private schools, preschools, career colleges, and adult education centers;
- Research and include more data on educational facilities including consideration of the items listed above as missing from the Land Use Element, and develop new policies for educational facilities as needed;
- Add a section and consider policies for liquid and solid waste disposal facilities, including consideration of the items listed above as missing from the Land Use Element; and
- Consider amending the General Plan open space land use designation to match the Government Code definition of open space (see the Open Space Element section for more information).

Circulation Element

Background

The comprehensive goal and vision of the City's Circulation Element is to ensure Santa Barbara is a city in which alternative forms of transportation and mobility are so available and attractive, that use of an automobile is a choice rather than a necessity. The City's Circulation Element was adopted in 1997, with a number of new goals, policies, and implementation actions added in 2011 as part of the General Plan update process, including several 2011 General Plan Certified FPEIR mitigation measures. Per Government Code §65302(b), the Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other local public utilities and facilities, all correlated with the Land Use Element. The 2011 goals, policies, and implementation actions are not considered a substantial update to the Circulation Element, but, together with the 1997 goals, policies, and implementation actions, they do comply with the California Complete

Streets Act of 2008¹. Table 3 shows the result of comparing the City’s 2011/1997 Circulation Element to the 2017 Completeness Checklist.

Table 3: Circulation Element Completeness Checklist

Brief Description of Requirement	Compliance
<i>General location and extent of existing and proposed:</i>	
Major thoroughfares	√
Transportation routes	
Public transportation	√
Bicycle	√
Pedestrian	√
Automobile	√
Commercial goods	√
Existing and proposed terminals (i.e., airport, train station, bus station)	√
Military airports and ports	N/A
Other local public utilities and facilities (i.e., water, sewers, storm-water systems, telecommunications and broadband, electric vehicle charging stations, electricity, and natural gas lines)	Partial (See discussion below)
Needs of children, persons with disabilities, and seniors	√
Identified funding for infrastructure	Partial (See discussion below)
Correlated with Land Use Element	√

Discussion

Based on a review of OPR’s Completeness Checklist as well as Required Contents and Statutory Requirements of the Circulation Element, the 2011/1997 Circulation Element satisfies Government Code §65302(b) as well as the statutory requirement to meet the California Complete Streets Act of 2008. Furthermore, the 2011 Circulation Element goals, policies, and implementation actions were developed in part to mitigate the environmental impacts of growth as reflected in the 2011 Land Use Element. Because the Circulation Element is a little dated, there are a few topics that are only partially addressed including:

- The public utilities chapter, which does not address new technologies; and
- Electric vehicle charging stations and other alternative fuel infrastructure, not discussed in the Circulation Element, but addressed elsewhere in the 2011 Environmental Resources Element and 2012 Climate Action Plan.

¹ Beginning January 2011, any substantive revision of the circulation element requires complete streets provisions, meaning plans for a balanced multimodal network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. The City’s 2011/1997 Circulation Element meets the intent of the act.

Where the Circulation Element does however lack detail is how the large number of unfunded implementation actions will be executed. On this topic, a recent appellate court case explained “the circulation element of a general plan must provide meaningful proposals to reflect changes in the land use element, and the land use element must provide meaningful proposals to reflect changes reflected in the circulation element”. A proposal is “meaningful” if the element identifies reasonably reliable funding sources. An element that identifies proposals with no reasonable expectations of implementation (i.e., funding) is not meaningful, and therefore would not satisfy the statutory correlation requirement (*Federation of Hillside & Canyon Assns. V. City of Los Angeles (2004) 126 Cal. App. 4th 1180, 1196*).

Recommendation

Implementation of the Circulation Element over time has resulted in other, more specific transportation planning documents, such as the Pedestrian Master Plan and Bicycle Master Plan, and key projects from these and other plans are programmed for implementation in the City’s Capital Improvement Program (CIP). Typically, these projects require grant funding to accomplish.

For the next update to the Circulation Element, which is not programmed at this time, it is recommended to:

- Prioritize implementation actions, correlated with land use element policies;
- Identify reasonably reliable funding sources for implementation projects;
- Identify specific gaps in transportation network connectivity;
- Include and update maps to show transit, bicycle and pedestrian infrastructure, and major destinations (existing Circulation Element only has two maps: existing street system and existing bikeway network);
- Identify target areas for policies incentivizing transit use by identifying major employment centers, existing and planned transit routes, residential areas with demographic information, schools, and recreation areas;
- Update public utilities information and policies, cross reference to the relevant energy conservation policies in the Environmental Resources Element; and
- Update policies to include resiliency plans in relationship to working with other regional and local government to repair transportation systems after the event of a disaster.

Housing Element

Background

Providing adequate housing for all residents is a priority for cities and counties throughout California, including Santa Barbara. Provisions in the Housing Element are more specific and directive than other elements and the Department of Housing and Community Development (HCD) has unique authority over the Housing Element. Senate Bill 375, adopted in 2008, established an eight-year update cycle for housing elements concurrent with every other update to the Regional Transportation Plan. The City’s Housing Element addresses the 2015 to 2023 planning period. Table 4 shows the result of comparing the 2015 Housing Element to OPR’s 2017 Completeness Checklist.

Table 4: Housing Element Completeness Checklist

Brief Description of Requirement	Compliance
Public participation – description of effort to include all economic segments of the community	√ (See discussion below)
Review and revise progress, effectiveness, and appropriateness of goals	√
Housing needs assessment	√
Identification and analysis of any special housing needs	√
Inventory of at-risk units (10 years from housing element due date)	√
Potential governmental constraints	√
Potential non-governmental constraints	√
Sites inventory and analysis	√
Quantified objectives and housing programs	√
Schedule of specific actions and timeline for implementation	√
Program(s) providing adequate sites to accommodate RHNA	√
Program(s) to assist in the development of housing for extremely low, very low, low, and moderate income households	√
Program(s) to address governmental constraints	√
Program to remove constraints on housing for persons with disabilities and provide reasonable accommodation	√
Program(s) to conserve and improve the condition of the existing affordable housing stock	√
Program(s) to promote housing opportunities for all persons	√
Program(s) to preserve at-risk units	√
Other Requirements	
Description of general plan consistency	√
Review by HCD and legislative body	√
Analysis of construction, demolition and conversion of housing for lower income households in the Coastal Zone	√
Description of opportunities for energy conservation in residential development	√
Water and sewer priority	√ (See discussion below)
Housing accountability act; analysis for rejection	N/A (See discussion below)

Discussion

Based on a review of OPR's Completeness Checklist as well as Required Contents and Statutory Requirements of housing elements, the 2015 Housing Element generally complies with the items in the checklist, with some issues identified as needing more data or elaboration.

The City's outreach and participation efforts entailed a variety of methods including informational emailing and mailing, community workshops, and grass roots meetings. Improvements could be made in efforts to better target all economic segments of the community, with bilingual notices and Spanish-translated workshops.

Water and Sewer Priority

Senate Bill 1087 requires local governments to provide a copy of the adopted Housing Element to water and sewer providers and requires water and sewer providers to grant priority for service allocations to proposed developments that include housing units affordable to lower-income households. Because the FPEIR for the *Plan Santa Barbara General Plan Update* concluded that there is adequate water and sewer capacity to accommodate growth anticipated under the General Plan, including for housing units affordable to lower-income households, there is no need at this time to prioritize allocations. Additionally, the City's Urban Water Management Plan includes projected water use for lower income households in compliance with this requirement.

Housing Accountability Act

This requirement is regarding a local agency's denial of housing development projects or emergency shelters and is not related to review of the City's Housing Element.

Recommendation

At the next update to the Housing Element, scheduled for 2023

- Expand the outreach process to better engage all economic segments of the community

Conservation Element

Background

The comprehensive goal of the City's policies on conservation are to protect and maintain a healthful natural environment which reflects a balance between human activities and the natural environment. Conservation of environmental and agricultural resources is one of the State's three planning priorities and Government Code §65302(d) requires that the conservation element consider the effect of development on natural resources. Based on a review of OPR's Completeness Checklist, the General Plan contains largely complying items in the Open Space Element, Conservation Element, Circulation Element, Environmental Resources Element, Open Space, Parks and Recreation Element, and Safety Element, with some issues that do not apply to the built environment of the City. Table 5 shows the result of comparing the City's 1979/2011 Conservation Element/Environmental Resources Element (CE), 1997/2011 Circulation Element (CIRE), 1972/2011 Open Space/Open Space, Parks and Recreation Element (OSE), and the 2013 Safety Element (SE) to the 2017 Completeness Checklist.

Table 5: Conservation Element Completeness Checklist

Brief Description of Requirement	Compliance
Water and its hydraulic force (water conservation, water supply and demand)	√ (CE)
Floodwater accommodation	√ (CE and SE)
Forest (conservation, risk of wildfire)	√ (CE, OSE, and SE)
Soils (management and conservation, agricultural production)	√ (CE)
Rivers and other waters (water quality)	√ (CE)
Harbors	√ (CE and CIRE)
Fisheries (management)	√ (CE)
Wildlife (conservation, habitat)	√ (CE)
Minerals (inventory, protection)	N/A (See discussion below)
Other natural resources	√ (CE and OSE)
Reclamation of lands and waters (optional)	N/A (See discussion below)
Pollution of stream channels and other areas (optional)	√ (CE and OSE)
Land use in streams and other waters (optional)	√ (CE, OSE, and SE)
Erosion of soils, beaches, and shores (optional)	√ (SE)
Protection of watersheds (optional)	√ (CE and OSE)
Rock, sand, and gravel resources (optional)	√ (CE)

Discussion

Based on a review of OPR’s Completeness Checklist as well as Required Contents and Statutory Requirements of the Conservation Element, the items in the checklist are mostly addressed in the multiple elements listed above. The minerals resources requirement, which calls for policies that plan for the protection, use, and development of mineral resources, is not applicable to the City. The optional topic of reclamation of land and waters also is not applicable to the City.

The City’s Conservation Element also addresses additional topics not included in the statutory requirements for conservation elements. There is a section on Visual Resources, which focuses on resources (creeks, hillsides, trees, open space) as visual amenities, and an Air Quality section.

Recommendation

While the statutory requirements seem to be met, it is confusing for these topics to be addressed in multiple elements without any cross referencing or internal consistency analysis. Also, as the majority of the topics listed above and resultant policies are based on a Conservation Element that dates back to 1979, the entire element needs updating to remain relevant. Although largely built out and urban in character, the City contains substantial areas of relatively undisturbed native habitats and maintaining its natural resources is integral to the City’s sustainability principles. Updating this element is particularly

important in the light of the recent comprehensive update of the Coastal Land Use Plan (LUP), adopted by City Council in August 2018. The Coastal LUP includes detailed policies and development standards for biological resources in the City’s Coastal Zone, including numeric creek buffers (setbacks). Inland of the Coastal Zone, creek setbacks (except for Mission Creek) are determined on a case-by-case basis, leading to a high degree of uncertainty and delays in the permitting process. It is imperative to continue protecting creeks, wetlands, and other habitats that are especially rare or valuable, and continue the momentum for the level of protection that began with the Coastal Zone to the inland areas of the City, parts of which contain relatively pristine creeks in the upper, less developed reaches of the City limits.

An update to the Environmental Resources Element is one of the Planning Division’s future work items and has been on the list for some time, but it has not been programmed or funded. While there is not a high level of new development proposed in the lower density residential areas of the City, an update to this element should be considered a priority work item for the following reasons:

- State legislation, such as the 2017 amendments to the Government Code relating to accessory dwelling units (ADUs), removed some of the City’s discretion for permitting ADUs. Without established creek buffers and/or other development standards to protect biological resources, ADUs (or other similar state efforts to increase housing) could potentially impact sensitive resources;
- As recommended in OPR’s guidance, the Conservation Element should balance community needs with environmental preservation and the effects of climate change. The existing policies do not address adaptation to climate change; and
- While the FPEIR for the Plan Santa Barbara General Plan Update contains updated data and mapping for biological resources, this information has not yet been integrated into the General Plan.

Open Space Element

Background

Santa Barbara residents and visitors have always cherished the open space and recreational opportunities found within the City and nearby areas. Due to the fact that the City is essentially build-out, it is critical to preserve and enhance open space. California legislative policy also strongly favors the preservation of open spaces and Government Code §65560 sets forth guidelines for open space preservation. Based on a review of OPR’s Completeness Checklist, the 2011 Open Space, Parks and Recreation Element complies with most items. Table 6 shows the result of comparing the City’s 1979/2011 Conservation Element/Environmental Resources Element (CE), 1997/2011 Circulation Element (CIRE), 1972/2011 Open Space/Open Space, Parks and Recreation Element (OSE), 2011 Land Use Element (LUE), and 2013 Safety Element (SE) to the 2017 Completeness Checklist.

Table 6: Open Space Element Completeness Checklist

Brief Description of Requirement	Compliance
Plan for preservation and conservation of open space lands and inventory for:	
Natural resources (preservation of plant and animal life, habitat for fish and wildlife species)	✓ (CE and OSE)

Managed production of resources (forest lands, groundwater recharge, areas important for management of commercial fisheries, areas containing major mineral deposits)	√ (CE) (See discussion below)
Outdoor recreation	√ (OSE, CIRE, and LUE)
Public health and safety (earthquake fault zones, unstable soil areas, floodplains, watersheds, high fire hazard, protection of water quality and reservoirs)	√ (SE) (See discussion below)
Military support	N/A
Tribal resources (public land containing Native American cultural sites, ruins, rock art etc.)	N/A (See discussion below)
Policies provide that open space “must be conserved wherever possible”	√ (CE and OSE)
Co-ordinated with state and regional plans	√ (OSE) (See discussion below)
Includes an Action Plan	√ (CE and OSE)

Discussion

Inventory

As shown above, the Government Code requirements for the Open Space Element are mostly fulfilled via a multitude of overlapping policies in several City elements. What seems to be missing is an inventory and map of the City’s open space lands that complies with the definition of open space in Government Code §65560(b) as “any parcel or area of land or water that is essentially unimproved and devoted to open space use.” Conversely, the City’s General Plan includes different and expanded designations/categories of open space as follows:

- 2011 Land Use Element designates and maps open space to include the shoreline, parks, creeks, and Goleta Slough Natural Reserve;
- The 1972 Open Space Element includes the ocean, mountains, major hillsides, creeks, shoreline, major parks, and the freeway (Highway 101) as categories of open space; and
- The 1979 Conservation Element discusses significant areas of open space and/or visual features to include the Wilcox property (Douglas Family Preserve), major creeks, the shoreline, Montecito Golf Course, Andrée Clark Bird Refuge, Clark Estate (Bellosguardo), and Child’s Estate (Santa Barbara Zoo). The Conservation Element tends to emphasize open space as for its important scenic/visual resource value, rather than for conservation of natural resources.

OPR’s guidance further elaborates that the inventory should include any parcel in one of the listed categories that is (1) “essentially unimproved” and (2) designated on any local, regional, or state open-space plan. A particular parcel need not be completely vacant to be included in the inventory.

Once this inventory has been completed it would be beneficial to review which properties provide valuable fire breaks between steep slopes and existing neighborhoods. These parcels could be targeted for acquisition or further maintenance by the Fire Department as a valuable resource in the ability to fight wildfires near the City.

Managed Production of Resources

The City of Santa Barbara is mostly built-out and does not produce natural resources. OPR's guidance does however recommend an inventory of areas required for recharge of groundwater basins. The Conservation Element has policies related to monitoring groundwater resources but areas required for recharge are not inventoried or mapped.

Open Space for Public Health and Safety

The open space inventory should include areas that require special management or regulation because of hazardous or special conditions. Policies exist to address most of the hazardous conditions specifically identified in the statute including: the Environmental Resources Element/Conservation Element for floodplains and areas required for protection of water quality and water reservoirs; and the Safety Element for earthquake fault zones, unstable soil areas, and areas presenting high fire risks. These areas however are not inventoried or mapped in the Open Space Element as directed by the OPR's checklist.

Open Space for Tribal Resources

When the General Plan was updated in 2011, consultation with the appropriate tribes was conducted in accordance with Government Code §65352. As a result of that process, there appears to be no identification of tribal resources to be protected.

Coordinated with state and regional plans

The Open Space Element includes policies speaking to regional cooperation and coordination with the County of Santa Barbara, Goleta, and Carpinteria, yet no policies currently exist in regards to coordinating with state agencies.

Recommendation

.For the next update to the Open Space Element, which is not programmed at this time, it is recommended to:

- Prepare an inventory and map:
 - Open space as defined in the Government Code;
 - Open space areas necessary for recharge of groundwater basins;
 - Open space areas that require special management or regulation because of hazardous conditions;
 - Open spaces areas prioritized for fire-breaks; and
 - Areas that should be considered for future acquisition as publicly owned open space.

An update to Open Space Element should trigger another consultation with the appropriate tribes and coordination with relevant state agencies.

Noise Element

Background

The City's Noise Element was adopted in 1979 in two sections: the first section, the Policy Report, is concerned with the implications of the technical findings for noise control. The second section, the Technical Report, and the Appendices, contain the quantitative estimates of existing and forecasted noise

levels in the City. Together, these two sections constitute the Noise Element, housed within the umbrella of the Environmental Resources Element. Further policies related to noise were incorporated in the 2011 Environmental Resources Element based on a mitigation measure from the FPEIR for the *Plan Santa Barbara General Plan Update*. The FPEIR identified potential Class II noise impacts associated with siting new residential development in proximity to the U.S. Highway 101 corridor. Per Government Code §65302(f) and the suggested mitigation measure of the FPEIR, the City incorporated the new noise policies into 2011 Environmental Resources Element update. Table 7 shows the result of comparing the City’s 1979 Noise Element/2011 Environmental Resources Element to the 2017 Completeness Checklist.

Table 7: Noise Element Completeness Checklist

Brief Description of Requirement	Compliance
Identify and appraise noise problems in the community and quantify current and projected noise levels for all of the following sources:	
Highways and freeways	√
Primary arterials and major local streets	√
Passenger and freight online railroad operations and ground rapid transit systems	√
Commercial, general aviation, and heliport ground facilities and maintenance functions related to airport operations	√
Local industrial plants (railroad stations)	√
Noise contour maps	√ (See discussion below)
Implementation measures and possible solutions	√ (See discussion below)

Discussion

Based on a review of OPR’s Completeness Checklist as well as Required Contents and Statutory Requirements of the Noise Element, the City’s analysis of noise environment, stationary sources of noise, predicted levels of noise, and the impacts of noise on local residents is adequate.

OPR’s Guidance states that the Noise Element must show contours for noise sources, to the extent practicable, in either Community Noise Equivalent Levels (CNEL) or Day-Night Average Level (Ldn). The 1979 Noise Element references noise contour mapping but the map was not included in the element or appendices, rather it was included in the Master Environmental Assessment (MEA) report. In 2003, updated noise contour mapping was conducted for the Santa Barbara Airport and is available on the Airport’s webpage.

In 2008, the noise contour maps were updated to reflect 2008 transportation conditions in Ldn increments and included in the MEA Update (MEA Geospatial Data Update Noise Report, 2008). Stationary noise sources were not shown because noise from such sources is localized and cannot be described in detail on a citywide map. The 2011 General Plan Certified FPEIR included a map of the updated City and Airport noise contours, also available in GIS format on the City’s publicly-accessible Mapping Analysis & Printing System (MAPS), but it does not include the Airport.

Implementation measures and possible solutions are identified in the Noise Element. However, the provision for periodic review and revisions (review at least every two years and comprehensively revise every 5 years) has not occurred.

Recommendation

The Noise Element is part of the City’s Environmental Resources Element, which is identified for updating as a future work program item that is not yet funded or programmed. When the Environmental Resources Element is updated, the City should consider the following:

- Update the Noise Element as a standalone element for consistency with OPR’s Guidelines; and
- Conduct updated noise contour mapping and include the map in the document to inform policy decisions.

Safety Element

Background

The City’s original Seismic Safety/Safety Element was adopted in 1979 and addressed physical hazards related to geology, earthquakes, fire, and flooding. The 2013 Safety Element update addresses those issues plus hazards associated with the effects of climate change, hazardous material use, and public safety risks. It also provides information about public services provided by the City related to hazard and risk reduction programs, and describes emergency response planning programs should disaster occur. The Safety Element is a requirement of California Government Code §65302(g) to protect the community from any unreasonable risks associated with natural or human-caused disasters. Table 8 shows the result of comparing the City’s 2013 Safety Element to the 2017 Completeness Checklist.

Table 8: Safety Element Completeness Checklist

Brief Description of Requirement	Compliance
Identification of unreasonable risks and policies for the protection of the community from such risks	√
Identification of slope instability	√
Identification of seismic risks and mapping of known seismic and geologic hazards	√
Identification of flooding (including multiple requirements for mapping and data related to flood hazards²)	√ (See discussion below)
Identification of wildland and urban fires (including multiple requirements for mapping and data related to fire hazards³)	√ (See discussion below)
Additional requirements, for geologic and fire hazards address:	Partial

² When the Housing Element is revised on or after January 1, 2009, the Safety Element is required to include extensive information on flood hazards, along with goals, policies, objectives, and feasible implementation measures based on the information provided as further elaborated in §65302(2).

³ When the Housing Element is revised on or after January 1, 2014, the Safety Element must be reviewed and updated as necessary to address the risk of fire along with goals, policies, objectives, and feasible implementation measures based on the information provided as further elaborated in 65302(3).

Evacuation routes Military installations Peakload water supply requirements Minimum road widths and clearances around structures	(See discussion below)
Climate Change Adaptation and Resilience (including a vulnerability assessment and requirements for how climate change may affect the risks of flooding and fire⁴)	√ (See discussion below)
Other considerations pertaining to floodplain management ordinances, consultation, and Safety Element review with Housing Element and Local Hazard Mitigation Plan updates	Partial (See discussion below)

Discussion

Flood Hazards

The Safety Element statutory requirements regarding flooding hazards entails collecting a substantial amount of information concerning floodplains and watersheds. The Safety Element identifies three types of flooding hazards that have the potential to affect Santa Barbara: stream flooding when stormwater runoff overtops a creek’s banks; coastal flooding caused by ocean tides, sea level conditions, and/or storm-generated waves; and the inundation of areas due to dam failures.

Regarding maps, the mapping requirement is generally met with multiple sources of maps located in the General Plan or elsewhere; however, the older maps do not use consistent terminology or state the data sources as shown below. The City’s GIS MAPS application is the only source with the most up-to-date flood mapping information.

The Safety Element Technical Background Report (2013 General Plan Appendix J):

- City’s Watersheds.
- 100-year Floodplains (2011).
- Coastal Storm Surge (from the General Plan FPEIR 2010).

Environmental Resources Element

- General Plan Flood Map (2011).

Conservation Element

- Flood/Fire Hazard & Tsunami Run-up (1979?).

Santa Barbara Annex to the Multi-Jurisdictional Hazard Mitigation Plan (referenced in Appendix J, no date provided; last two major updates occurred in 2011 and 2017).

- City Critical Facilities and Dam Failure Inundation Areas (in the 2011 and 2017 plans).
- City Critical Facilities and Special Flood Hazard Areas (in the 2011 plan).

⁴ When the local hazard mitigation plan is revised on or after January 1, 2017, the Safety Element must be reviewed and updated as necessary to address climate adaptation and resiliency strategies, and feasible implementation measures as further elaborated in 65302(4).

- City Critical Facilities and Floodplain (in the 2011 plan).
- City Critical Facilities and Sea Level Rise to Years 2030 and 2060 (in the 2011 plan).

City GIS Map Analysis & Printing System

- FEMA Flood 2012 and 2015.
- Floodway.
- Watersheds.
- Creeks.

Mandatory Goals, Policies, and Objectives for Flooding (required after next revisions of the Housing Element after January 1, 2009)

The Safety Element, as well as 2011 Environmental Resources Element and 1979 Conservation Element includes the policy framework to avoid the risks of flooding to new development, and the specifics of how development is protected is detailed in the Municipal Code’s Flood Plain Management Ordinance (Chapter 22.24). The data about facilities vulnerable to flooding is contained mainly in the City’s Hazard Mitigation Plan (HMP)⁵ but the mitigation actions listed in the plan are not specifically related to the critical facilities listed as vulnerable to flooding. What seems to be missing are cross references to these various sources and analysis to determine if the policies are internally consistent. Also, not included in the Safety Element, is specific policy direction to:

- Maintain the structural and operational integrity of essential public facilities during flooding; and
- Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.

Wildland and Urban Fires Hazards

Similar to flooding, the Safety Element statutory requirements regarding wildland and urban fire hazards entails collecting a substantial amount of information, particularly upon the next revision of the Housing Element on or after January 1, 2014. The Safety Element Technical Appendix includes maps of the City’s High Fire Hazard Zones (2012) and Recent Wildfires (as of 2010). The HMP includes a list and map of critical facilities in Fire Hazard Severity Zones. The policy framework for fire hazards seems to meet the statutory requirements but more detail should be provided regarding existing and planned development within high fire hazard zones, as well as a list feasible implementation measures rather than “Possible Implementation Actions to be Considered.”

Additional Requirements (evacuation routes, military installations, peakload water supply and minimum road widths and clearances around structures)

There is a discussion about evacuation routes and procedures related to wildland fires in the Safety Element and references to the City Fire Department’s defensible space (clearances around structures) and

⁵ The City’s HMP is an annex to the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan, which is valid for five year intervals.

road width requirements. Water supply is briefly discussed but there is no discussion about peakload requirements. The focus of these discussions is on fire and not geologic hazards.

Climate Change Adaptation and Resilience

There are several completed and in progress documents that meet the requirements of addressing climate adaptation and resiliency strategies, including the HMP, Safety Element, Climate Action Plan (2012), and sea level rise vulnerability assessments. There is, however, no consistent cross referencing and procedures to determine if these documents are internally consistent. Additionally, the more detailed vulnerability assessments and adaption policies completed or in progress have focused on sea level rise and coastal bluff erosion while other safety issues exacerbated by climate change such as wildfires, stream flooding, extreme heat, prolonged drought, and public health are not being addressed with the same focus, even though some of these impacts are happening now. Finally, OPR recommends that if other standalone documents are used to satisfy the requirements of addressing climate adaptation and resiliency strategies, they must be incorporated by reference into the Safety Element and summarized to specifically show how each requirement of §65302(g)(4) is met.

Other Considerations

This section addresses incorporation of flood plain management ordinances or other general plan element and periodic review of the Safety Element. The City's flood plain management ordinance and other general plan elements are noted in the Safety Element but not summarized in the sense of specifically showing how each requirement of §65302(g)(5) – (g)(8) are met.

Although not specifically discussed in the OPR Guidelines for Safety Elements, post-disaster rebuilding should be considered in the context of destructive wildfires, which are increasing in size and intensity throughout the state⁶. As of September 2018, a total of 6,390 fires had burned an area of over 1,494,008 acres of California⁷. The Land Use and Safety Elements each have a “possible implementation action” to limit new residential development in the High Fire Hazard Areas by offering incentives and/or an option for property owners to transfer development rights to the high density residential land use designation but the City has not yet analyzed under this or other general plan elements or in the 2004 Wildland Fire Plan (prepared by the Fire Department), if there are certain areas of the City where rebuilding destroyed residential units to existing densities after a wildfire (or other disaster) should be discouraged by facilitating a transfer of development rights to other, less hazardous areas of the City.

Recommendation

The Safety Element is one of the City's most recently updated elements. While it contains all of the statutory requirements, a focused review and update is recommended to resolve issues with the General Plan's multiple sources of information detailed above, as well as to comply with statutory requirements to review and potentially update the Safety Element when other documents are updated.

⁶ L.A. Times” A new normal for California: Destructive wildfires throughout the state”

⁷ The California Department of Forestry and Fire Protection and the National Interagency Fire Center

According to Government Code §65302.6, a city may adopt with its Safety Element the local Hazard Mitigation Plan⁸ (HMP) specified in the federal Disaster Mitigation Act of 2000. The City did not include a reference to the HMP (adopted as an annex to the County’s Multi-Jurisdictional HMP) in the resolution adopting the Safety Element in December 2013 although the most recent resolution to adopt the City of Santa Barbara Annex of the Santa Barbara County’s Multi-Jurisdictional HMP did reference the Safety Element. While concurrent adoption is not required, including a cross reference in the adopting resolutions for each document would strengthen the relationship between them.

A review and update of the Safety Element should be a high priority work program to include the following actions:

- Review, consolidate, and update the multiple sources of flood mapping and policies and cross reference or incorporate by reference other elements and documents as necessary;
- Review and update the discussion about wildland fires given the impacts of climate change and statewide increase in large wildland fires. Encourage the Fire Department to update the Wildland Fire Plan (2004);
- Incorporate other related documents by reference and document how each requirement of the government code is met by these other documents, in particular the HMP should be better incorporated and adopted with the Safety Element;
- Include a discussion about peakload water supply in relation to fire and geological hazards;
- Expand the discussion about climate change adaptation and resiliency to include other climate change indicators such as wildfires, stream flooding, extreme heat, prolonged drought, and public health and include appropriate cross references and summaries of other City documents; and
- Consider an analysis of post-disaster rebuilding in certain areas of the City.

Environmental Justice Element

Background

Legislation adopted in 2016 (Senate Bill 1000) requires cities that have disadvantaged communities to incorporate environmental justice policies into their general plans, either in a separate environmental justice element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local jurisdiction already has environmental justice goals, policies, and objectives, must happen “upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018.”

Definitions of Disadvantaged and Low-Income Communities

SB 1000 requires specific general plan content if a city has a disadvantaged community:

“Disadvantaged communities means an area identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code OR an area that is low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

⁸ At the time the Safety Element was adopted, the City’s most recent HMP was adopted on January 25, 2012. The City’s HMP and Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan were most recently updated in 2017, but adopted separate from the Safety Element.

The statute further defines “low-income area” to mean “an area with household incomes at or below 80 percent of the statewide median income OR with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted pursuant to Section 50093”.

The Communities Environmental Health Screening Tool (CalEnviroScreen), ranks census tracts in California based on potential exposure to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. According to the SB 535 Disadvantaged Communities map (using CalEnviroScreen 3.0 results, updated June 2018), the County and City of Santa Barbara have no designated disadvantaged communities (most are found in the San Joaquin Valley).

Accordingly, the City, at this time, is not required to address environmental justice in the general plan⁹.

State Funding for Low-Income Communities

The State Air Resources Board monitors and regulates sources of GHG emissions, including the use of market-based compliance mechanisms (i.e., Cap-and-Trade). All moneys, except for fines and penalties, collected as part of the Cap-and-Trade auction proceeds are deposited into a Greenhouse Gas Reduction Fund. State agencies receiving appropriations offer grants and other funding within three priority areas:

- Sustainable Communities and Clean Transportation;
- Clean Energy and Energy Efficiency; and
- Natural Resources and Waste Diversion.

The investment plan for those funds allocates a minimum of 25 percent of available money to projects that provide benefits to disadvantaged communities. Assembly Bill (AB) 1550 of 2016 added a focus on investments in low-income communities and households, defined as census tracts that are either at or below 80 percent of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development’s 2016 State Income Limits. The City of Santa Barbara does have census tracts that qualify as low income, as shown on Figure 1. Based on this definition, certain projects in the City may be eligible for various grant and other types of funds through agencies that administer California Climate Investments programs.

⁹ Per Senate Bill 244 of 2011, there are other Land Use and Housing Element update requirements for cities with disadvantaged communities that are located in or near unincorporated island, fringe, or legacy communities; but this requirement does not currently apply to the City of Santa Barbara.

Figure 1: Low-income Communities in Santa Barbara¹⁰

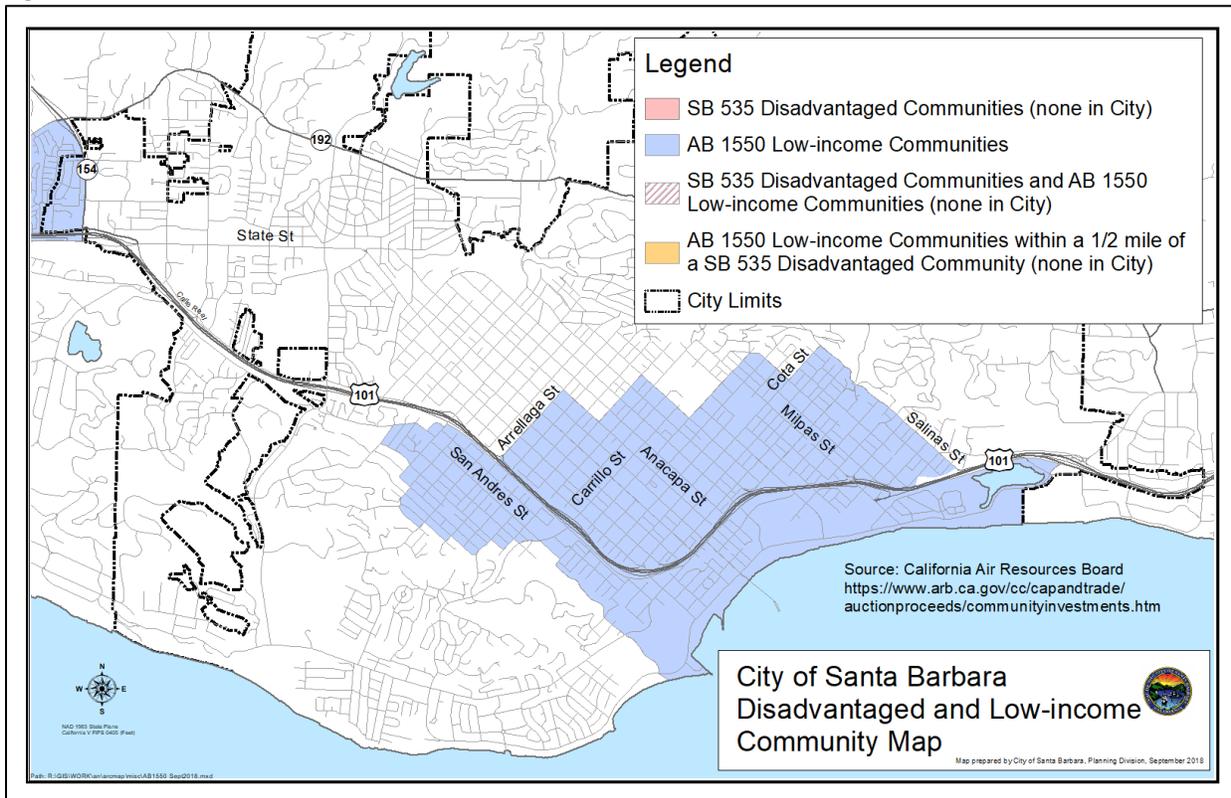


Table 9: Environmental Justice Element Completeness Checklist

Brief Description of Requirement	Compliance
Identify disadvantaged areas within the area covered by the general plan	N/A
Identify objectives and policies:	
To reduce the unique or compounded health risks in disadvantaged communities	√ (See discussion below)
To promote food access in disadvantaged communities	√ (See discussion below)
To promote public facilities in disadvantaged communities	√ (See discussion below)
To promote safe and sanitary homes in disadvantaged communities	√ (See discussion below)
To promote physical activity in disadvantaged communities	√ (See discussion below)
To promote civil engagement in the public decision-making process	√ (See discussion below)
That prioritize improvements and programs that address the needs of disadvantaged communities	√ (See discussion below)

¹⁰ California Air Resources Board. <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

Discussion

As stated above, the City of Santa Barbara does not have any designated disadvantaged communities in its jurisdiction, yet based on a review of OPR's Completeness Checklist, the General Plan does contain many policies to reduce pollution; promote public facilities; promote food access; promote safe and sanitary homes; promote physical activity; promote civic engagement; and prioritize improvements and programs that address the needs of low-income communities.

Reduction of Pollution

The 2011 Environmental Resources Element contains climate change policies that also minimize air and water pollution in the City of Santa Barbara. The policies include the reduction of GHGs via development of a comprehensive climate action plan and requiring new development to demonstrate how a project will support attaining regional GHG vehicular emission reduction targets (not yet implemented). This element also has energy conservation policies that reduce the City's dependency on energy derived from fossil fuels and encourages all new construction to be designed with the goal of achieving "carbon neutrality" by 2030, further reducing air pollution. The air quality policies of the Environmental Resources Element also speak to establishing incentives like parking priorities and plug-ins for electric vehicles. It also has policies to support regional and State efforts to reduce marine shipping emissions and air quality mitigation measures for new development and construction projects.

Additionally, the 1979 Conservation Element, the 2011 Land Use Element and the 2011/1997 Circulation Element all contain policies and strategies to reduce single-occupant automobile trips by increasing transit use, bicycle ridership, walking, and carpooling.

Updates to the Land Use Element in 2011 further strengthen the above policies by encouraging a mix of uses to promote mobile and active living and discourage single-occupant automobile trips.

Promotion of Public Facilities

The 2015 Housing Element contains a policy to increase City public facilities by acquiring underutilized National Guard and Army Reserve sites in the City. The 2011 Open Space, Parks and Recreation Element contains policies to provide ample public facilities and open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and viewpoints. The creation and maintenance of these various facilities will encourage the use of these public facilities in the community. The 2011 Land Use Element also provides policies for the encouragement of multigenerational facilities and services, including community facilities to support seniors and children.

Promotion of Food Access

The 2011 Environmental Resources Element contains policies that promote food access across the community through farmers markets, community gardens and education, school gardens and education, food scrap recovery and composting programs, and incentives supporting regional local sustainable food sources available to local schools, cafeterias, grocery, convenient stores, and restaurants. The 2011 Land Use Element also calls out specific policies to conduct an audit to determine if the City owns land that could be used for community gardens and encourage the voluntary private development of gardens.

Promotion of Safe and Sanitary Homes

The 2011 Environmental Resources Element contain policies related to setback from Highway 101 for all new residential development and sensitive receptors to encourage quiet, high quality neighborhoods and an implementation action to establish a financial incentive program to provide low-interest loans to allow environmental justice populations¹¹ located in high noise areas to construct noise control improvements. The Housing Element also includes policies for the formation of rehabilitation programs for existing housing stock and the identification of substandard housing that may need to be demolished.

Promotion of Physical Activity

The 2011 Open Space, Parks and Recreation Element contains policies to provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and view-points. These various facilities will encourage physical activities in the community. It also has policies regarding the acquisition and maintenance of these facilities. In addition, the 2011 Circulation Element calls out many specific policies related to pedestrian and bicycle infrastructure enhancements, which would further promote physical activity.

Promote Civic Engagement

The 2015 Housing Element includes provisions to provide a bilingual ombudsperson for tenants in substandard units who wish to report complaints. The 1997 Circulation Element also contains policies to reach out to schools to expand education programs about the benefits and advantages of using transit. It also speaks to working with neighborhoods, interest groups, employers, the County, UCSB, and SBCAG on developing the Bicycle Master Plan, which was completed in 2016.

Prioritize improvements and programs that address the needs of disadvantaged communities

The 2015 Housing Element provides policies that promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income, and special needs households. The production of affordable housing units is of the highest priorities and the City encourages all opportunities to construct new housing units that are affordable to owners and renters and it also speaks to encouraging public knowledge and support for affordable housing through reports to City Council, advertisements, and other City programs. It also calls out supporting programs and efforts designed to prevent homelessness and support of other agencies in their efforts to shelter the homeless population. The Housing Element also identifies policies to increase housing for transitional individuals, seniors, and persons with disabilities. In addition, it speaks to the preservation of affordable housing in the City for extremely low, very low, low, moderate, and middle income populations. It also calls out policies to cooperate regionally on legislative issues that would expand housing for disabled populations.

The 2013 Safety Element contains policies regarding community resiliency that include addressing the safety of people with special needs or disabilities. The 2011 Land Use Element also provides policies for

¹¹ The Environmental Resources Element does not define “environmental justice populations” so it is assumed these policies were meant to address low-income areas rather than disadvantaged communities (not applicable in Santa Barbara).

the encouragement of multigenerational facilities and services, these include community facilities to support seniors and children.

Recommendation

The City's existing General Plan Elements cover many parts of Environmental Justice with a few major exceptions that could be expanded on in the future including the promotion of public facilities, promotion of physical activity, and promote of civic engagement. For the next update to the Open Space, Parks and Recreation Element, which is not programmed at this time, it is recommended to include these policies to further promote public facilities:

- Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life; and
- Encourage the development and maintenance of recreational facilities by the private and non-profit sectors that complement and supplement the public recreational system.

For the next update to the Land Use Element, which is not programmed at this time, it is recommended to include a policy section on Environmental Justice and Public Involvement and include these policies to further promote of civic engagement:

- Hold meetings and workshops at times and locations that are convenient for community members to attend, especially those that may be directly affected by a particular decision;
- Utilize diverse media, technology, and communication methods to convey information to the public;
- Expand efforts to reach out to and provide meaningful involvement opportunities for low-income, minority, disabled, children and youth, and other traditionally underrepresented citizens in the public participation process and encourage non-traditional communication methods to convey complex ideas in an easily understandable manner;
- Provide adequate translation or interpretation services for documents and public meetings, as resources allow; and
- Educate decision makers and the public on the principles of environmental justice.

OTHER GENERAL PLAN POLICY CONSIDERATIONS FROM OPR'S GUIDANCE DOCUMENT

There is no mandatory structure or maximum number of elements that a general plan must include. As discussed above, there are mandatory elements, but the City has the discretion to organize its general plan as suitable for the community. The sections under this heading are policy concepts that OPR recommends be incorporated into other required stand-alone elements or as their own elements.

Air Quality

While air pollution is a regional issue, local governments can support local air district's efforts to achieve and maintain compliance with state and federal air quality standards by addressing air quality issues

through general plans, ordinances, transportation services, and other plans and programs. The City originally addressed air quality within the 1979 Conservation Element with a goal of maintaining air quality above federal and state ambient air quality standards and reducing dependence upon the automobile. Additional air quality policies were adopted with the 2011 Environmental Resources Element in response to Class II potential air quality impacts from an increased number of residents near the freeway and commercial/industrial areas.

Cities and counties within the San Joaquin Valley Air Pollution Control District are the only entities required by state law to include air quality measures in their general plans. OPR's Guidance recommends that if a separate air quality element is adopted, or air quality beneficial policies are incorporated into the general plan, then consistency among elements and policies within the general plan is essential for successful implementation. The City's air quality policies in the Conservation Element and Environmental Resources Element appear to be generally consistent with the General Plan, but there may be some inconsistencies with the Coastal LUP.

Recommendation

- When the Environmental Resources Element is updated, or if the General Plan is amended for consistency with the Coastal LUP, the "Possible Implementation Actions to be Considered" action ER7.2 Barriers and Sound Walls, which promotes their use to reduce particulate emissions, should be reviewed for consistency with the Coastal LUP, which has a policy to minimize sound barriers to protect visual resources.

Equitable & Resilient Communities

Background

This section of OPR's Guidance is concerned with social equity as vital for the economy, the health of the population, community well-being, and climate policies that support all residents. This section of OPR's guidance is closely tied to the Environmental Justice Element, as environmental justice is considered an equity issue. According to OPR, there is not one way to incorporate equity into a general plan, but there are unifying approaches to integration, including using an equity framework as the basis for starting its planning process.

The 2011 General Plan's Sustainability Principles elaborate on the basic components of sustainability, described as Economy, Environment, and Equity. The Equity portion of the General Plan is elaborated further as follows:

Socio-economic diversity is important for maintaining a healthy culture and stable economy, and should be supported through: housing affordable to all income levels and mobility options for a range of income levels; economic policy to encourage livable wages and good jobs; and opportunities for all to participate in education, cultural events, and the arts.

The Housing Element's policies strongly support affordable housing and the Circulation Element promotes the full array of mobility options. In 2011, the City adopted a new Economy and Fiscal Health Element in

the General Plan, which includes policies that promote economic resiliency and equity and support green businesses, local small businesses, and employment for local residents.

A healthy community requires investment in public infrastructure, facilities and services that provide equal access to open space and recreation, clean air, healthy food, housing and neighborhood-serving commercial uses. The plan for the entire community should provide for all life phases, the design of the built environment needs to be responsive to the needs of all, including youth, seniors, and people with disabilities.

The Environmental Justice section describes how the General Plan responds to these issues.

All members of the community should be provided with information about and strongly encouraged to participate in community decisions that affect them.

The 2011 General Plan's public participation goal is to provide a public participation process that is inclusive, responsive, and balanced with regard to the broad needs of the community.

"Living with our Resources" includes supporting, maintaining, and enhancing our human resource, such as our workforce, in particular workers need to keep the city functioning for normal day to day living, or in the event of disaster.

As detailed in the Safety Element, City functioning has been tested in the past by earthquake, wildfire, and landslide disasters. Most recently the City was greatly impacted by the 2017 Thomas Fire and 2018 Montecito Debris Flow disasters, which cloaked the City with smoke and ash and caused closures of local and regional roads, stopped train service for a time, and more importantly, a 12-day closure of Highway 101 to the south.

The Thomas Fire started on December 4, 2017, and at its largest, encompassed 281,893 acres, destroyed more than 1,063 structure, and ran from Santa Paula to Santa Barbara¹². In the counties of Ventura and Santa Barbara over 88,000 residents were evacuated, with an additional 30,000 in Santa Barbara County told to be ready to leave, including many City residents¹³. The size and uncertainty of the fire caused the workforce of the City who live outside the City in Summerland, Carpinteria, and Ventura to stay home due to the uncertainty of a pending evacuation order.

On January 9, 2018, an estimated 0.5 inches of rain fell within a five-minute period during the debris flow, causing mud and boulders from the Santa Ynez Mountains to flow down creeks and valleys into Montecito. The debris flows were up to 15 feet in height of mud, boulders and tree branches, moving at estimated speeds of up to 20 miles per hour into the lower areas of Montecito.

According to Noozhawk, not since the 6.8 earthquake that hit Santa Barbara in 1925, has the community faced such a sudden, abrupt disruptive event. The Santa Barbara Region Chamber of Commerce

¹² Cal Fire. http://cdfdata.fire.ca.gov/incidents/incidents_details_info?incident_id=1922

¹³ Los Angeles Times. <http://www.latimes.com/local/lanow/la-me-thomas-fire-santa-barbara-fire-20171210-story.html>

estimated that, depending on the business, 20% of the workforce could not get to work for that period. Businesses in the affected area are estimated to have lost \$10 million in sales in December, and another \$5 million in January, reducing sales tax collections throughout the County. As a result, the City of Santa Barbara estimates that it lost \$1.5 million in sales and occupancy taxes due to the disasters¹⁴.

As detailed in previous General Plan Implementation and AMP Reports, in 2015, only 34% of workers employed in the City also live in the City. The City has recognized the Jobs/Housing Imbalance for many years and a large portion of the 2011 General Plan Update was focused on continuing to limit non-residential growth and better incentivizing new residential development. Even with existing policies, the high cost of rental and ownership housing and overall desirability of living in Santa Barbara will continue to drive a Jobs/Housing Imbalance in the community. Therefore, as part of emergency preparedness and resiliency planning, taking into account more extreme disasters resulting from climate change, it should be assumed that a segment of the workers needed to keep the City functioning during a disaster will not be living in the City.

After the Montecito Debris Flow, several commuter options were made available, particularly once the train tracks were clear of debris. Amtrak added extra service but the trains were extremely crowded and often delayed; ferry service providers started operating shuttles between Santa Barbara Harbor and Ventura Harbor, also very popular and often sold out; more than 400 “critical workers” (i.e., firefighters, police officers, medical workers, law enforcement, K-12 educators, and others) were placed on a fleet of 17 buses that were allowed to be escorted through Montecito¹⁵; or people drove around the closure using Highway 5 and 166, a detours that takes up to two hours longer than the normal commute.

Recommendation

The City of Santa Barbara is uniquely situated between the mountains and the ocean with only three major ingress and egress points east, west, and north of the City proper. When the community is faced with a major disaster that closes these transportation corridors, coordinated efforts and community resourcefulness make it possible for most of the critical workforce to continue maintaining City and community functions. Nonetheless, in the recent prolonged closure of Highway 101, commuters living in Summerland were effectively stranded because there was no access to the train stations, harbors, or even a way to drive around the closure. As part of climate adaptation and/or emergency evacuation planning, additional plans should be developed to support stranded workforce commuters if major travel corridors are inoperable for a significant period of time or if other options are not available.

OPR’s Guidance on this topic makes a point that, as policy priorities for equitable and resilient communities are established, formulating strong policy language is a key first step. For example, rather than “consider implementing”, use the word “implement”. It is recommended to continue to amend the General Plan to eliminate the confusing terminology “Possible Implementation Actions to be Considered.”

¹⁴Noozhawk,
https://www.noozhawk.com/article/business_leaders_outline_scope_of_impact_from_fire_smoke_ash_and_mudslides

¹⁵Noozhawk,
https://www.noozhawk.com/article/critical_personnel_take_bus_shuttles_around_montecito_highway_101_closure

Healthy Communities

Background

OPR's healthy communities chapter provides concepts that communities may voluntarily incorporate into their general plans and focuses on data analysis and policy development to further healthy planning. OPR acknowledges that many opportunities are already aligned with existing planning practices and state legislation, such as requirements for incorporated complete streets, addressing climate change, and considering environmental justice. This chapter of OPR's Guidance provides ideas for data analysis, policy development, and implementation.

While local jurisdictions can prepare a separate health element, the City's General Plan has health considerations woven throughout all elements. The previous discussion on Environmental Justice indicates how the General Plan addresses environmental health, food access, access to safe and sanitary homes, and access to physical activity. Therefore, this section will review OPR's recommendations on a changing climate and resiliency and recommended data for consideration in analysis of this element.

Recommendation

When updating the other elements of the General Plan that have health implications, edit the language to further tie the policy to the health of the community and the positive effect the policy will have on community health. For example, in the Circulation Element when the Goal is to "Increase Walking and Other Paths of Travel" add text that increased pedestrian activity has been proven to lower health risks associated with obesity and chronic disease.

Climate Change and Resiliency

Background

Climate change can have devastating consequences on health due to physical or mental harm or displacement from property losses and increased frequency or severity of disasters like flooding, drought, fire, and landslides. While climate change will be one of the biggest threats to public health for decades to come, land use planning can help communities prepare, adapt, and reduce GHGs that cause climate change.

Some health effects of climate change are already occurring due to increasing temperatures. Temperatures in urban areas can exacerbate already warm conditions due to materials, such as asphalt, absorbing heat and then releasing it, causing urban heat islands. According to OPR, land use planning to reduce urban heat island effects is essential to creating more resilient communities. While the 2011 Environmental Resources Element and CAP both have an Urban Heat Island Effect action, it has not yet been implemented. Other strategies to reduce urban heat islands include increasing tree and vegetative cover but public tree planting has been greatly curtailed due to the prolonged drought.

OPR further recommends land use policies to promote efficient circulation, conservation, and recapture of water as necessary for water conservation and drought mitigation; prevent large-scale stagnant pools to combat the health risks of vector borne disease; avoid development on prime agricultural lands; incorporate energy efficiency measures to reduce energy bills and allow families to use savings towards

other expenses; and policies to improve air quality for public health. The City's General Plan and other sources such as the building code include policies or provisions for most of these issues.

Recommendation

Prioritize implementation of CAP Strategy 42 and conduct research on other methods to reduce the urban heat island effect. The Parks, Open Space, and Recreation Element should include additional policies to maintain existing City trees in parks and parkways throughout periods of drought.

Of the data sets OPR recommends for an analysis of healthy communities, the following could be useful to analyze in future general plan element updates:

- Walk trips per capita (baseline to inform active transportation and climate change and resiliency policies);
- Percent of commuters who use active transportation (inform priorities around active transportation, mixed use developments, job locations, and housing locations);
- Location of retail food outlets, community gardens, and farmers markets (baseline to identify areas that might not have adequate access);
- Uninsured population data (identify vulnerable populations);
- Extreme heat days (monitoring can inform policies around transit, greening, materials, and programs to mitigate its effects);
- Urban tree canopy (establishing a baseline can inform policy for transit, roadway, recreation, and bike and pedestrian planning);
- Location of health facilities (establishing a baseline can help improve transit decisions, siting, and emergency preparedness planning);
- Location of schools and child care facilities (inform policies to leverage joint use agreements, ensure they are accessible, and free from environmental health hazards); and
- Vehicle miles traveled per capita (how much people drive is a proxy to understand how active community members are).

Economic Development and the General Plan

Background

Cities may include a distinct economic development element or highlight economic development as a primary theme or goal throughout their general plan. Most communities, including Santa Barbara, set forth goals of economic health and sustainable funding for public services for current and future residents, as part of support for a thriving business environment, job growth and retention, and, as appropriate, community revitalization. The 2011 General Plan includes a new Economy and Fiscal Health Element that covers both local and regional economic considerations and offers policies that promote economic resiliency and equity as well as support for green businesses, local small businesses, and employment for local residents.

As highlighted in OPR's Guidance, the impacts of climate change present an increasing threat to local economies throughout California. The Thomas Fire, the scale of which was identified by Governor Brown as an indicator of climate change, and subsequent Montecito Debris Flow, had a devastating impact on the local economy. While sea level rise has not yet impacted the City, it is anticipated to cause temporary disruptions to visitor-serving businesses and other local economic drivers by 2060, and potentially

permanent disruptions by 2100. By implementing policies to promote adaptation and resiliency, the City can help reduce the likelihood of economic disruption from natural disasters and extreme weather events.

Finally, it is important to engage business community members in any economic development plan, as their input and support is vital to its success. Direct outreach and working with business organizations, and partnering with Santa Barbara City College and University of California Santa Barbara can help create a robust pool of information from community members invested in economic development.

The goals, policies, and implementation actions of the Economy and Fiscal Health Element generally foster economic health of the community and the City's recent ACCELERATE program is one example of implementation.

Recommendation

Either through an update of this element or when other related elements are updated:

- Incorporate the impacts of climate change into economy and fiscal health policies;
- Link this section to the Circulation Element and ensure multimodal circulation infrastructure is promoted around retail centers, such as bikeshare stations, pedestrian rest areas, shaded transit stops;
- Coordinate economic policies with the Housing Element as an efficient economy relies on housing options that are affordable to a range of workers and accessible to jobs; and
- Ensure equity is considered in all economic development decisions, to ensure all community members benefit from policies and investments.

Climate Change

Background

The impacts of climate change pose an immediate and growing threat to California's economy, environment, and to public health. While climate change is global, the effects and responses occur locally and cities and counties that have the obligation to reduce GHG emissions and to incorporate resilience and adaptation strategies into planning. OPR's Guidance on this topic includes detailed recommendations for addressing climate change at the local level. The City's Climate Action Plan and GHG emissions inventory were discussed at length in the 2017 GP/AMP. Updating the CAP remains a high priority.

Recommendation

- Initiate a comprehensive update to the CAP, coordinated with local and regional entities such as Community Environmental Council, Santa Barbara County, and Central Coast Climate Collaborative; and
- Prepare a related Climate Adaptation and Resilience Plan, incorporate the outcomes of the Sea Level Rise Adaptation Plan (in progress) and include other climate change indicators such as wildfire, drought, flooding, and temperature extremes.

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Growth Management

GENERAL PLAN VISION

The General Plan includes the following direction in its “Vision of a Sustainable Santa Barbara:”

- Manage growth within our limited resources to retain the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity; and
- Allow as much housing as possible within resource limits to provide an array of lifestyle options for a demographically and economically diverse resident population.

BACKGROUND

The Jobs/Housing Imbalance

For decades, the demand for housing in Santa Barbara has exceeded the housing supply, causing home prices to continually rise and become unaffordable to a progressively larger portion of the local workforce. This phenomena is known as the “Jobs/Housing Imbalance,” and refers to the imbalance between the number and type of jobs available, and the volume and type of housing affordable to the local workforce.

According to the 2011 General Plan Certified FPEIR, maintaining a rough balance between jobs and housing in a region can address key sustainability, environmental, and resiliency issues, including limiting long-distance commuting and regional traffic congestion, energy consumption, air pollution, and the associated generation of greenhouse gases which contribute to global climate change. Additionally, when workers live in the same community that they work in, they are more likely to be involved in the community, to be available to provide critical services and respond to emergencies, and to spend money in the local economy.

The Jobs/Housing Imbalance is a regional issue, and the South Coast portion of Santa Barbara County¹⁶, is considered one housing market. On the South Coast, the scales are tipped such that there is an oversupply of jobs and undersupply of housing, resulting in long distance commuting.

The 2011 General Plan Certified FPEIR projected that non-residential development would be a major contributor to future job creation, and without an increase in the supply of workforce housing, the Jobs/Housing Imbalance would increase. As a result, the 2011 General Plan aims to improve the Jobs/Housing Imbalance by increasing the supply of Affordable housing near jobs and limiting non-residential growth. This section provides a status update of the location, quantity, and type of recent development in the City to determine how successful the plan has been in improving the Jobs/Housing Imbalance and achieving the 2011 General Plan Vision.

¹⁶ The area of the County that extends west from the City of Carpinteria, past the City of Goleta, to the unincorporated Gaviota Coast.

Status of the Jobs/Housing Balance

Total Number of Jobs Per Housing Unit¹⁷

The Jobs/Housing balance is typically evaluated using the ratio of total jobs to total housing units. While this approach does not indicate whether the local workforce is living in the local housing, it does provide a simple, repeatable indicator that can be tracked over time. The 2011 General Plan Certified FPEIR estimated that the Jobs/Housing balance for the South Coast was 1.42 jobs per housing unit, with the City's jobs/housing balance at a similar rate of 1.43 jobs per housing unit (based on 2008 population and June 2009 jobs). The 2011 General Plan Certified FPEIR estimated that the buildout of the General Plan would result in a slight improvement to the jobs/housing balance in the City. In 2017, it was estimated that the jobs/housing balance in the City was 1.28 jobs per housing unit. This change is largely due to a 8% decrease in the number of jobs since 2009.

On face value, it appears that the jobs/housing balance has improved. However, it is important to note that there are inherent limitations in the methodology used to produce these jobs/housing ratios. Specifically, it is assumed that estimated local employment is equal to the local number of jobs, which is an under-representation of the amount of local jobs. This is because employment is a measurement of the local jobs held by local workers, so unfilled jobs and jobs held by commuters are not included in employment figures. As a result, a decrease in local employment may not be reflective of a decrease in the number of local jobs and instead may reflect an increase in jobs held by commuters. In addition, the employment values reported are periodically adjusted to new baselines and with updated census information, making annual values not directly comparable to one another, as is the case between the 2017 and all previous values. Therefore, the changes reported may be due to changes in the methodology of the underlying job estimates rather than changes in the actual number of local jobs over time. That being said, this information is provided to maintain consistency with the assumptions made and analysis done in the 2011 General Plan Certified FPEIR.

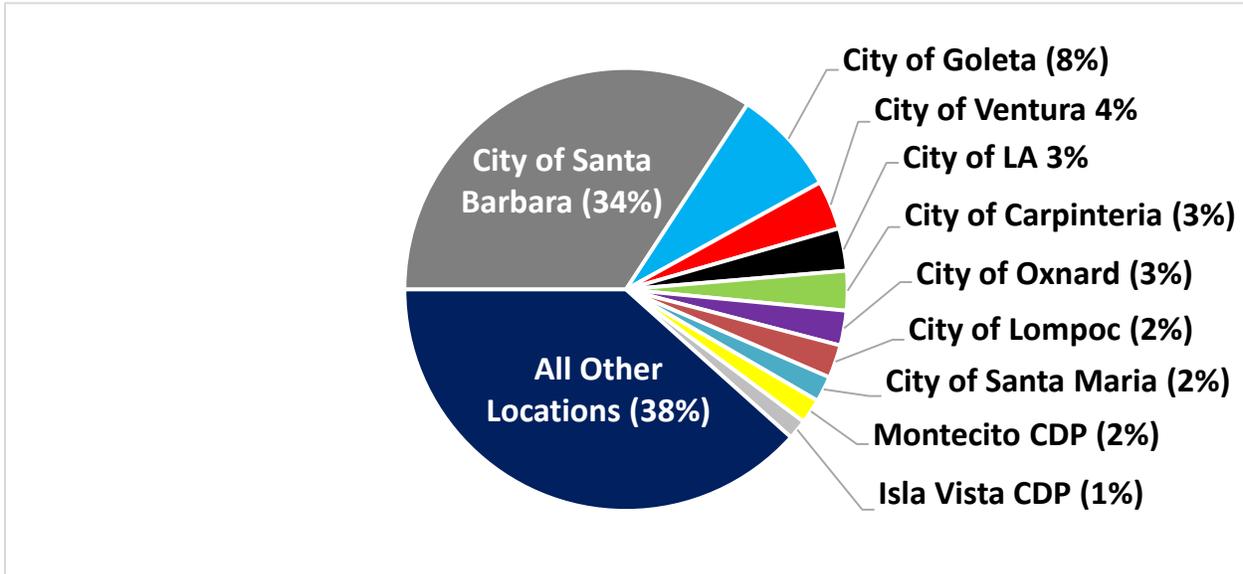
Where Workers Live¹⁸

Another way to measure the Jobs/Housing balance is by tracking where workers live, as a high percentage of workers who both live and work in a specific location indicates a balance between the jobs and housing stock in that area. In 2015, only 34% of workers employed in the City also lived in the City, which is reflective of the roughly 35,500 workers who commute into the City each day. While this value is nearly unchanged from the 2011 General Plan Certified FPEIR 2008 baseline, it is 14% lower than in 2002 (the oldest and highest value in this dataset). This low percentage indicates that the majority of the City's housing stock is not operating as workforce housing and that the jobs/housing imbalance has become worse over time, with no improvement from the 2008 baseline. A breakdown of where workers in Santa Barbara lived in 2015 is found in Chart 1.

¹⁷ Sources: California Department of Finance Housing and Population Estimates and State of California Employment Development Department (EDD) Labor Market Information (LMI).

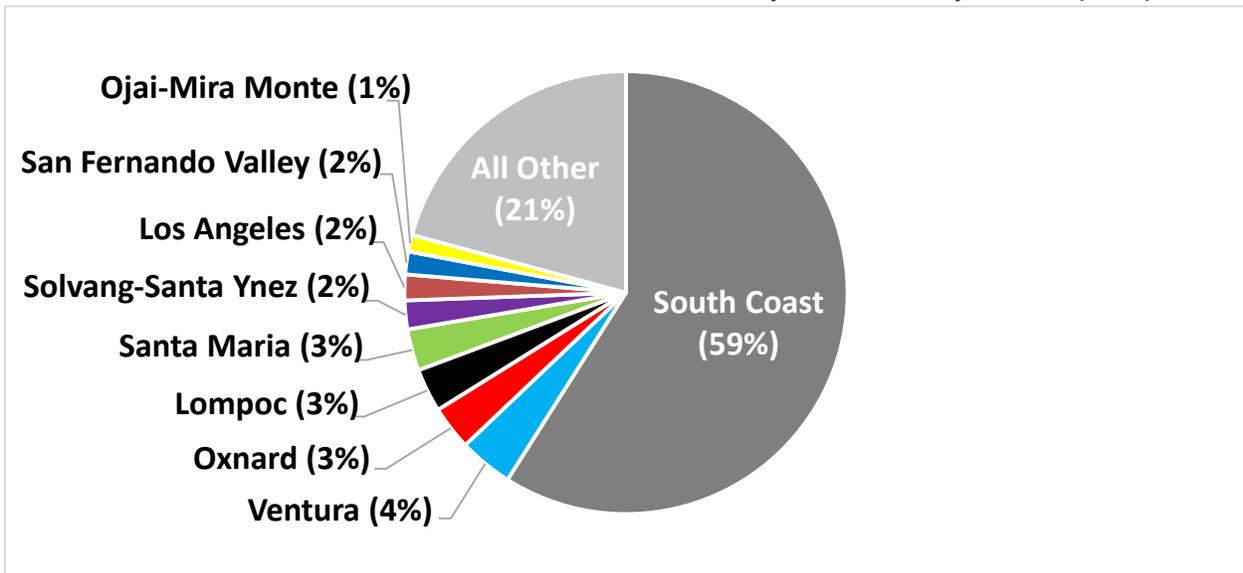
¹⁸ Source: United States Census Longitudinal Employer-Household Dynamics (LEHD) OnTheMap.

Chart 1: Where Workers Live Who Work in Santa Barbara by Census Designated Place (2015)



However, as previously mentioned, the jobs/housing balance is a regional issue, and the South Coast is considered one housing market. With this in mind, as shown in Chart 2, a significantly higher percentage (59%) of workers employed in the City live in the local housing market (the South Coast) than specifically live in the City (34%) portion of the local housing market. Consistent with the City-specific trends provided above, the 2015 value is unchanged from the 2008 baseline and 15% lower than in 2002 (the oldest and highest value in this dataset).

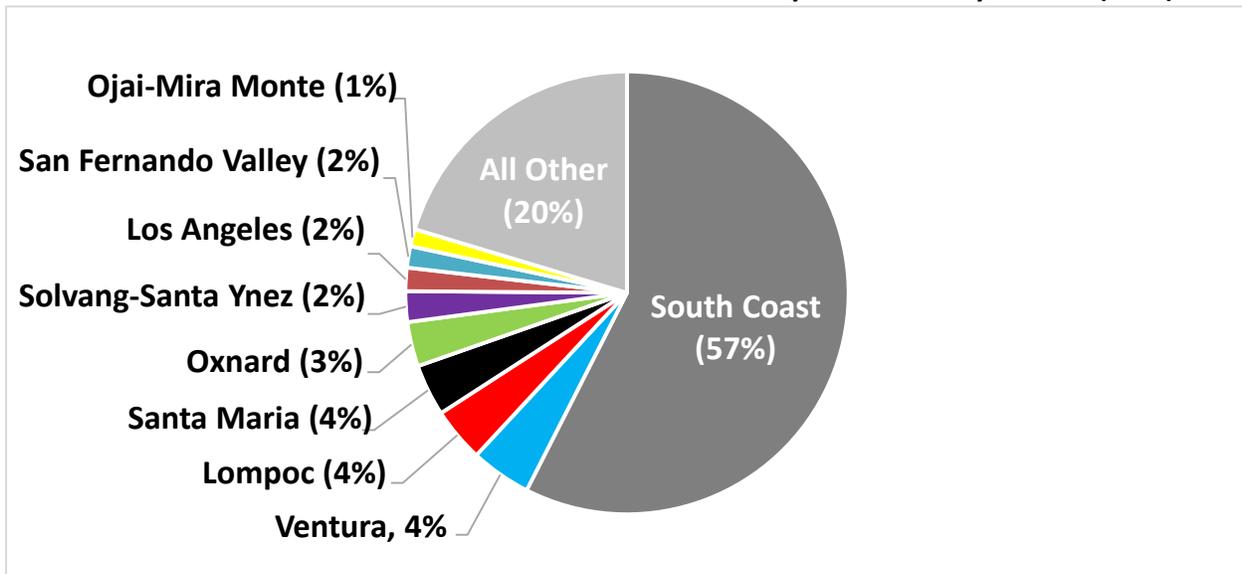
Chart 2: Where Workers Live Who Work in Santa Barbara by Census County Division (2015)



When compared to the entire South Coast, the distribution of where workers live who work in Santa Barbara is consistent to trends across the South Coast. Furthermore, in 2015, 57% of workers employed in the South Coast also lived in the South Coast, which is 2% lower than in 2008, and 15% lower than in 2002 (the oldest and highest record in this dataset). This indicates that the worsening of the Jobs/Housing

imbalance in the City has generally matched trends on the South Coast. A breakdown of where workers in the South Coast lived in 2015 is found in Chart 3.

Chart 3: Where Workers Live Who Work in the South Coast by Census County Division (2015)



NONRESIDENTIAL DEVELOPMENT

General Plan Policy Direction

The Nonresidential Growth Management Program

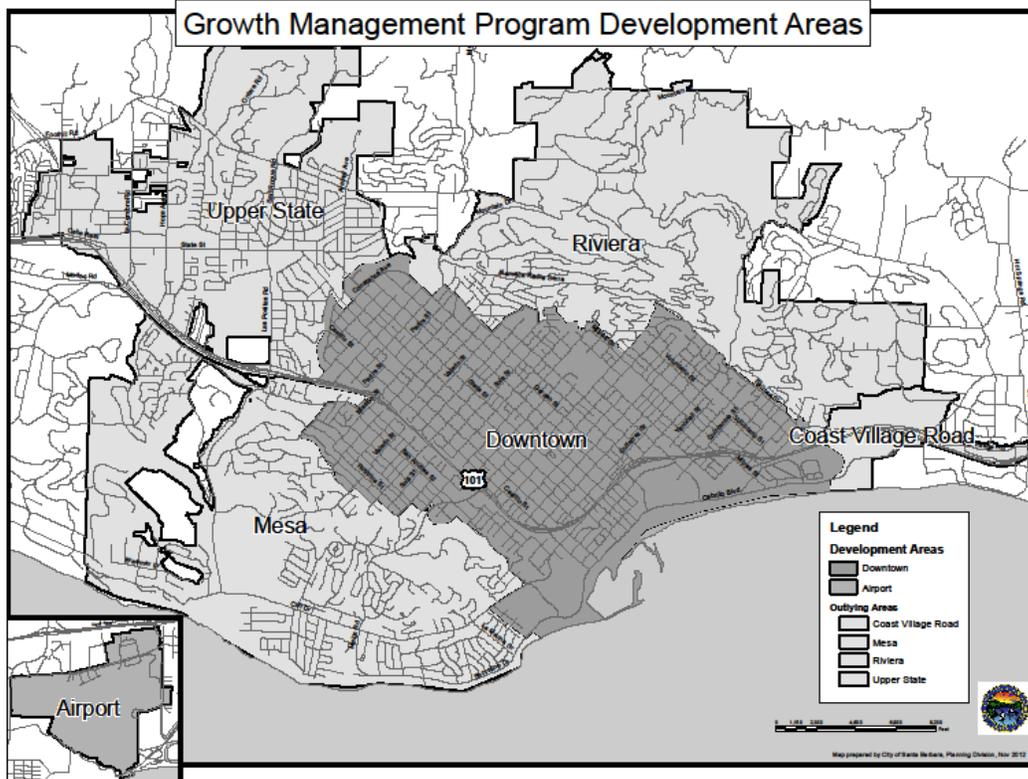
The 2011 General Plan (Policy LG2 Limit Non-Residential Growth) directed that new nonresidential square footage limitations be established for the following nonresidential development categories through 2033: Community Benefit (600,000 sq. ft. limit); Small Addition (400,000 square feet limit); and, Vacant Property (350,000 square feet limit). Consistent with the 2011 General Plan Vision, a Nonresidential Growth Management Program (GMP)¹⁹ was adopted that aims to balance residential and nonresidential growth, while providing for economic and community needs, by including those nonresidential development limits and encouraging nonresidential development in areas that most efficiently use resources.

Furthermore, the GMP aims to efficiently use existing transportation capacity and reserve constrained transportation capacity for high priority development. It does so by dividing the City into six Development Areas (shown on the map below) and encouraging development in the Downtown Development Area because the 2011 General Plan Certified FPEIR determined that land developed within this area will generate the least amount of traffic per square footage of development given the mix of land uses, the grid street system, and the availability of a variety of transportation modes including biking, walking, and

¹⁹ The GMP Ordinance became effective on April 11, 2013.

transit. Additionally, the Downtown Development Area was determined to best respond to efforts to offset traffic impacts generated from additional nonresidential development.

Figure 2: Growth Management Program Development Areas



One of the ways the GMP encourages development in the Downtown Development Area is by limiting where development rights can be transferred; Development rights can only be transferred within a Development Area or to the Downtown Development Area. This allows flexibility for minor improvements and additions in the outlying areas, encourages infill and redevelopment, and incentivizes development in the Downtown Development Area. The GMP also incentivizes development in the Downtown Development Area by requiring all nonresidential development outside of the Downtown Development Area proposing over 1,000 square feet of additional floor area to fully mitigate all traffic impacts or to reduce the addition below 1,000 square feet. To date, no development projects have been denied because of a project-specific traffic impact. However, many have been reduced or redesigned to avoid traffic impacts after consultation with staff.

Because the GMP is a key implementation of the 2011 General Plan, and is the primary tool used to manage the location, quantity, and type of development in the City, the following nonresidential development information is described in the context of the GMP framework, using the GMP effective date as the baseline, rather than the 2011 General Plan effective date.

Development Terminology

There are two primary terms that describe the status of a development project: 1) Completed construction, and 2) In the pipeline. Taken together, these categories comprise overall development

activity and are included throughout this section to provide information on development in the City. A description of these categories is found below:

Completed Construction

A development project is considered “built and occupied” when it has completed construction and City staff has issued a Certificate of Occupancy.

The Development Pipeline

Development projects that are in the planning or building permit process are considered “in the pipeline.” For applications submitted to the planning process, projects are considered “pending” until the necessary land use and/or design review approvals are issued, at which point a project is deemed “approved.” Once a building permit is issued, the project is considered “building permit issued.” For a variety of reasons, not all projects in the pipeline complete the planning or building permit process and are built and occupied. However, these projects provide an indication of what future completed construction will likely be.

Completed Nonresidential Development

Since the GMP became effective in 2013 through August 2018, there has been 303,425 square feet of additional completed nonresidential development in the City, which if averaged annually, represents an additional 56,275 square feet of nonresidential development per year. As shown in Table 10, the vast majority (81%) of this development has occurred in the Downtown (46%) and Airport (36%) GMP development areas. Notable projects include:

Downtown Development Area

- Granada Theatre (13,360 square feet constructed, 2013).
- The Wayfarer Hostel (11,091 square feet constructed, 2014).
- Santa Barbara Zoo Expansion (9,190 square feet constructed, 2014).
- MOXI – Museum of Exploration + Innovation (16,691 square feet constructed, 2017).
- 203 Chapala residential project (11,211 square feet demolished, 2017).
- Sansum Clinic Outpatient Cancer Treatment Facility (35,845 square feet constructed, 2018).
- Hotel California (16,508 square feet constructed, 2018).

Upper State Development Area

- Sansum Clinic Foothill Triangle project (58,372 square feet constructed, 2015).
- The Marc AUD residential project (27,240 square feet demolished, 2017).

Mesa Development Area

- 1919 Cliff Drive restaurant expansion (864 square feet constructed, 2014).

Riviera Development Area

- The El Encanto Hotel (13,021 square feet constructed, 2014).

Coast Village Development Area

- 1255 Coast Village Road Mixed Use (5,673 square feet constructed, 2015).

Airport Development Area

- Former Dodge auto dealership (18,221 square feet demolished, 2013).
- 150 David Love Place Airport Building (22,448 square feet demolished, 2013).
- Direct Relief Building (148,920 square feet constructed, 2018).

Table 10: Constructed Nonresidential Development (square feet) from GMP Effective Date (April 11, 2013) to August 31, 2018* by GMP Development Area

Year	Downtown	Upper State	Mesa	Riviera	Coast Village	Airport	All Areas
2013**	19,313	112	0	0	0	-40,669	-21,244
2014	35,926	58,372	864	13,021	0	0	108,183
2015	-3,169	917	0	438	5,686	0	3,872
2016	4,948	0	0	0	260	0	5,208
2017	17,677	-24,251	0	0	962	0	-5,612
2018***	64,098	0	0	0	0	148,920	213,018
Total	138,793	35,150	864	13,459	6,908	108,251	303,425

*This table reflects the square footage of completed projects per year. Some of the included projects were approved prior to the GMP effective date.

**Includes only projects that were completed after the April 11, 2013 GMP effective date.

***Includes only projects that were completed on or before August 31, 2018.

As previously described, the GMP limits the square footage of specific nonresidential development categories. However, as shown in Table 11, if current trends continue, these limits may have a minimal impact on nonresidential development, given the relatively small amount of development that has occurred since the GMP became effective. For instance, with 26% of the GMP 20 year timeline completed, only 14% of allotted Small Addition square footage and 11% of Vacant Property square footage has been used. And, the allotted Small Addition square footage in 2018 is comprised of only three new projects²⁰, while the allotted Vacant Property square footage is due to changes in the size of existing projects that were allocated Vacant Property square footage in previous years.

There has, however, been a larger allotment of Community Benefit square footage, which has mirrored the program timeline, with 26% of allotted Community Benefit square footage used and 26% of the GMP 20 year timeline completed. This is primarily due to one large development – the Direct Relief project at 6100 Wallace Becknell Drive, allocated in 2015, which represents 85% of all allocated Community Benefit square footage and 57% of all total allocated square footage to date.

Important to note is that the Small Addition category has an annual development limit of 20,000 square feet of floor area. As shown in Table 11, this annual limit has not been reached. Instead, the average annual allotment has been 7,897 square feet, which is only 39% of the annual allotment. The Planning Commission determines if any unused, expired, or withdrawn annual Small Addition square footage is

²⁰ 226 E. Anapamu St. (1,999 square feet), 302 W. Montecito St. (4,000 square feet), and 32 W. Carrillo St. (785 square feet)

rolled over to either the following year’s Small Addition category allotment or to the Community Benefit category allotment. In 2018, two projects²¹, comprising 2,100 square feet of allocated Small Addition, were expired or withdrawn from previous annual allocations and are anticipated to be reallocated by the Planning Commission in early 2019. To date, all unused allotments have been rolled over to the Community Benefit category.

Table 11: Growth Management Program Allocations (square feet) as of August 31, 2018

GMP Category	Community Benefit	Small Addition	Vacant Property	Total
2013	8,990	3,987	0	12,977
2014	9,700	2,587	6,500	18,787
2015	149,000	9,358	738	159,096
2016	7,264	15,867	32,302	55,433
2017	0	7,684	0	7,684
2018*	0	6,784	113	6,897
Total Used	174,954 (26%)	46,267 (14%)	39,653 (11%)	260,874 (19%)
Total Remaining	485,563 (74%)	293,216 (86%)	310,347 (89%)	1,089,126 (81%)

* Includes only projects that were allocated square footage on or before August 31, 2018

Nonresidential Development in the Pipeline

As of August 31, 2018 there are 201 nonresidential development projects in the pipeline, comprising 260,425 square feet. Of these 201 projects, 45 (22%) are pending, 75 (36%) are approved, and 84 (42%) have received a building permit. As shown in Table 12, of the 260,425 square feet of nonresidential development in the pipeline, 38% (99,080 square feet) is pending, 22% (57,454 sq. ft.) is approved, and 40% (103,891 square feet) has received a building permit. Consistent with trends to date, the vast majority (88%) of these projects are located in the Downtown (55%) and Airport (33%) development areas, which suggests that future development will continue to be located in the areas prioritized by the GMP.

Table 12: Nonresidential Development (square feet) in the Pipeline by GMP Development Area as of August 31, 2018

Status	Down-town	Upper State	Mesa	Riviera	Coast Village	Airport	All Areas
Pending	83,406	11,800	1,055	0	8,74	1,945	99,080
Approved	12,560	-1,833	0	0	4,846	41,881	57,454
Building Permit Issued	47,013	13,391	0	-1,617	3,966	41,138	10,3891
Total	142,979	23,358	1,055	-1,617	9,686	84,964	260,425

²¹ 21 W Arrellaga expired (495 square feet) and 401 & 409 E Haley St was withdrawn by the applicant (1,605 square feet)

Potential Nonresidential Development

When nonresidential floor area is demolished, it results in a “credit” that can be used on-site or potentially transferred to another site through a Transfer of Existing Development Rights. Because Demolition Credit represents nonresidential development rights, it serves as an indicator of potential future development. Currently, the vast majority (80%) of Demolition Credit is in the Downtown Development Area (51%) and Airport Development Area (29%), largely due to the amount of Demolition Credit that occurred in these areas prior to the GMP effective date. However, as shown in Table 13, the majority (54%) of additional Demolition Credit (and thus, development potential) since the GMP became effective is in the Downtown Development Area, which is consistent with the goals of the GMP.

Table 13: Demolition Credit (square feet) by GMP Development Area as of August 31, 2018*

Year	Down-town	Upper State	Mesa	Riviera	Coast Village	Airport	All Areas
Pre GMP	146,896	27,725	5,487	17,132	56	97,758	295,054
2013**	+2,879	0	0	0	0	+40,669	+43,548
2014	+8,976	0	0	0	0	0	+8,976
2015	+15,527	0	0	0	0	0	+15,527
2016	+2,410	0	0	0	0	0	+2,410
2017	+11,211	+24,402	0	0	0	0	+35,613
2018***	+397	0	0	0	0	-30,420	-30,023
Total Δ under GMP	+41,400	+24,402	0	0	0	+10,249	+76,051
Total Demo Credit	188,296	52,127	5,487	17,132	56	108,007	371,105

*This table reflects the square footage of completed projects per year. Some of the included projects were approved prior to the GMP effective date. Some of the reported square footage includes demolished hotel rooms, which may be credited per demolished room rather than per demolished square footage.

**Includes only projects that were completed after the April 11, 2013, GMP effective date.

***Includes only projects that were completed on or before August 31, 2018.

Recommendation

No apparent course corrections are needed to manage nonresidential growth. The Nonresidential Growth Management Program (GMP) is in its relative infancy and nonresidential development is occurring as the program envisioned. The Planning Commission will continue to annually evaluate which category any unused Small Addition allotments should be rolled into, based on the previous year’s development activity. It is recommended that nonresidential growth continue to be tracked and reported in the General Plan Implementation / Adaptive Management Program report.

RESIDENTIAL DEVELOPMENT

General Plan Policy Direction

For decades, the General Plan Housing Element has emphasized the development of a range of housing types, with an emphasis on producing subsidized, Affordable housing and multi-unit developments, as opposed to single unit development. The Growth Management Program and General Plan prioritize locating housing in multi-unit and commercially zoned areas that are served by transit and are close to jobs and services. As shown below, these efforts have been largely successful.

Residential Development Activity

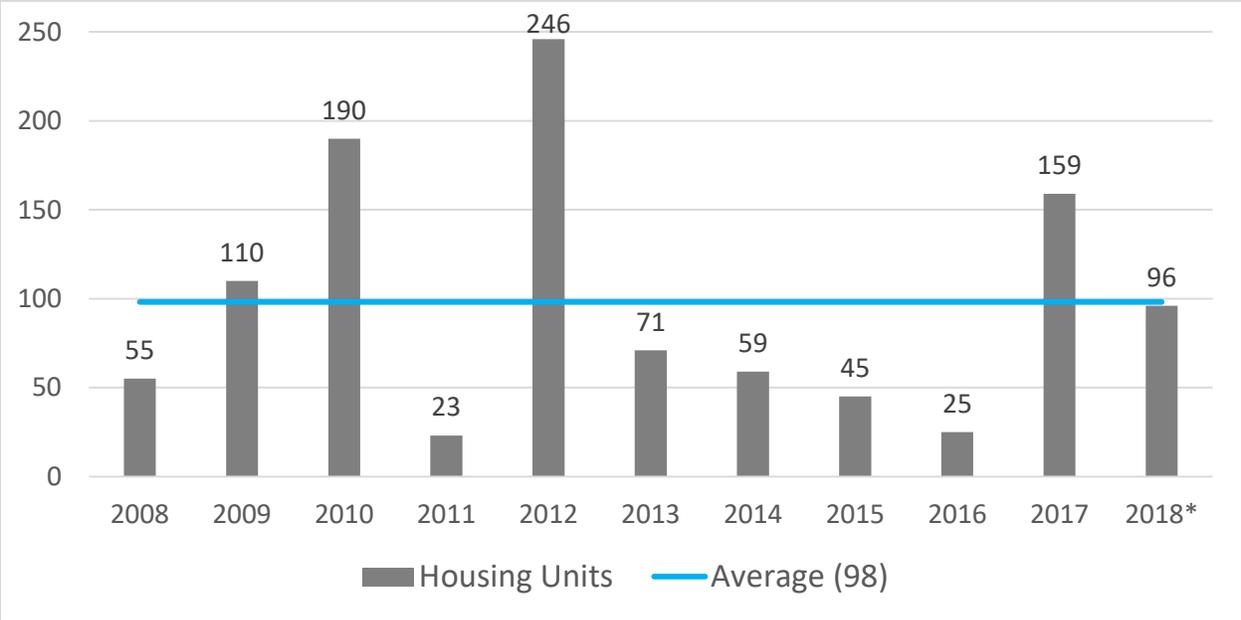
General Plan Direction

The City’s 2011 General Plan prioritizes the development of as much housing as possible within resource limits.

Completed Residential Development

Since 2008, a total of 284 projects, comprising 1,079 net new housing units (3.8 units per project on average) have been built and occupied in the City. As shown in Chart 4 below, the average annual number of built and occupied housing units was 98, with periods of higher and lower activity. As had been anticipated in previous reports, due to the large number of units “in the pipeline,” there was a reversal of the downward trend in built and occupied units that occurred from 2012 to 2016, with 62% more built and occupied housing units in 2017 than the annual average over this period. And, with four months left in the year, the number of built and occupied units in 2018 (96) has nearly met the average annual rate of production since 2008.

Chart 4: Total Built and Occupied Housing Units from January 1, 2008 to August 31, 2018



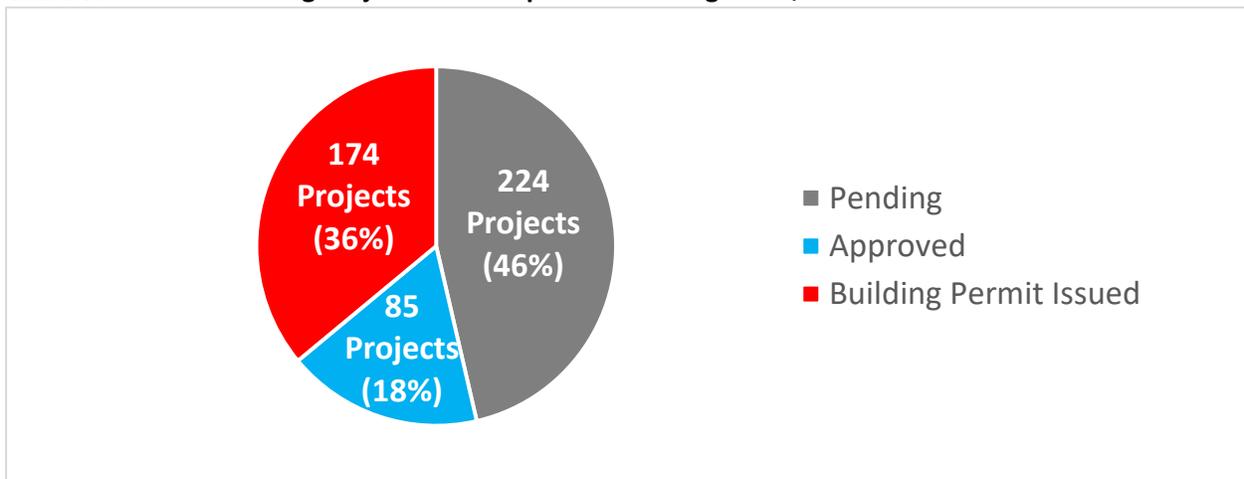
*Includes only through August 31, 2018

Residential Development in the Pipeline

As of August 31, 2018, there are 483 housing projects in the pipeline, which, as described in the “Housing Development Trends” section, represents an uptick in development activity. Of note is that average number of housing units per project (3.4) is 11% lower in the pipeline than the average annual value for completed construction since 2008 (3.8), which suggests that future completed construction may be comprised of projects with less units than were historically produced.

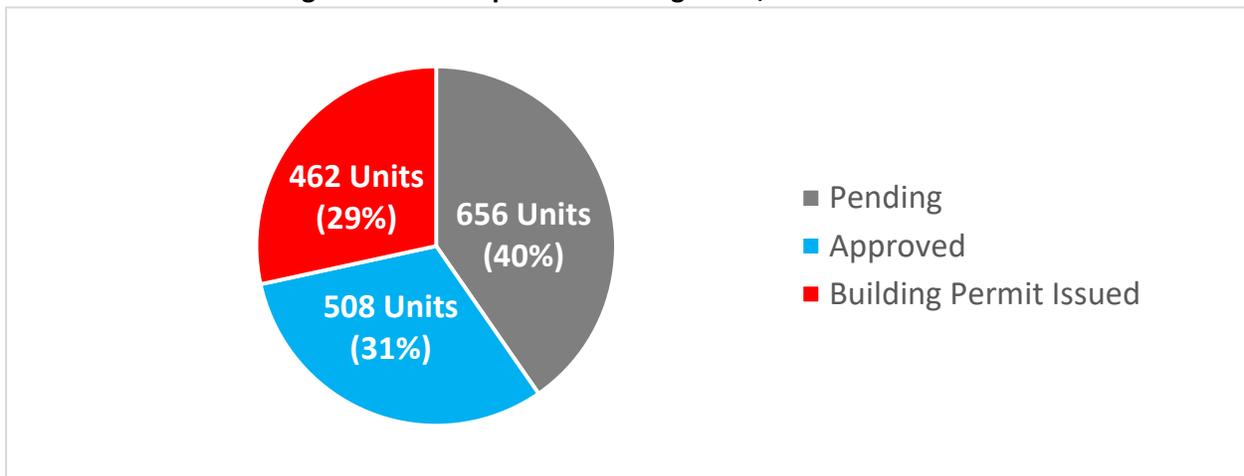
As shown in Chart 5, of the housing projects in the pipeline, 224 (46%) are pending, 85 (18%) are approved, and 174 (36%) have received a building permit. Currently, 25 of the housing projects (comprising 87 housing units) “in the pipeline” were submitted before the Great Recession began (December 2007) and are the result of Tentative Subdivision Map approvals being extended during the Great Recession by state legislation. Some of those projects may not be constructed; others are on sites that are the subject of revised proposals seeking approval under the AUD Incentive Program.

Chart 5: Total Housing Projects in the Pipeline as of August 31, 2018



The 483 projects in the pipeline comprise 1,626 housing units. As shown in Chart 6, of these, 656 units (40%) are pending, 508 units (31%) are approved, and 462 units (28%) have received a building permit.

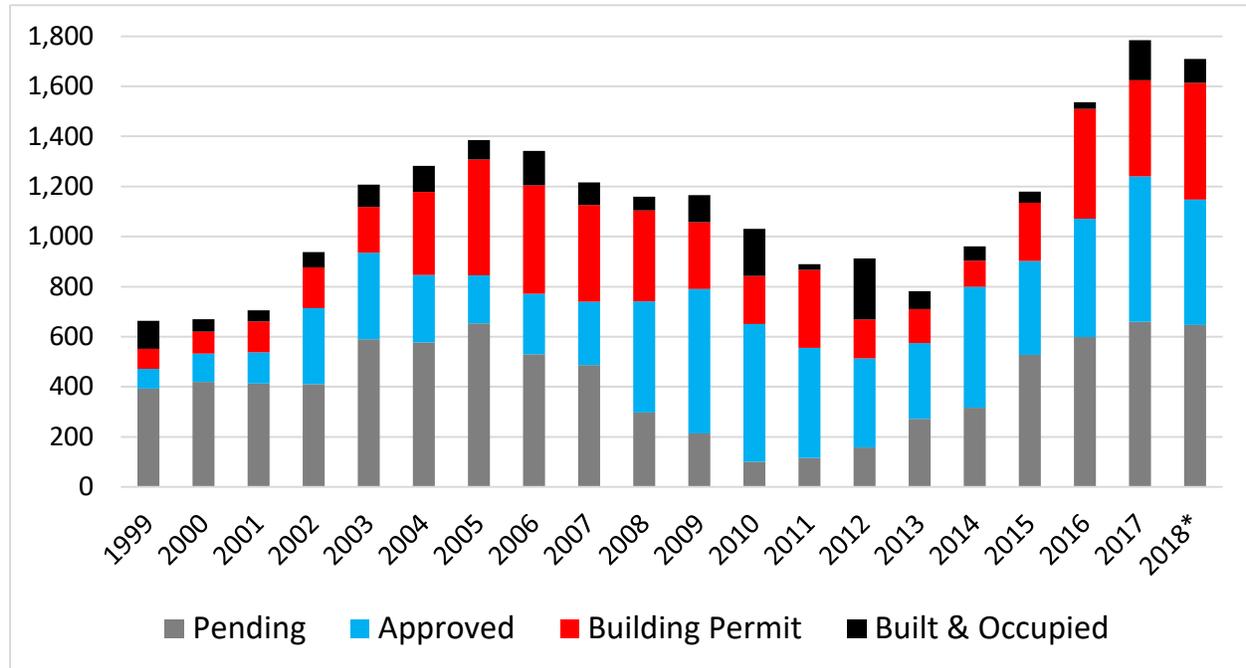
Chart 6: Total Housing Units in the Pipeline as of August 31, 2018



Housing Development Trends

As shown in Chart 7, housing activity has varied over the last 20 years, including a downward trend in housing development from 2005 to 2013. Since then, activity has continually increased, with 2017 having the highest annual amount of activity over this time period. With four months still left in the year, the activity in 2018 is on pace to exceed the 2017 value. Furthermore, since 1999, on average, each year there were 1,034 units in the pipeline and 92 units built and occupied. Thus far in 2018, 92 units have been built and occupied and 1,626 units are in the pipeline (57% higher than the 20 year annual average).

Chart 7: Housing Unit Development Activity During the Last 20 Years



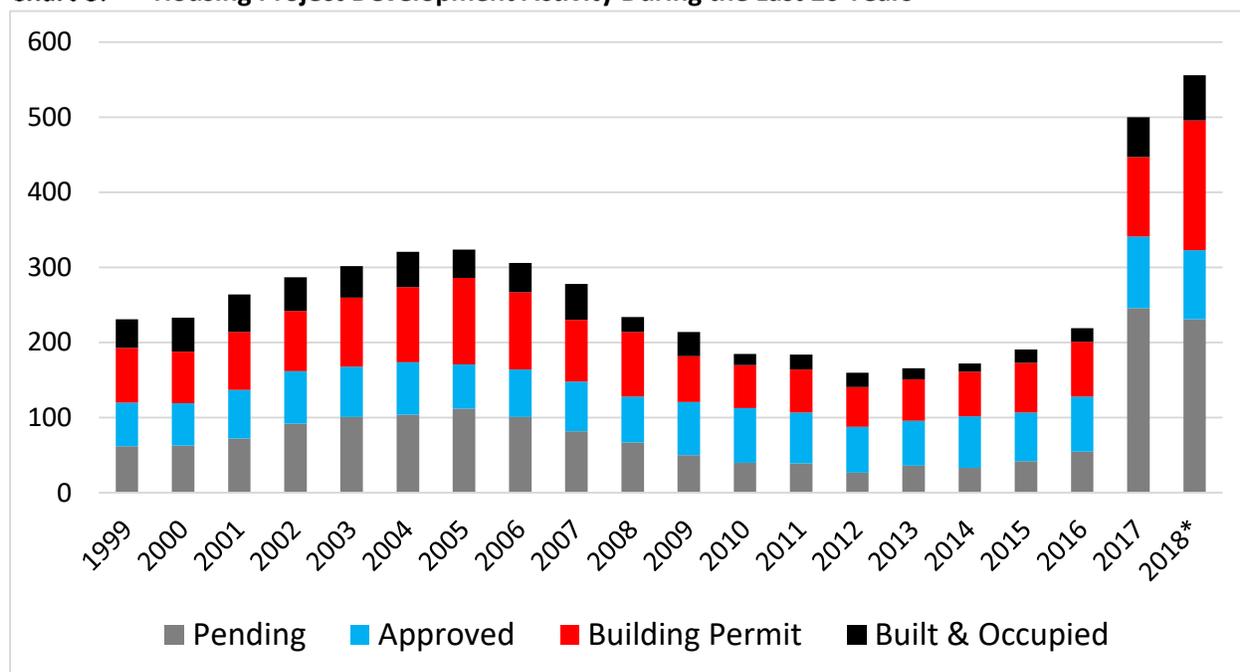
*Includes only through August 31, 2018

This recent increase in development activity suggests that the annual number of housing units built and occupied will likely continue to increase in the coming years as these projects are constructed. However, it's important to note that development activity is cyclical and it can often require several years (2.8 years on average) to move a project from the application phase to construction and occupancy. Not all projects are constructed. Some projects are withdrawn, some are revised, and some expire without being built. Because of this, each year there are significantly more projects in the pipeline than are built and occupied. Whether this increase in development activity will continue remains to be seen.

A new driver of increased housing development in the City is the State's recently amended Accessory Dwelling Unit (ADU) law, which became effective January 1, 2017. As shown in Chart 8, the number of residential projects that are in the pipeline or built and occupied has gradually varied over the last 20 years. However, there was an abrupt increase in 2017, when the number of housing projects in the pipeline or built and occupied was double that of the previous year. This increase continued into 2018, and with four months left in the year, there are more housing projects (and twice the average) in the pipeline or built and occupied than any other year during this time period. This is largely due to the 375

ADU projects that, as of August 31, 2018, represent 69% of all pipeline and built and occupied housing projects in 2018. Because each ADU project only creates one new housing unit, ADU projects represent a much smaller (23%) portion of all pipeline or built and occupied housing units in 2018. This is, however, a stark contrast from the volume of units generated through the City’s former Secondary Dwelling Unit and Accessory Dwelling Unit Ordinances (portions of which were superseded by the State’s law and recently amended outside of the Coastal Zone to comply with State law), which on average generated less than two units (and one per project) per year, over the last twenty years. As of August 31, 2018, 402 ADU applications have been submitted to the City since the effective date of the amended ADU law. Of these, 65 are built and occupied and 14 have expired, been withdrawn by the applicant, or been denied.

Chart 8: Housing Project Development Activity During the Last 20 Years

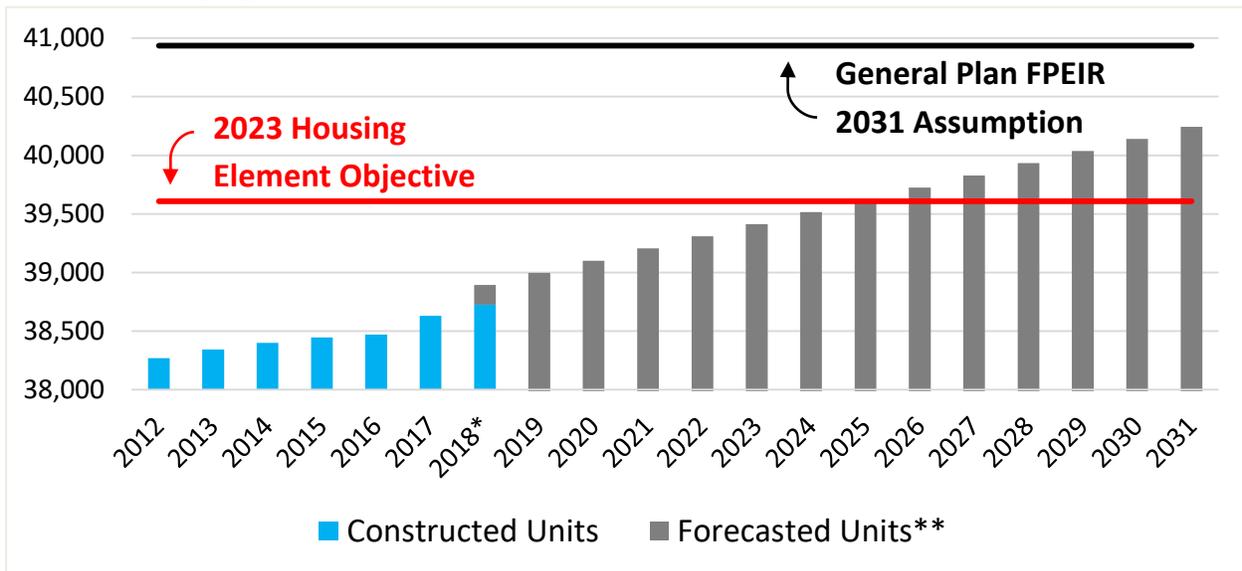


*Includes only through August 31, 2018

Recommendation

No apparent course corrections are needed to manage total residential development. The 2011 General Plan Certified FPEIR analyzed the City’s resources and assumed a citywide residential buildout of 2,795 net new dwelling units over the plan’s 20 year timeline. With 34% of the planning period completed, only 25% of this assumed total has been built. While the 2011 General Plan Certified FPEIR does not include an assumption for the number of units built each year, the rate of completed construction since the 2011 General Plan was adopted is 26% less than what was assumed, if the 2,795 assumed units were evenly distributed over the planning period. Furthermore, if the current development rate were to continue through the planning period, 716 fewer units will be built than assumed in the 2011 General Plan Certified FPEIR. However, housing development has historically been cyclical, with periods of high and low development activity. Given the high number of units in the pipeline, it appears that development activity is continuing to increase, which suggests that the number of constructed units will likely increase as these projects progress through the permitting process.

Chart 9: Cumulative Constructed and Forecasted Housing Units During the 20 Year General Plan Timeline



*Includes housing units constructed through August 31, 2018 and forecasted through the rest of the year.

**This forecast assumes that the average annual rate of completed construction since the 2011 General Plan was adopted will continue into the future. Given the large number of units in the pipeline, it is likely that the rate of completed construction will increase in the near term. However, given the cyclical nature of housing development, it is likely that that rate will also decrease prior to the completion of the 2011 General Plan’s 20 year timeline.

Similarly, the 2015 Housing Element includes “Quantified Objectives,” of 1,208 new units (151 per year) constructed from 2015 to 2023. With 46% of this period completed, 325 units have been constructed, which is 41% fewer units built than targeted by the Quantified Objectives (554 units) over this period. However, the current number of housing units in the pipeline (1,626 units) is nearly double the number of additional housing units needed (883 units) to meet the Quantified Objectives by 2023. While it is near certain that not all of these projects will be built, there is a high likelihood that the Quantified Objectives will be met, or exceeded, by 2023 or sooner.

As a result, close monitoring of housing production will be necessary and it is recommended that housing continue to be tracked and reported in the General Plan Implementation and AMP report.

Location of Residential Development

General Plan Direction

One of the top priorities of the General Plan is to encourage workforce and affordable housing in the City’s multi-unit and commercially-zoned areas that are served by transit and are close to jobs and services. As shown below, efforts to meet that objective have largely been successful. Relevant General Plan policies include:

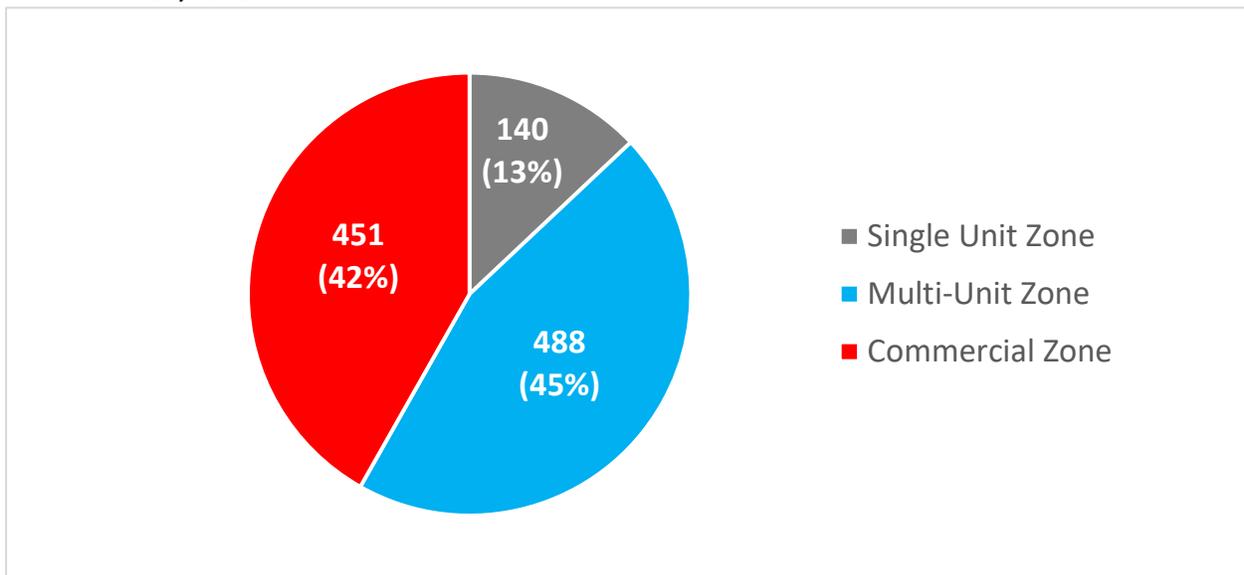
- **LG4. Principles for Development.** Establish the following Principles for Development to focus growth, encourage a mix of land uses, strengthen mobility options and promote healthy active living.

- **LG6. Location of Residential Growth.** Encourage new residential units in Multi-Family and Commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza / Five Points area and along Milpas Street.
- **H10. New Housing.** Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

Location of Completed Residential Development

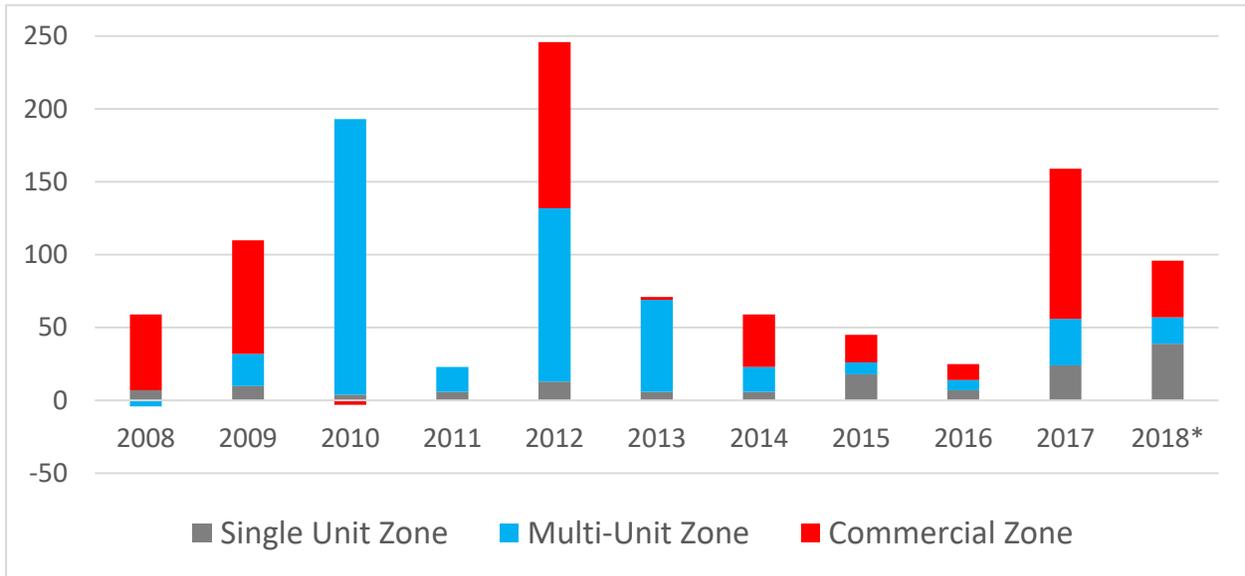
Since 2008, there have been annual fluctuations in the location and type of new housing units built and occupied. However, the vast majority of these units have been built in the City’s multi-unit and commercial zone districts, which are better served by transit and close to jobs and services. Furthermore, of the 1,079 housing units built and occupied since 2008, 939 units, or 87%, were located in the multi-unit (488 units) or commercial (451 units) zones as shown in Chart 10.

Chart 10: Cumulative Location of Built and Occupied Housing Units from January 1, 2008 to August 31, 2018



While these cumulative figures suggest that the General Plan direction to locate development in commercial and multi-unit zones is being achieved, there was a recent significant jump in the amount of units built and occupied in single unit zones. As described above, this change is largely due to the increase in the number of Accessory Dwelling Unit projects. Since 2008, on average 13 units were built and occupied each year in single unit zones. However, as shown in Chart 11, with four months left in the year, 2018 has three times more units (39) in single unit zones than the annual average during this period. Similarly, 41% of built and occupied housing units in 2018 were located in single unit zones, which is double the average (18%).

Chart 11: Annual Location of Built and Occupied Housing Units from January 1, 2008 to August 31, 2018

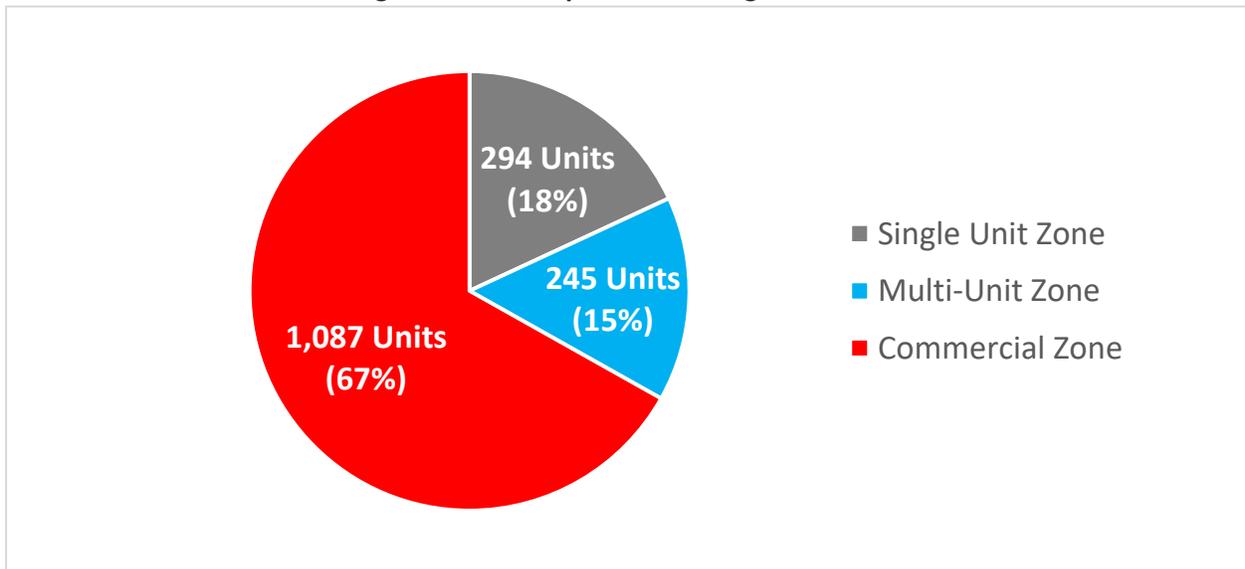


*Includes only through August 31, 2018

Location of Residential Development in the Pipeline

As previously described, not all housing projects in the pipeline will be constructed. However, these projects provide an indication of where future built and occupied units may be located. As shown in Chart 12, currently 82% of housing units in the pipeline are located in multi-unit (15%) or commercial (67%) zones, which is below the ten year average (87%) for built and occupied units. This suggests that the trend of increased production of housing units in the single unit zones will likely continue into the future. Consistent with the trend in built and occupied units, this increase is primarily due to the increase in number of Accessory Dwelling Unit projects.

Chart 12: Location of Housing Units in the Pipeline as of August 31, 2018



Recommendation

No apparent course corrections are needed to manage the location of residential growth. While there was a recent increase in the number of units built and occupied in single unit zones due to changes in State Accessory Dwelling Unit law, the vast majority of housing is still being developed in multi-unit or commercial zones. It is recommended that the location of residential development continue to be tracked and reported in the General Plan Implementation and AMP report.

Affordable Housing Development

General Plan Direction

Housing that is affordable to extremely low, very low, low, moderate or middle-income levels, or otherwise considered below-market rate due to price restrictions, is considered Affordable housing. Producing new, and maintaining existing, Affordable housing is a key priority of the City's General Plan. Of note is that the City's Redevelopment Agency was dissolved in January 2012 and had previously invested millions of dollars in Affordable²² housing projects. Relevant General Plan policies include:

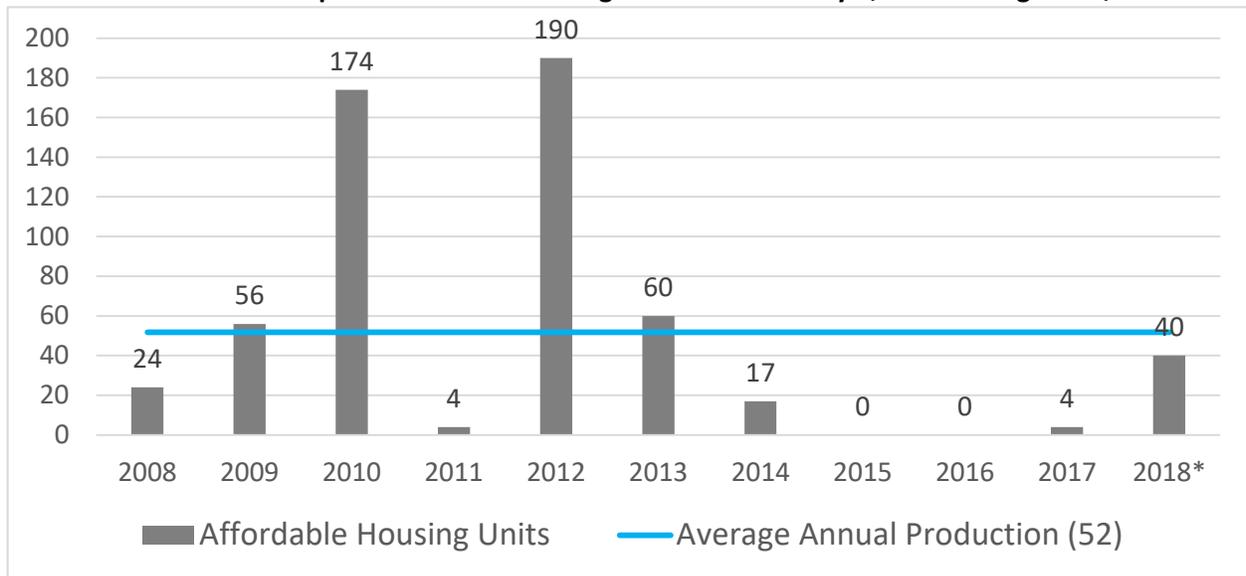
- **LG1. Resource Allocation Priority.** Prioritize the use of available resource capacities for additional affordable housing for extremely low, very low, low, moderate and middle income households over all other new development.
- **LG5. Community Benefit Housing.** While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in Multi-Family and Commercial zones, including mixed-use projects, should include affordable housing and open space benefits.
- **H11. Promote Affordable Units.** The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

Completed Affordable Housing Development

Since 2008, as shown on Chart 13, 569 Affordable housing units have been built and occupied in the City. Over this period, there were, on average, two projects built and occupied each year. And, on average, 52 units (27 units per project) were built and occupied each year. Because Affordable housing projects often feature a high number of units per project, a small number of large projects may skew annual comparison, as in 2010, when one project (Saint Vincent's) encompassed 97% (170 units) of the total annual built and occupied Affordable units for that year. That being said, there has been an apparent slowing in the number of Affordable Housing units built and occupied over the last five years, with no units constructed in 2015 or 2016, and only four units from one project (240 West Alamar Avenue) constructed in 2017. With four months left in the year, there was an increase in 2018, due to the completion of one 40 unit project (510 North Salsipuedes Street). However, this still remains below the average annual rate of built and occupied Affordable units over this time period.

²² Use of a capitalization of the word Affordable denotes a unit or project that meets income criteria established by the City for extremely low, very low, low, moderate or middle-income levels.

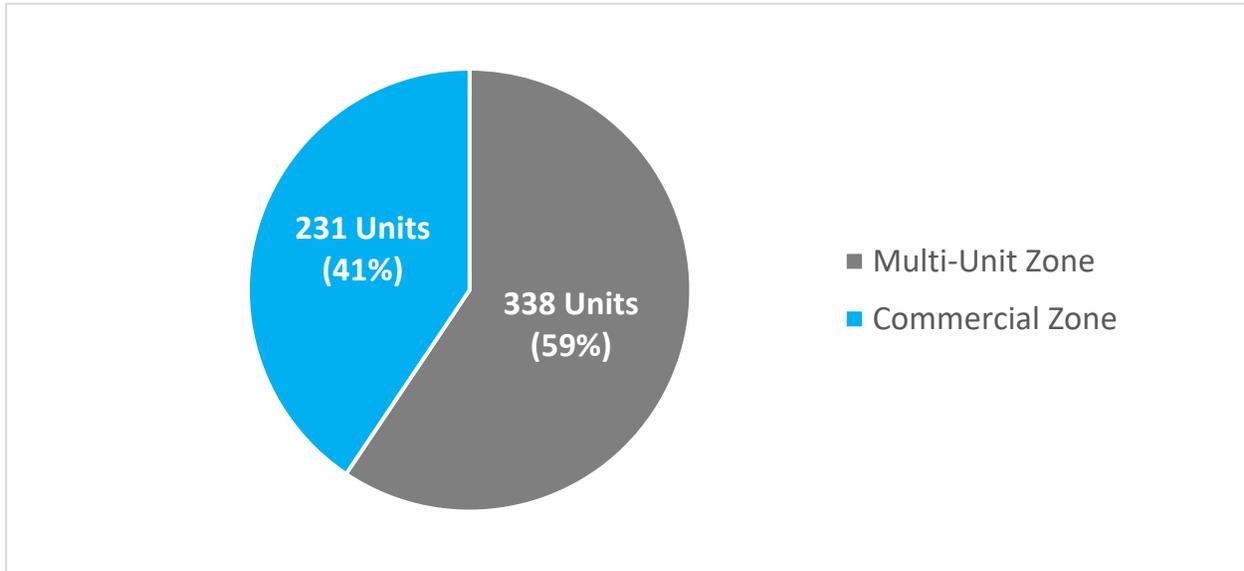
Chart 13: Built and Occupied Affordable Housing Units from January 1, 2008 to August 31, 2018



*Includes only through August 31, 2018

As shown in Chart 14, all Affordable housing that has been built and occupied since 2008 was located in multi-unit (59%) or commercial (41%) zones.

Chart 14: Location of Built and Occupied Affordable Housing Units from January 1, 2008 to August 31, 2018

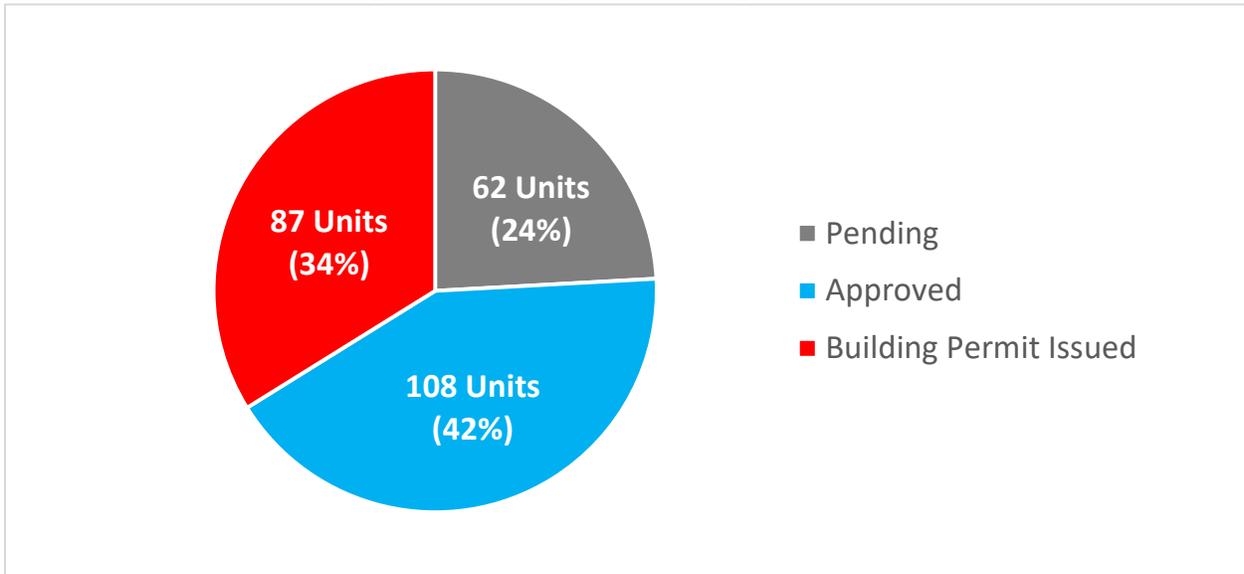


Affordable Housing Development in the Pipeline

As noted above, in January 2012, the City’s Redevelopment Agency was dissolved and as shown in Chart 13, subsequent years’ production of Affordable housing dramatically decreased. However, as of August 31, 2018, 12% of all housing units in the pipeline are Affordable units. As shown on Chart 15, of the 257 Affordable units in the pipeline, 62 (24%) are pending, 108 (42%) are approved, and 87 (34%) have received a building permit. These units are due to 12 projects, with an average size of 21 Affordable units

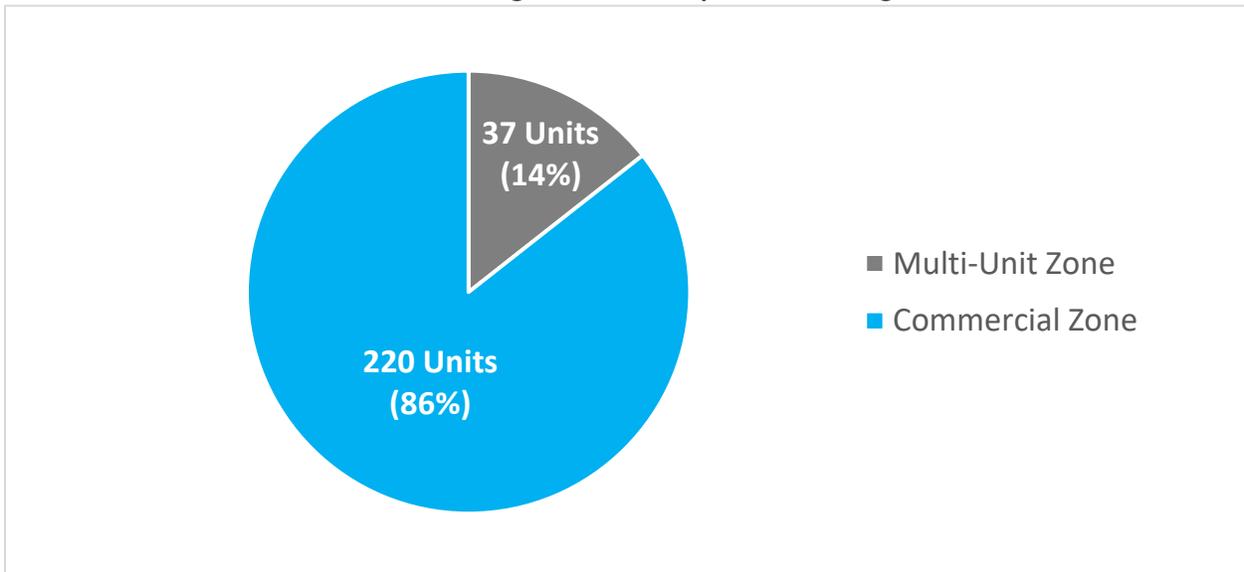
per project, which is less than the average annual value (27 units per project) for built and occupied Affordable housing projects, as described above.

Chart 15: Affordable Housing Units in the Pipeline as of August 31, 2018



As shown on Chart 16, all Affordable housing in the pipeline is located in multi-unit (14%) or commercial (86%) zones, as envisioned by the 2011 General Plan. Of note is that the Affordable units in the pipeline reflect a shift towards more units in commercial zones and less in multi-unit zones. However, as noted above, Affordable housing projects may be large in size, and one project may reverse this shift.

Chart 16: Location of Affordable Housing Units in the Pipeline as of August 31, 2018



Recommendation

No apparent course corrections are needed to manage the location of Affordable housing development, as it has been occurring where the 2011 General Plan has envisioned. However, the production of

Affordable housing units has been significantly less than targeted by the State mandated Regional Housing Needs Allocation (RHNA)²³, which quantifies the housing need for the City, and there has been a decrease in the number of built and occupied Affordable housing units over the last five years. With the passage of the State’s 2017 Legislative Housing Package, including SB35, which allows for a “by-right” approval process for housing development in jurisdictions that are not achieving their RHNA targets, comes an increased need to produce Affordable housing units to maintain local control of the development review process. Therefore, is recommended that programs that facilitate the production of Affordable housing continue to be funded, and where feasible, be expanded. It is recommended that housing continue to be tracked and reported in the General Plan Implementation and AMP report.

Average Unit-Size Density Incentive Program

General Plan Direction

The 2011 General Plan introduced the Average Unit-Size Density (AUD) Incentive Program, which facilitates smaller housing units through the allowance of increased densities and development incentives in select areas of the City with the intent that smaller unit sizes may result in housing that is affordable to the City’s workforce. Relevant General Plan policies include:

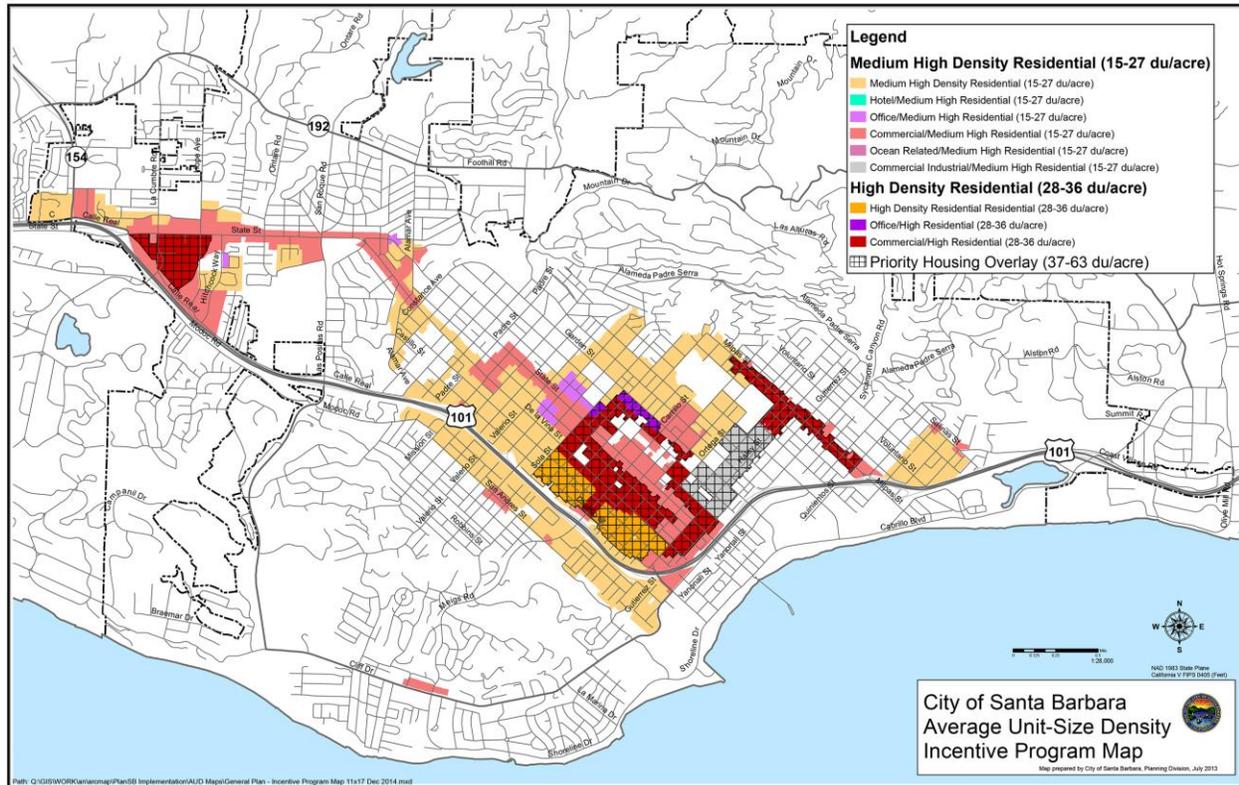
- **LG 6.1. Average Unit-Size Density Incentive Program.** Amend the Zoning Ordinance to incorporate an Average Unit-Size Density Incentive Program in multi-family and commercial zones based on smaller unit sizes and higher densities adjacent to transit and commercial uses and to implement Housing Element policies for higher densities for affordable and/or Community Benefit projects.
- **LG6.2. Average Unit Density Components.** The program developed under LG6.1 shall be in effect for 8 years from implementing ordinance adoption or once 250 units have been developed in the High Density areas, whichever occurs sooner. The program will include the following components:
 - a. The 250 unit limitation shall apply to projects developed in the High Density and/or Priority Housing Overlay;
 - b. All units within a project developed at either the High Density or Priority Housing Overlay will be included in the 250 unit maximum;
 - c. The minimum parking requirement for projects using the Average Unit-Size Density Incentive Program is 1 space per unit; and
 - d. A report to Council will be made to analyze the effectiveness of the program as part of the Adaptive Management Program for the General Plan, and as the trial period is approaching its end, the Council will consider whether to extend or modify the program. In absence of Council review before the trial period expires, the allowed residential density will default to the Variable Density standards allowed under SBMC 28.21.080. F as it existed in 2011.
- **LG6.3 Priority Housing Overlay.** Encourage the construction of rental and employer housing and limited equity co-operatives in select multi-family and commercial zones where residential use is allowed by providing increased density (over AUD Incentive Program).

²³ City of Santa Barbara 2017 Housing Element Implementation Report.
<https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=210542>

Background

The City Council adopted the AUD Incentive Program ordinance on July 30, 2013, as SBMC Chapter 28.20, with three density tiers, as described below: Priority Housing, High Density, and Medium-High Density.

Figure 3: Average Unit-Size Density Incentive Program Map



The Priority Housing Tier includes the following three categories: Employer-Sponsored Housing; Limited-Equity Housing Cooperatives; and Rental Housing. To date, all Priority Housing applications have fallen into the Rental Housing category. Since the program was adopted, no applications for Employer-Sponsored or Limited-Equity Cooperatives have been received.

The High Density Tier allows density levels that were previously only allowed with: (1) Modifications; and (2) long-term deed restrictions for very low, low or moderate-income households.

The Medium-High Density Tier allows the same density range of 15-27 units/acre that was possible through the previous Variable Density standards without modifications or income-based deed restrictions. Except in the Coastal Zone where the AUD Incentive Program has not been certified by the Coastal Commission, the Variable Density standards have been replaced for the duration of the AUD Incentive Program.

The AUD program was adopted for a trial period of either eight years or until 250 units have been constructed (as evidenced by the issuance of a Certificate of Occupancy) in the areas designated for the High Density tier (range of 28-36 units/acre) or the Priority Housing Overlay (range of 37-63 units/acre),

excluding Affordable units, whichever occurs earlier. Based on current activity, the trial period is projected to end by 2020.

AUD Incentive Program Ordinance Amendments

At the request of the Planning Commission, the 2016 General Plan Implementation and AMP Report included a significant focus on the AUD Incentive Program. Following discussion at the 2016 Fall City Council and Planning Commission Work Session, a Housing Task Force (HTF) was created by City Council in December 2016 to evaluate certain aspects of the AUD Incentive Program based on concerns about the Program meeting its intended objectives. As directed by City Council, the HTF was authorized to review and consider the following objectives:

- Analyze effectiveness of AUD Program to provide housing for existing Santa Barbara residents/employees; explore options to assess impact fees or otherwise mandate the construction of rental housing affordable to households earning 80 to 120% of the Area Median Income;
- Investigate adjustments to parking requirements based on location, bulk, size, and scale and desired outcomes, such as smaller units, units with fewer bedrooms, parking in-lieu fees, or other benefits, in exchange for parking requirement reductions;
- Consider the potential sources of information that will inform the Task Force, Developers, and Stakeholders as to the effect, if any, when evaluating certain aspects of the AUD Incentive Program;
- Explore ways to encourage employer-sponsored and limited-equity cooperative housing development; and
- Consider AUD map amendment to exclude mobile home parks (added by Council at its June 13, 2017 meeting).

In August 2017, City Council directed staff to develop a program to limit the number of building permits issued for projects under the AUD Incentive Program in order to meter out development. In July 2017, City Council authorized the preparation of a Nexus Study and Economic Feasibility Study on the affordable housing aspects of the AUD Incentive Program to inform future HTF recommendations with the objectives of analyzing effectiveness of AUD Program to provide housing for existing Santa Barbara residents/employees, exploring options to assess impact fees or otherwise mandate the construction of rental housing affordable to households earning 80 to 120% of the Area Median Income and investigating adjustments to parking requirements based on location, bulk, size, and scale and desired outcomes, such as smaller units, units with fewer bedrooms, parking in-lieu fees, or other benefits, in exchange for parking requirement reductions. HTF also recommended that Council authorize the expansion of the scope to analyze and discuss the following new objectives further:

- Explore ways to encourage employer-sponsored and limited-equity cooperative housing development;
- Consider the potential sources of information that will inform the Task Force, Developers, and Stakeholders could use when evaluating certain aspects of the AUD Incentive Program;
- Encourage more residential development in the Downtown, including associated fees and incentives;
- Study the geographic boundaries of the AUD Incentive Program city-wide; and

- Explore a point system or cap on permits per year to meter AUD development and focus the program on target income ranges.

In August 2017, based on HTF’s recommendation, City Council initiated ordinance amendments to the AUD Incentive Program that will be completed in three separate work efforts, described below. The City Council did not direct staff to further study an annual limitation on the number of building permits issued for AUD Incentive Program projects.

Phase I

- Requiring two parking spaces for AUD units with three or more bedrooms, in projects located outside of the Central Business District (CBD).
- Prohibiting all units approved under the AUD Program from future conversion to a hotel use.

Phase II

- Removing mobile home parks from the AUD Program map in the SBMC and General Plan.
- Addressing the initial AUD Program trial period of eight years or until 250 units are constructed in the High Density Residential or Priority Housing Overlay Areas.
- Considering allowing increased residential density and other development incentives downtown.
- Considering revisions to the geographic boundaries of the AUD Program map and location of the Priority Housing Overlay.
- Considering parking increases outside of downtown.
- The work effort has been split into these two phases to expedite the amendments which do not require additional public outreach (Phase I). Phase II amendments will be worked on concurrently, but will have a more in-depth public process, due to their complexity, and therefore a longer time period for completion.

Housing Division work effort

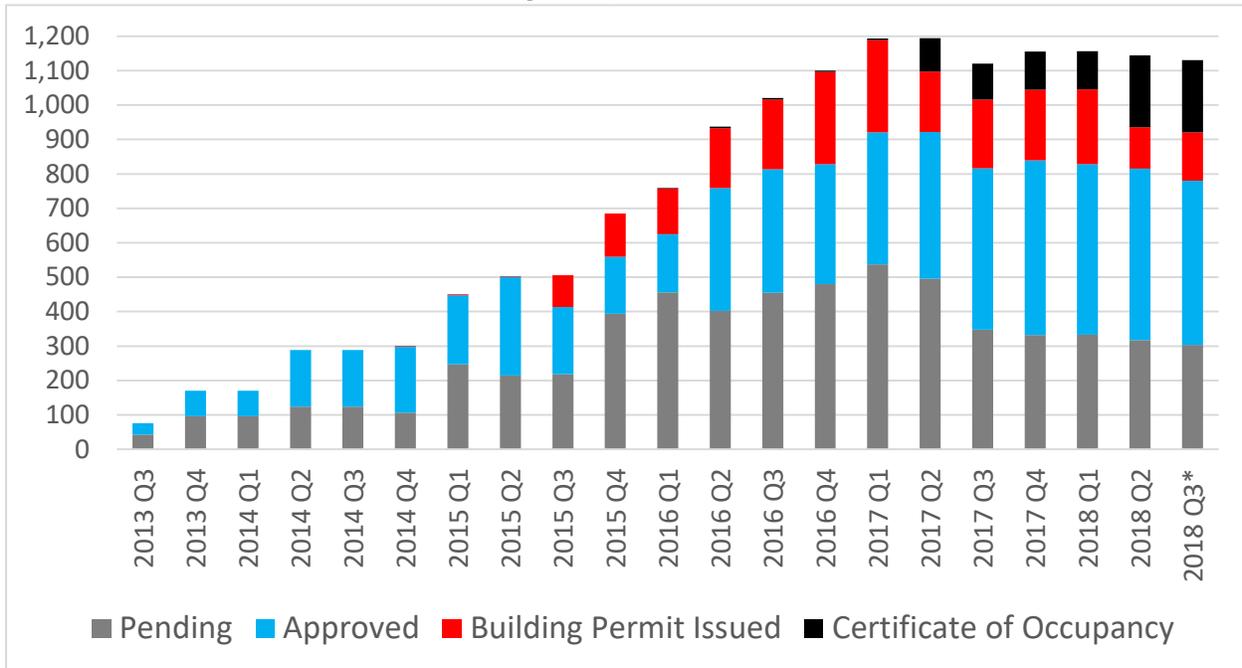
- Requiring AUD Program projects with 10 units or more to provide at least 10% of the units onsite at rental rates affordable to households at the Moderate Income level (80% to 120% of Area Median Income).
- Requiring AUD Program projects with less than 10 units to pay an Affordable housing in-lieu fee of \$20.00 per square foot.

AUD Incentive Program Development

Total AUD Incentive Program Development

As of August 31, 2018, there are 70 active or completed multi-unit or mixed-use projects that have been submitted to the City utilizing the AUD Incentive Program (14 additional projects were submitted that have expired or were withdrawn or revised by the applicant). Of these, 16 projects are pending approval, 31 have been approved, 12 have received a building permit, and 11 are built and occupied. These 70 projects include 1,130 new units, of which, 303 (27%) are pending approval, 477 (42%) have been approved, 141 (12%) have received a building permit, and 209 units (18%) are built and occupied. The average unit size is 717 square feet and the average density is 36 units/acre. As shown in Chart 17, there was a leveling off in the amount of overall AUD Incentive Program unit development activity in the first quarter of 2017. Since then, some projects have advanced through the development process, while others have expired or been withdrawn.

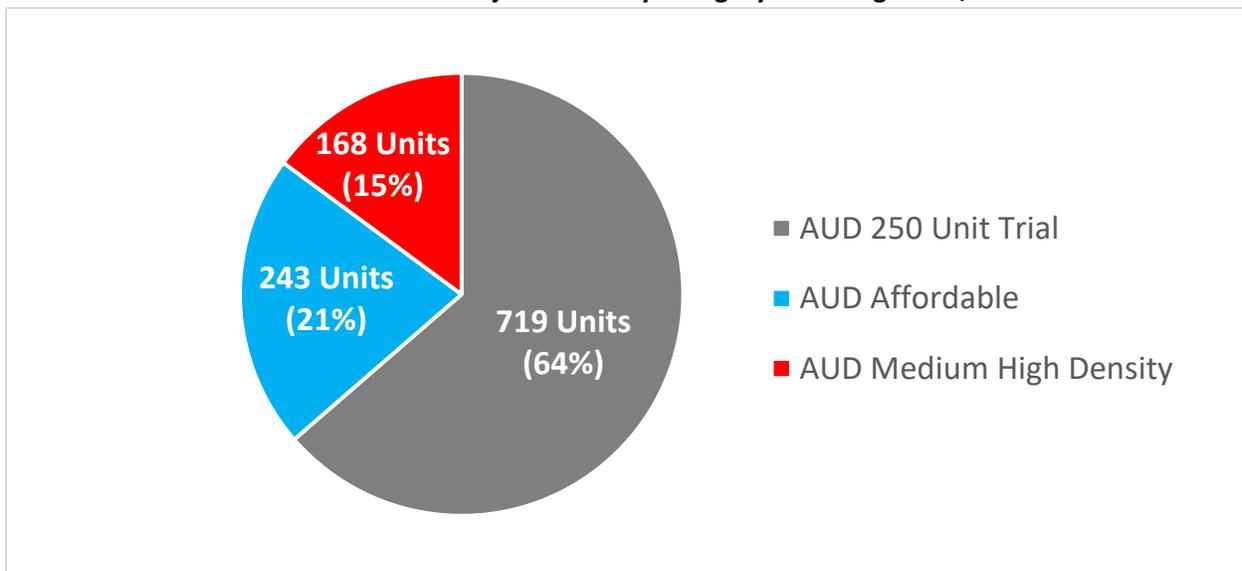
Chart 17: Cumulative AUD Units as of August 31, 2018



*Includes only through August 31, 2018

As described above, the AUD Incentive Program includes a range of density tiers and development incentives to facilitate different types of units. As shown on Chart 18, of the 1,130 active or built and occupied units in the AUD Incentive Program, 719 (64%) are in the High Density Tier or Priority Housing Overlay (250 Unit Trial Period Category), 243 units (21%) are in the AUD Incentive Program Affordable Category, and 168 units (15%) are in the AUD Incentive Program Medium High Density Tier Category.

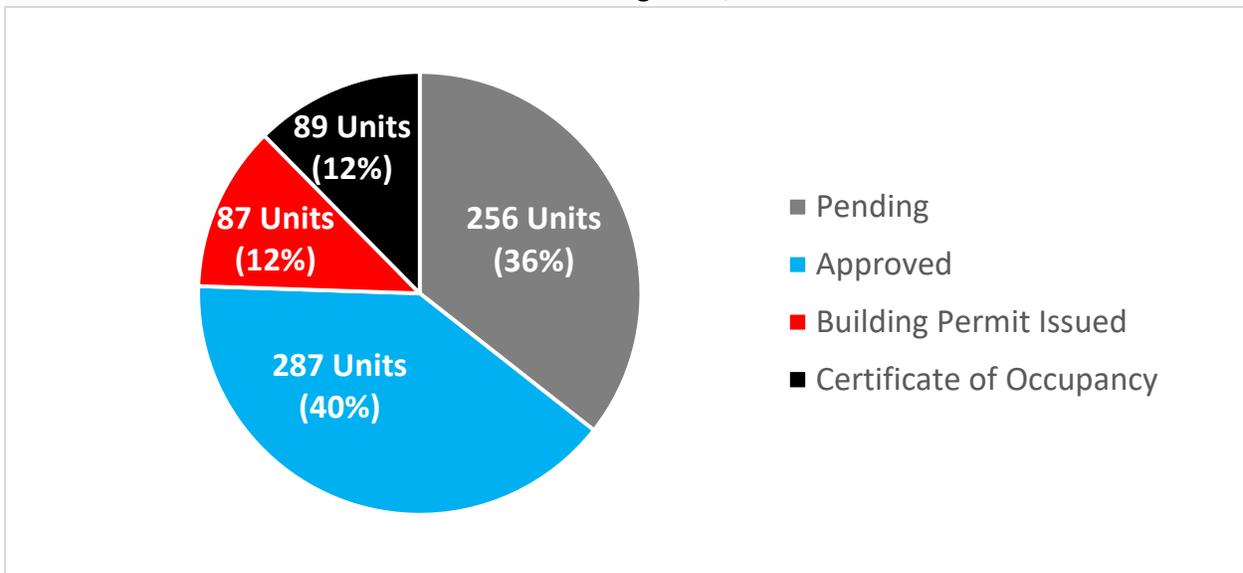
Chart 18: New Built or Active AUD Project Totals by Category as of August 31, 2018



High Density Tier and Priority Housing Overlay (250 Trial) Development

As previously mentioned, only High Density Tier and Priority Housing Overlay units with Certificate of Occupancy status contribute towards the 250 unit trial period for the AUD Incentive Program. As of August 31, 2018, only one project (3885 State Street / The Marc), comprising 89 units, has reached that status. Another project at 604 E. Cota Street, with 29 units, has received a Temporary Certificate of Occupancy. There are also 28 other projects in the pipeline (comprising 601 units) that may contribute to the 250 unit trial period should Certificate of Occupancy status be reached for those proposed units before the trial period ends. It is estimated that the 250 unit trial period will be reached by 2020, although this is highly dependent on certain unpredictable factors. Of the units in this category, 256 (36%) are pending, 287 (40%) are approved, 87 (12%) have received a building permit, and 89 (12%) have received a certificate of occupancy. The average unit size is 695 square feet and the average density is 47 units/acre.

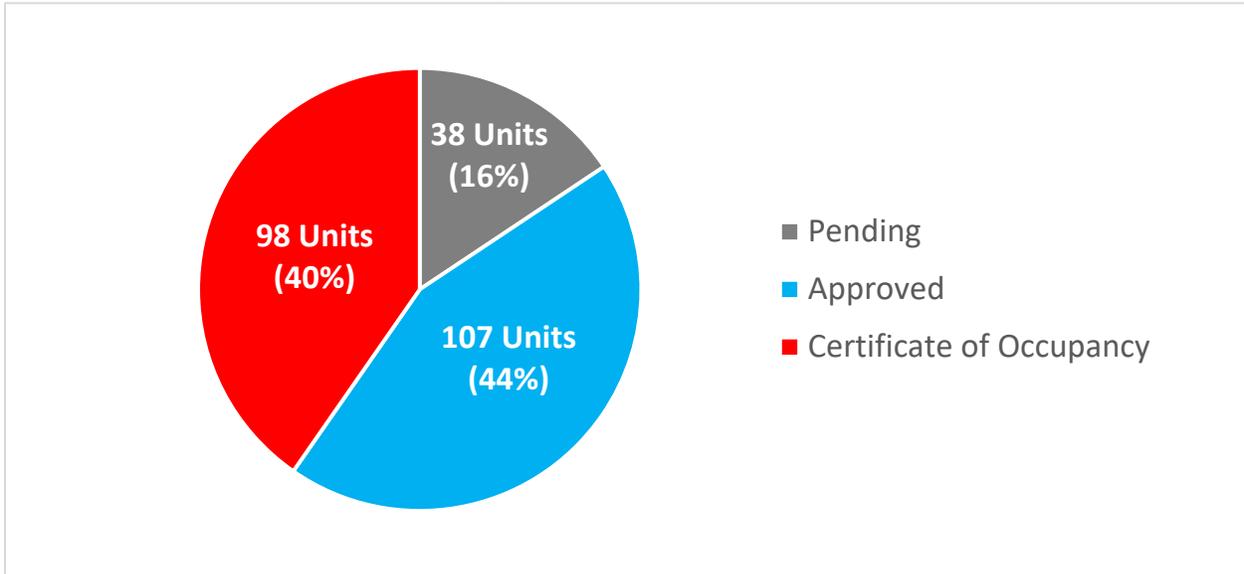
Chart 19: New AUD 250 Trial Period Units as of August 31, 2018



AUD Incentive Program Affordable Development

AUD Incentive Program Affordable projects and units are tracked because they are identified in the AUD Incentive Program ordinance. However, these Affordable housing projects could be proposed and approved without the AUD Incentive Program, by using other processes for relief from development standards. As of August 31, 2018, five Affordable housing projects, with a combined total of 243 units, have been proposed. Currently, two of these projects (510 N Salsipuedes Street and 3869 State Street) have been built and occupied. In total, as shown in Chart 20, 38 (16%) are pending, 107 (44%) are approved, and 98 (40%) have received a certificate of occupancy. The average unit size is 497 square feet and the average density is 64 units/acre.

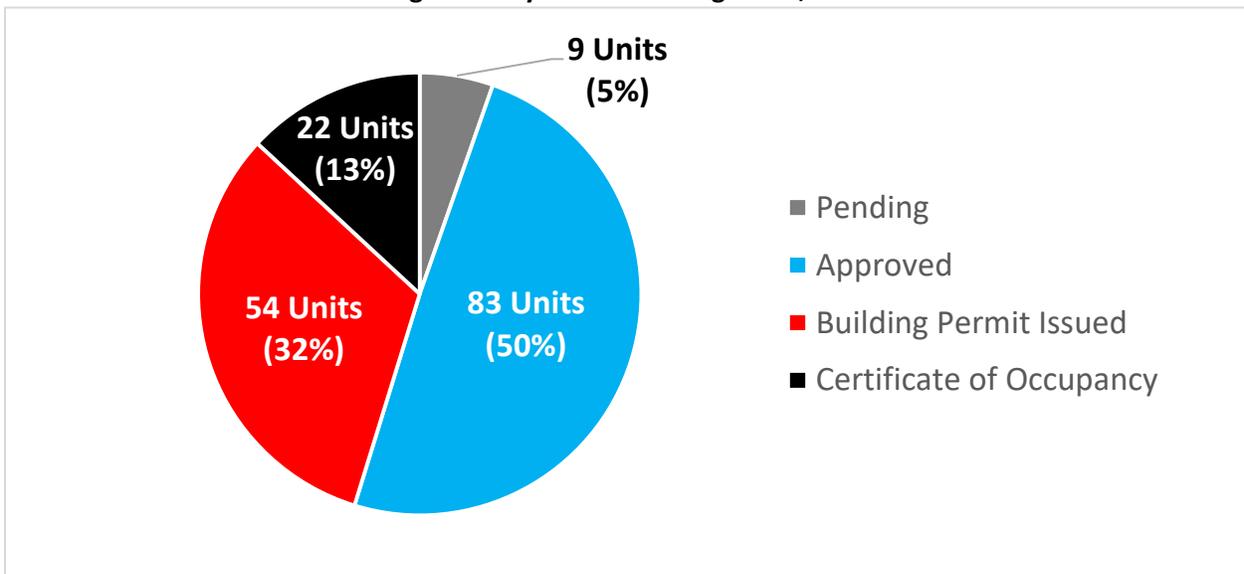
Chart 20: New AUD Affordable Housing Units as of August 31, 2018



Medium-High Density Tier Development

As of August 31, 2018, as shown on Chart 21, there are 35 active or completed projects in the Medium-High Density Tier areas, with a combined total of 168 units. Of these units, 9 (5%) are pending, 83 (50%) are approved, 54 (32%) have received a building permit, and 22 (13%) have been built and occupied. As previously mentioned, units proposed within the Medium-High Density Tier areas are subject to the same density limitations that existed prior to the adoption of the AUD Incentive Program (15-27 units/acre) and do not contribute towards the 250 unit trial period. The average unit size is 768 square feet and the average density is 22 units/acre.

Chart 21: New AUD Medium-High Density Units as of August 31, 2018



Recommendation

It is recommended that Staff continue to proceed with the AUD Incentive Program Ordinance amendments as directed by the City Council and described above. It is recommended that the AUD Incentive Program continue to be tracked and reported in the General Plan Implementation AMP report.

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Format & Content Considerations

“POSSIBLE IMPLEMENTATION ACTIONS TO BE CONSIDERED”

The 2011 General Plan implementation strategies are specific methods to achieve the vision of a more sustainable community and provide examples of programs and actions that the City may take to achieve goals and policies. When the 2011 General Plan was adopted, there was concern that the implementation strategies would commit the City to numerous, unfunded work programs. Therefore, a compromise was adopted to globally apply a subheading, “Possible Implementation Actions to be Considered” to all the implementation items throughout the document.

This has created ambiguity and confusion because some of these actions are on-going practices or standards that are already being implemented, others are examples of future work program items that may be undertaken as stated in the 2011 General Plan, and some are applied as policies. This in turn makes it unclear whether the actions are required. And, the heading is misleading for the public who would not be able to determine which actions are already implemented versus future work programs. Furthermore, some of the actions under this heading are required mitigation measures per the City’s 2011 General Plan Certified Final Program EIR.

RECOMMENDATION

In 2016, the General Plan/AMP report recommended to modify the “Possible Implementation Actions to be Considered” heading because of the ambiguity and confusion it creates. This recommendation still stands that the “Possible Implementation Actions to be Considered” heading be modified as appropriate to one of the following headings:

- Ongoing Actions.
- Required Mitigation Measure Actions.
- Future Work Programs to be Considered.

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Reference Material

The primary reference documents used in the preparation of this report include the following and are available at the Community Development Department, 630 Garden Street, Santa Barbara CA, or on the City of Santa Barbara's website.

Santa Barbara General Plan, December 2011

Historic Resources Element, October 2012

Housing Element, February 2015

2011 General Plan Certified Final Program Environmental Impact Report, March 2010

Santa Barbara Municipal Code

Internally generated data obtained from the Community Development Department's parcel and project data base, project application plans and documents, and other sources

California Department of Finance Population and Housing Estimates

Other sources of information utilized in the preparation of this report are informally cited throughout the text.

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APPENDIX A

2011 General Plan Program EIR Mitigation Monitoring and Reporting Program 2018 Implementation Status Report

The General Plan *Mitigation Monitoring and Reporting Program* (MMRP) was adopted by the Santa Barbara City Council in December 2011 to track implementation of Program Environmental Impact Report (EIR) mitigation measures that were incorporated as General Plan policies. These measures were adopted to avoid or reduce significant environmental effects associated with citywide development under the General Plan to the year 2030. The mitigation measures provided a basis for decision-maker findings of reduced environmental impacts associated with General Plan adoption. EIR mitigation monitoring and reporting is a requirement of the California Environmental Quality Act (CEQA).

Growth occurs incrementally over time, and citywide environmental impacts associated with growth also occur gradually. Similarly, mitigation measures identified in the EIR will be implemented gradually within the plan horizon to the year 2030.

The following chart identifies:

- EIR Mitigation Measures (MM) adopted as General Plan policies. The chart lists mitigation measures grouped by impact significance levels as follows: **Class I** is a significant impact to the environment that remains significant even after mitigation measures are applied; **Class II** is a potentially significant impact that can be avoided or reduced to an insignificant level with mitigation; and **Class III** is a less than significant impact. The Class III impacts include Recommended Mitigation (RM), described below. The chart summarizes adopted policy language. In cases where policy number changed after General Plan adoption, the chart reflects the updated policy reference. Please refer to the General Plan for the full text of policies.
- Department responsible for implementing mitigation measures. The responsible City departments are listed in parenthesis and italics after the mitigation measure.
- EIR Recommended Mitigation (RM) adopted as General Plan policies. Although not required to mitigate significant impacts, recommended measures are tracked in the MMRP as measures to further benefit the environment.
- Target time frames for mitigation actions. Some actions are periodic and ongoing, for example applicable measures that are implemented through the permitting process for individual development projects. Other actions are programmatic, with target dates identified for actions by various City departments. Actual time frames are determined through the City work program and budget process as funding becomes available.
- Status of actions taken toward implementing the mitigation measure since 2011 General Plan adoption, along with any recommendations pertaining to further work. A number of future actions identified with a 2017 target date have not been completed; however, work program and funding priorities are determined by the City Council and Planning Commission and actions may be scheduled as part of future phases of General Plan implementation.

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
Class I Significant Impacts		
<p>Transportation</p> <p>Impacts associated with traffic congestion, including impacted intersections, are not fully mitigable to insignificant levels. Mitigation measure Trans-2 identified a robust expansion of Transportation Demand Management (TDM) measures to substantially reduce the increase in traffic congestion and vehicle miles traveled; however, the final policies do not represent an enforceable commitment and therefore the impact remains significant.</p>		
<p><i>EIR MM Trans-1a/GP Policy C6.1</i></p> <p>1. Intersection Level of Service and Arterial Congestion; 1a. Installation of Improvements at Intersections Currently Controlled by Stop Signs</p> <ul style="list-style-type: none"> • Install traffic signals or roundabouts at the following impacted intersections currently controlled by stop signs: <ul style="list-style-type: none"> ○ Mission Street & Modoc Road ○ Las Positas Road & Cliff Drive ○ Olive Mill Road & Coast Village Road • Monitor traffic. • Program, fund, and install improvements. (<i>Public Works (PW), Transportation and Circulation Committee (TCC), City Council (CC)</i>) 	<p>Monitor traffic levels every three years through 2030 (traffic counts and update model).</p> <p>Program improvements as needed to maintain levels of service through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Las Positas Road & Cliff Drive roundabout complete 2017. <p>In Progress</p> <ul style="list-style-type: none"> • A conceptual plan has been prepared for the Olive Mill Roundabout project. Construction is anticipated starting summer 2019. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Mission & Modoc improvements. <p><i>Consider further implementation as part of Intersection Improvements Master Plan (#2 below)</i></p>
<p><i>EIR MM Trans-1c/ GP Policy C6.2</i></p> <p>2. Intersection Level of Service and Arterial Congestion; 1c. Intersection Master Plan to Address Problem Intersections</p> <ul style="list-style-type: none"> • Monitor traffic. • Prepare improvements plan (17 locations identified). • Program, fund, and install improvements. (<i>PW, TCC, CC</i>) 	<p>Target 2017 for Intersection Improvement Master Plan.</p> <p>Monitor traffic every 3 years.</p> <p>Ongoing intersection programming, funding, installation.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Development fee adopted in 2013 to provide for periodic traffic model updates. • Traffic model updated in 2016. <p>Ongoing</p> <ul style="list-style-type: none"> • Traffic is monitored in some locations each year. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Intersection Improvements Master Plan is programmed in the City's 2018 – 2023 Capital Improvements Program (CIP) but there is no funding allocated.
<p><i>EIR MM Trans-2a/ GP Policy LG4.4</i></p> <p>3. Reductions in Traffic Demand; 2a. Neighborhood Stores</p> <ul style="list-style-type: none"> • Amend ordinance for limited neighborhood services and mixed use in residential zones. (<i>Community Development Department (CDD), City Attorney (CA), Planning Commission (PC), CC</i>) 	<p>Target 2017 for completion.</p>	<p>Complete</p> <ul style="list-style-type: none"> • New Zoning Ordinance (NZO) allows neighborhood markets in the two-unit residential and residential multi-unit zones with a Performance Standard Permit. Neighborhood markets are not allowed in the single unit residential zones per City Council direction.
<p><i>EIR MM Trans-2b/ GP Policy LG5.1, LG6.7</i></p> <p>4. Reductions in Traffic Demand; 2b. Increase Percentage of Downtown Housing Occupied by Downtown Workers</p> <ul style="list-style-type: none"> • Provide priority for downtown workers in affordable housing projects to the extent legally possible. (<i>CDD, CA, PC, CC</i>) 	<p>Ongoing development review and permitting through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> • The Housing Authority's Workforce Housing Program targets units to persons employed downtown. Projects include: <ul style="list-style-type: none"> ○ Casa de Las Fuentes – 42 units (2002, prior to GP adoption) ○ Artisan Court – 55 units, a portion of which are for downtown workforce (2011)

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
Class I Significant Impacts		
		<ul style="list-style-type: none"> ○ Bradley Studios – 54 units (2012) for a mixed populatin of downtown workforce and disabled individuals. <p><i>Continued implementation through development review and City housing projects.</i></p>
<p><i>EIR MM Trans-2c/ GP Policies C6, C6.3 - 6.4, C6.6-6.8</i></p> <p>5. Reductions in Traffic Demand; 2c. Expand Transportation Demand Management (TDM) Program</p> <ul style="list-style-type: none"> • Where existing or anticipated congestions occurs, improve traffic flow with physical roadway improvements, TDM, and other strategies. • Expand Transit Pass Program by encouraging employer paid transit passes as part of conditions of approval for new development. • Develop city-wide employee cash-out parking program similar to existing state law. • Promote and fund Safe Routes to School Projects. • Work with regional partners to promote carpooling and telecommuting. • Work with community to establish car-sharing. <p><i>(PW, CDD, TCC, CC)</i></p>	<p>Target 2017 for report on updated TDM program expansion options and implementation mechanisms.</p> <p>Implement improvements as funding becomes available through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Carshare Vehicle Program initiated in 2017. <p>Ongoing</p> <ul style="list-style-type: none"> • Ongoing City employee 9-day/80 hour work schedule, carpooling, telecommuting, transit pass, loaner bicycles, and bike and walk to work programs. • Development permitting applies TDM programs for applicable projects (e.g., Cottage Hospital). • City promotes Safe Routes to School via annual contract with Coalition for Sustainable Transportation (COAST) to implement program. The City submits annual or biannual grant applications to the Safe Routes to School program. • The City works with <i>Santa Barbara County Association of Governments (SBCAG)</i> to promote carpooling through Traffic Solutions and the SmartRide program. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • City-wide employee cash-out parking program. <p><i>Consider budgeting TDM expansion options report.</i></p>
<p><i>EIR MM Trans-2d/ GP Policy C1.1</i></p> <p>6. Reductions in Traffic Demand; 2d. Enhance Bicycle and Pedestrian Access and Infrastructure</p> <ul style="list-style-type: none"> • Provide high quality pedestrian crossings. • Consider bicycle priority within specified areas as part of Bicycle Master Plan update. • Continue implementing sidewalk infill program. • Install pedestrian amenities at high volume corridors, pedestrian destinations, and near transit facilities. • Continue installing corner curb ramps for universal access. • Consider adoption of development impact fees to fund improvements. • Implement Bicycle Master Plan improvements. • Coordinate with County, UCSB, SBCAG, other cities to improve regional bike paths. <p><i>(PW, TCC, CC)</i></p>	<p>Target 2017 for updates to Bicycle Master Plan and Pedestrian Master Plan.</p> <p>Ongoing improvements programs through 2030. Implement selected additional improvements as funding becomes available or as part of development projects.</p>	<p>Completed</p> <ul style="list-style-type: none"> • Bicycle Master Plan update adopted in 2016. • Completed pedestrian infrastructure examples include new pedestrian refuge islands, crossing signs for school hours, brighter street lighting (LED retrofit), sidewalk corner curb access ramps, crosswalk enhancements (curb ramps and flashing beacons), and sidewalk infill. • Completed bicycle infrastructure improvements include new bike parking corrals, Bike Station module, and Cacique & Soledad Ped/Bike Bridges. <p>Ongoing</p> <ul style="list-style-type: none"> • Ped and bike improvements are installed through development permitting, or as funding becomes available. <p>In Progress</p> <ul style="list-style-type: none"> • Projects in design or under construction include: Eastside and Westside Bike Boulevard Gap Closure; Las Positas and Modoc Multiuse Path; Montecito-Yanonali Street Bridge Replacement; Lower State Street Connectivity Pilot Project (Hwy 101 Underpass); Old Coast

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
<i>Class I Significant Impacts</i>		
		<p>Highway Sidewalk Improvements; and Lower Milpas Sidewalk Infill and Lighting.</p> <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Tiered development impact fees to fund improvements. • Pedestrian Master Plan update. • Other projects programmed but unfunded in the CIP. <p><i>Continued implementation through development review and/or when grant funding is available.</i></p>
<p><i>EIR MM Trans-2e/ GP Policy C6.5, C7, C7.1</i></p> <p>7. Reductions in Traffic Demand; 2f. Parking Management</p> <ul style="list-style-type: none"> • Work with stakeholders to reduce commuter use of on-street customer supply parking via pricing. • Manage downtown parking to reduce congestion, increase economic vitality, and preserve quality of life. • Establish requirements for on and off-street parking appropriate for users as follows: <ul style="list-style-type: none"> ○ Maximize for customers in Central Business District (CBD); ○ Limit for employees in CBD; ○ Change residential parking requirements in CBD to increase customer on- and off-street parking. <p><i>(PW, CA, TCC, Downtown Parking Committee, PC, CC)</i></p>	<p>Target 2017 for study of options and implementation details.</p> <p>Implement selected options by 2020, or through 2030 as determined and funding available.</p> <p>Ongoing parking management and periodic assessment through 2030.</p>	<p>In Progress</p> <ul style="list-style-type: none"> • AUD Incentive Program amendments – Phase II will include additional incentives to possibly reduce parking requirement in the CBD and allow residential parking possibly in parking structure on off-times. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Downtown Parking Master Plan is programmed in the 2018 – 2023 CIP to start in 2019-2020; and local and grant funding is being explored to begin the study. • Assessment of demand pricing in CBD and Funk Zone. <p><i>Consider further study of pricing policy changes when traffic congestion exceeds acceptable levels.</i></p>
<p><i>EIR MM Trans-2f/ GP Policy C2.2, C2.3</i></p> <p>8. Reductions in Traffic Demand; 2g. Improve Transit Services</p> <ul style="list-style-type: none"> • Coordinate with governments to address commuter transit needs, including multi-modal and rail systems. • Coordinate with Metropolitan Transit District (MTD) and other partners to increase peak bus service frequency on primary lines; increase regional express line frequency; improve funding for regional bus services. <p><i>(PW, with MTD, SBCAG and other partners, TCC, CC)</i></p>	<p>Target 2017 to update transit programs.</p> <p>Implement selected improvements as funding becomes available or as demand increases.</p> <p>Ongoing agency coordination through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • MTD launched Automatic Vehicle Location (AVL) system in 2017 to improve planning and operations and provide real time bus information to passengers. • MTD partnered with UCSB to provide additional bus service in Isla Vista. • In 2018, Amtrak’s Pacific Surfliner was rescheduled to provide early morning service between Ventura County and Santa Barbara County. MTD provides a connecting shuttle service from the Amtrak station to transit connections. <p>Ongoing</p> <ul style="list-style-type: none"> • MTD service enhancements to improve on-time performance. • City coordination with SBCAG to support regional transit services including commuter rail and regional bus services (e.g., Clean Air

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
Class I Significant Impacts		
		Express to north County and Santa Ynez Valley and Coastal Express to Ventura County.) <ul style="list-style-type: none"> Ongoing City funding contribution to MTD for Downtown-Waterfront shuttles. Extra shuttles are deployed when cruise ships are in town. <i>Continue ongoing coordination. Consider coordinating with MTD to pursue funding for bus rapid transit from state cap-and-trade proceeds (Transit and Intercity Rail Capital Program).</i>
Global Climate Change		
Projected increase in citywide transportation-related greenhouse gas (GHG) emissions and effects on climate change Mitigation Measures MM Trans-2a-g, Reduction in Traffic Demand, applies.		

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
Air Quality		
Potential air quality impacts from increased number of residents near freeway and commercial/industrial areas.		
<i>EIR MM AQ-1/ GP Policy ER7</i> 1. Location of Sensitive Land Uses; Highway 101 Setback <ul style="list-style-type: none"> Prepare interim prohibition of development of residential or other sensitive receptors on lots within 250 ft. of Hwy 101 until California Air Resources Board (CARB) regulations are implemented; or adopt City ordinance to reduce diesel emission risks; implement through development permitting. Monitor CARB's efforts. <i>(Community Development Department (CDD), City Attorney (CA), Planning Commission (PC), CC)</i>	Target 2017 for completion depending on progress at state level; otherwise by 2030. Ongoing development permitting per Ordinance.	Complete <ul style="list-style-type: none"> Diesel emission risks reduced per Santa Barbara Municipal Code (SBMC) Chapter 22.65, <i>Design Standards for Development Near Highway 101</i> (2014). Ongoing <ul style="list-style-type: none"> Effective 2012, CARB regulations require particulate matter (PM) filters in diesel-powered trucks and buses and to begin accelerating engine or vehicle replacement starting 01/01/15 for heavier trucks. After 2014, fleets are required to phase in additional 2010 model year or newer engines such that by 2023 all engines operating in California and subject to the regulation will be model year 2010 or newer. In 2014, CARB adopted amendments to allow flexible compliance options to owners of diesel-powered fleets. The amendments were designed to still ensure that, by 2020, nearly every truck in CA will have a PM filter. Development permitting applies standards for site design, landscape buffer, and interior air filtration. No Budget or Work to Date <ul style="list-style-type: none"> Policy reassessment. <i>In 2014, the PC recommended to budget and conduct an air quality study of the Hwy 101 corridor within a few years, then reassess policies. Air quality study is identified as part of Environmental Resources Element update, identified as a future work effort.</i>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
<p><i>EIR MM AQ-1/ GP Policy ER7.2</i></p> <p>2. Location of Sensitive Land Uses; Barriers</p> <ul style="list-style-type: none"> Pursue funding and installation of sound walls or vegetation along unprotected areas of Hwy 101 to reduce particulate transmission. <p><i>(CDD, Public Works (PW), Caltrans, neighbors, PC, CC)</i></p>	<p>Every five years through 2030 or until air quality improvement.</p>	<p>No Budget or Work to Date</p> <ul style="list-style-type: none"> No funding or installation has occurred. Consider programming if necessary after air quality study in item #9 above.
<p>Biological Resources</p> <p>Potential future development could displace or disturb upland habitats, important creek and riparian habitats, and special status species.</p>		
<p><i>EIR MM Bio-1a and 1b/ GP Policies ER12, ER12.1</i></p> <p>3. Upland Habitat and Species Protection; 1a. Important Upland Habitat and Corridor Areas Program and 1b. Wildlife Corridor Protection Program</p> <ul style="list-style-type: none"> Protect, maintain, and enhance native habitat. Map and designate important City upland habitats and wildlife corridors meriting long-term protection. Identify criteria and monitoring objectives. <p><i>(CDD, Parks and Recreation (P&R), developers, PC, Design Boards, CC)</i></p>	<p>Target 2017 for map preparation.</p> <p>Ongoing development review and permitting through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> Completed regional and local habitat data and mapping includes: Goleta Slough Management Plan (2015); South Coast 101 HOV Lane Project Natural Environment Study (2012 and 2014 Addendum); and Urban Forest Management Plan (2014). <p>In Progress</p> <ul style="list-style-type: none"> The Local Coastal Program (LCP) Update draft Coastal Land Use Plan (LUP), adopted by City Council in August 2018, includes policies for protection of environmentally sensitive habitat areas (ESHA) and wildlife in upland terrestrial habitats (grassland, oak woodland, and scrub communities) within the Coastal Zone. Policies are not effective until certified by the California Coastal Commission (CCC). <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies site-specific habitat mapping and protection. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Citywide habitat mapping and designations program. <p><i>LCP Update continuing through FY20. Also consider as part of future Environmental Resources Element Update.</i></p>
<p><i>EIR MM Bio-2a/ GP Policies ER21.3, ER21.4</i></p> <p>4. Creeks, Riparian Habitat, and Species Protection; 2a. Creek Channel Restoration Policy and Program; Creek Naturalization and Surface Water Drainage Restoration</p> <ul style="list-style-type: none"> Prohibit placing concrete or piping in major creeks (except for repair or public safety). Remove existing concrete and daylight creeks. Restore or daylight 0.5+ mile surface drainages. 	<p>Ongoing development review and permitting and creek restoration programs through 2030.</p> <p>Periodic assessment of policy effectiveness.</p>	<p>Complete</p> <ul style="list-style-type: none"> Mission Creek Fish Passage at Lower Caltrans Channel (2014). Upper Arroyo Burro at Barger Canyon restoration (2016). <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting requires creek restoration when applicable. <p>In Progress</p> <ul style="list-style-type: none"> Public Works, Community Development, and Creeks Division staff drafting ordinance language prohibiting placement of concrete or piping in major creeks. <p>Deferred</p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
<p>(CDD, P&R, PW, developers, Creeks Advisory Committee, PC, Design Boards, CC)</p>		<ul style="list-style-type: none"> Las Positas Creek Restoration Project investigated removing concrete creek lining and restoring 1,800 linear feet of creek. The project was deemed infeasible due to flooding-related issues. Mid-Arroyo Burro Restoration project investigated removing a concrete creek lining and restoring 900 linear feet of creek. Conceptual design complete, project is on hold due to constraints from adjacent development. <p><i>Continue ongoing implementation through development permitting & Creeks programs.</i></p>
<p>EIR MM Bio-2b/ GP Policy ER12.4 (c, d)</p> <p>5. Creeks, Riparian Habitat and Species Protection; 2b. Riparian Habitat Restoration Program</p> <p>Provide land use/design guidelines to:</p> <ul style="list-style-type: none"> Ensure that development and redevelopment will not result in a net riparian habitat reduction; Increase riparian habitat by 20+ acres and 1+ mile. <p>(CDD, P&R, PW, Airport, Waterfront, developers, Creeks Committee, PC, Design Boards, CC)</p>	<p>Ongoing development permitting and riparian habitat restoration program through 2030.</p> <p>Periodic assessment of policy effectiveness.</p>	<p>Complete</p> <ul style="list-style-type: none"> Goleta Slough Area Sea Level Rise and Management Plan (2015), includes policies to support riparian habitat restoration, including outside the Goleta Slough area. Upper Arroyo Burro at Barger Canyon (2016) restored 2,200 linear feet, 4.9 acres of riparian habitat. <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting requires riparian protection and restoration when applicable. <p>In Progress</p> <ul style="list-style-type: none"> Arroyo Burro Open Space Restoration Project will restore 1,400 linear feet and 4 acres of creek in the lower Arroyo Burro watershed. Construction is anticipated July – November, 2018. Arroyo Burro Restoration at Hidden Valley Park will restore 1,200 linear feet and 2.8 acres of creek. Construction is anticipated August – November, 2018. Andree Clark Bird Refuge Water Quality and Habitat Restoration Project hybrid alternative approved by City Council in 2018. Design and permitting is underway. Draft Coastal LUP adopted by City Council in August 2018 includes riparian habitat protection policies within the Coastal Zone. Policies are not effective until certified by the California Coastal Commission (CCC). <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Develop guidelines for riparian woodland protection. <p><i>LCP Update continuing through FY20 . Also consider as part of future Environmental Resources Element update.</i></p>
<p>EIR MM Bio-2c/ GP Policy ER21.1(a)</p> <p>6. Creeks, Riparian Habitat and Species Protection; 2c. Creek Setbacks</p> <ul style="list-style-type: none"> Establish updated setback standards of >25 feet from top of bank for new structures and 	<p>Target 2020 for Ordinance provisions.</p> <p>Ongoing development review and permitting through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies creek setbacks of greater than 25 feet as feasible on a case-by-case basis. <p>In Progress</p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
<p>hard surfaces adjacent to creeks and wetlands. (CDD, Building and Safety (B&S), P&R, PW, public, developers, Creeks Committee, PC, CC)</p>	<p>Periodic assessment of policy effectiveness.</p>	<ul style="list-style-type: none"> • Draft Coastal LUP adopted by City Council in August 2018 includes creek setbacks from top of bank of either 35 or 50 feet, depending on where development is located, for creeks within Coastal Zone. Policies are not effective until certified by the California Coastal Commission (CCC). <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Updated creek setback standards outside the Coastal Zone. <p><i>LCP Update continuing through FY20. Also consider as part of Environmental Resources Element update.</i></p>
Geological Conditions Potential for geological and soil instability and hazards, including landslides, expansive soils, erosion, coastal bluff retreat, and radon gas.		
<p><i>EIR MM Geo-1a/GP Policy S23-25</i></p> <p>7. Coastal Bluff Retreat; 1a. Updated Bluff Retreat Policy and Review Guidelines</p> <ul style="list-style-type: none"> • Evaluate climate effects on bluff retreat for life of project. • Update Safety Element and Local Coastal Plan to reflect updated (accelerated) bluff retreat formula. • Monitor bluff retreat and sea level rise. (CDD, PC, CC) 	<p>Local Coastal Program (LCP) amendment by 2015.</p> <p>Ongoing development review and permitting through 2030.</p> <p>Periodic bluff retreat and sea level monitoring.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Policies adopted in update Safety Element (2013) • Photographic survey of coastal bluffs and shoreline conducted in summer 2017 as a baseline for existing conditions. • Draft Coastal LUP adopted by City Council in August 2018 incorporates updated bluff retreat projections and includes policies for coastal bluff retreat, coastal bluff development, and sea level rise. Policies are not effective until certified by the California Coastal Commission (CCC). <p>In Progress</p> <ul style="list-style-type: none"> • Sea Level Rise Adaptation Plan underway will potentially adjust coastal bluff retreat rates. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Regular periodic monitoring of coastal bluff retreat. <p><i>LCP Update continuing through FY20. Ongoing policy application via development permitting.</i></p>
<p><i>EIR MM Geo-1b/ GP Policy S54</i></p> <p>8. Coastal Bluff Retreat; 1b. Shoreline Management Plan</p> <p>Develop plan to manage/mitigate sea level rise impacts to public facilities and private properties:</p> <ul style="list-style-type: none"> • Protection of sand transport/replenishment. • Natural bluff stabilization/erosion control. • Non-intrusive methods for sand retention. • Funding for beach, bluff retreat. (Waterfront, P&R, CDD, PW) 	<p>Target 2017 for Shoreline Management Plan completion; otherwise 2030.</p> <p>Ongoing agency coordination and management actions.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Policy adopted in updated Safety Element (2013). <p>Ongoing</p> <ul style="list-style-type: none"> • City participates in in Beach Erosion Authority for Clean Oceans & Nourishment (BEACON) activities and coordinates with the U.S. Army Corps of Engineers for regular dredging of the Harbor federal channel, with sediments discharged on East Beach to nourish beach. <p>In Progress</p> <ul style="list-style-type: none"> • Sea Level Rise Adaptation Plan underway will develop plan to mitigate sea level rise impacts to public facilities and private properties.

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
<i>Class II Impacts – Less Than Significant With Mitigation</i>		
		<i>Sea Level Rise Adaption Plan anticipated in spring 2019.</i>
Hazards Potential public safety impacts associated with contaminated sites, commercial/industrial hazardous material use, and household hazardous materials.		
<p><i>EIR MM Haz-1/ GP Policy S56</i></p> <p>9. Hazardous Materials; Household Hazardous Waste Disposal Capacity</p> <ul style="list-style-type: none"> Coordinate with partners to establish additional facility capacity. <p><i>(PW and Finance with MarBorg Industries, County of Santa Barbara, UCSB; CC)</i></p>	<p>Target 2017 for establishing additional capacity as needed; otherwise by 2030.</p> <p>Ongoing coordination.</p>	<p>Complete</p> <ul style="list-style-type: none"> Policy adopted in updated Safety Element (2013). <p>Ongoing</p> <ul style="list-style-type: none"> The City is a sponsor of the County managed Community Hazardous Waste Collection Center (CHWCC) at UCSB for use by residents and businesses. MarBorg operates an antifreeze, battery, oil, water-based paint (ABOP), and e-waste drop-off center in downtown Santa Barbara and curbside cell phone and battery collection pursuant to its franchise service agreement with City. <p><i>Additional capacity not needed due to ongoing programs, continue existing programs.</i></p>
Heritage Resources Potential for loss or damage to important buildings, structures, and other historical resources.		
<p><i>EIR MM Her-1a/ GP Policy HR2.1, 2.3</i></p> <p>10. Protection of Historic Buildings, Structures, and Districts; 1a. Protection of Historic Structures and Buildings</p> <ul style="list-style-type: none"> Ensure construction activities do not damage historic structures. <p><i>(CDD and B&S, Historic Landmarks Commission (HLC), Architectural Board of Review (ABR), PC, CC)</i></p>	<p>Target 2012 to incorporate policy in updated Historic Resources Element.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Policies adopted in updated Historic Resources Element (2012). <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies policy direction. <p><i>Consider developing further guidelines as part of #19 below.</i></p>
<p><i>EIR MM Her-1b/ GP Policies HR1.1, 1.2, 2.8</i></p> <p>11. Protection of Historic Buildings, Structures, and Districts; 1b. Protection of Landmarks and Historic Districts</p> <ul style="list-style-type: none"> Protect historic structures with development standards. Adopt buffer designations and guidelines. Designate historic districts. <p><i>(CDD, HLC, ABR, PC, CC)</i></p>	<p>Target 2015 for completing buffers and districts.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Policies adopted in Historic Resources Element (2012), established interim buffer guidelines for Landmark structures and for other structures of historic value. Designated City Landmarks and Structures of Merit Sensitivity (buffer) Areas identified and flagged in the permit tracking system (2016). Online Historic Resources Database created. <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies policy direction. <p>In Progress</p> <ul style="list-style-type: none"> Historic Resource Design Guidelines accepted by Historic Landmarks Commission in 2015, pending City Council approval. Citywide historic districting plan, administrative guidelines, and draft ordinance underway. Lists

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
		of Contributing, Conditionally Contributing, and Non-Contributing Structures have been prepared. <i>Consider continued budget and work program for guidelines, ordinances, districts.</i>
Hydrology & Water Quality Potential for future development to increase flood hazards.		
<p><i>EIR MM Hydro-1a/GP Policy ER4.2</i></p> <p>12. Sea Level Rise (extended range impact); 1a. Adaptive Management Planning; Flooding</p> <p>Identify options, costs, and consequences:</p> <ul style="list-style-type: none"> • Techniques to minimize wave energy and storm damage. • Vulnerability of City improvements and adaptation measures. • Coordination with private property owners. <p><i>(CDD, PW, Waterfront, P&R, Airport, Harbor, P&R and Airport Commissions, PC, CC)</i></p>	<p>Target 2013 for initial assessment in Climate Action Plan.</p> <p>Target 2017 for further assessment with Shoreline Management Plan (MMRP Class II Measure #8).</p> <p>Periodic assessment through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Initial vulnerability assessment in Climate Action Plan (2012). • Policy adopted in updated Safety Element (2013). <p>Ongoing</p> <ul style="list-style-type: none"> • Development permitting considers sea level rise per CCC SLR Policy Guidance. <p>In Progress</p> <ul style="list-style-type: none"> • See MMRP Class II Measure #8 - Coastal Bluff Retreat; 1b. Shoreline Management Plan LCP Update and grant work continuing through FY20.
<p><i>EIR MM Hydro-1b/ GP Policy ER16</i></p> <p>13. Sea Level Rise; 1b. Adaptive Management Planning; Water Conservation</p> <ul style="list-style-type: none"> • Pursue most feasible and cost effective water conservation measures and incorporate into Long Term Water Supply Plan (LTWSP). <p><i>(PW, Water Commission, CC)</i></p>	<p>Target 2011 as part of Long-Term Water Supply Plan (LTWSP) update.</p> <p>Ongoing water management and water conservation program.</p> <p>Periodic assessment through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • The 2011 LTWSP update included a technical evaluation of all water conservation measures to identify the most effective measures to implement. <p>Ongoing</p> <ul style="list-style-type: none"> • As of 2018, the City's water conservation target is 30%. The City's 12-month running average water conservation reduction at the end of March 2018 was 37% as compared to 2013 water demand. Water conservation programs are ongoing. <p><i>Continued budget and work program for water management.</i></p>
Noise Potential noise effects to existing land uses from future increases in traffic volumes and airport activity.		
<p><i>EIR MM Noise-1/ GP Policy ER32.2</i></p> <p>14. Roadway Noise; Residential Noise Reduction Along Highway 101</p> <ul style="list-style-type: none"> • Identify and implement mitigation as needed. • Coordinate with Caltrans, Union Pacific Railroad, and neighborhoods to identify and implement measures to reduce effects in areas exceeding 65 dBA CNEL noise level. <p><i>(PW, CDD, PC, CC)</i></p>	<p>Monitor periodically through 2020.</p> <p>Identify and implement any needed mitigation by 2030.</p> <p>Revisit policy in 2020 and 2030.</p>	<p>In Progress</p> <ul style="list-style-type: none"> • Caltrans South Coast 101 HOV Lanes EIR includes receptor measurements and sound wall mitigation near eastern City limits (2010 Noise Study Report, 2011 Noise Abatement Decision Report, and addendum to Noise Study Report 2013). No areas within City limits were identified with future noise levels exceeding the noise abatement criterion for residential uses. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Coordinated City program. <p><i>Consider budget and monitoring in FY 2020.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
<i>Class II Impacts – Less Than Significant With Mitigation</i>		
<i>Open Space and Visual Resources</i>		
Potential for future new development to lead to loss or fragmentation of important open space areas.		
<p><i>EIR MM Vis-1/ GP Policy OP1.2</i></p> <p>15. Open Space Protection and Restoration; Identification of Key Open Space for Protection</p> <ul style="list-style-type: none"> Identify key open space, preservation options, funding, and management. (<i>CDD, P&R, PC, P&R Commission, CC</i>) 	<p>Target 2017 for study completion.</p> <p>Target 2030 for preservation actions.</p>	<p>Complete</p> <ul style="list-style-type: none"> Three open space/restoration areas purchased since 2010: a 1.5- acre area in the lower Arroyo Burro watershed; a 14-acre area in the upper Arroyo Burro watershed; and a 14.7-acre area in the Las Positas Valley. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Study to identify further key locations. <p><i>Consider budget and study identifying key locations combined with habitat mapping measure (Measure 3, Class II Biological Resources) as part of future Environmental Resources Element update.</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP1.3</i></p> <p>16. Open Space Protection and Restoration; Protection of Contiguous Open Space</p> <ul style="list-style-type: none"> Site and design new development within identified key open space areas, including Las Positas Valley and foothills, to preserve contiguous open space and connectivity. (<i>CDD, PC, CC, developers</i>) 	<p>Ongoing development review and permitting.</p> <p>Coordinate with MMRP habitat mapping measure (Measure 3, Class II Biological Resources).</p> <p>Evaluate policy by 2020.</p>	<p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Key open space areas not specifically identified yet; however, development permitting would apply policy as applicable. <p><i>Ongoing implementation as applicable.</i></p>
<p><i>EIR MM Vis-1/ General Plan OP2.1</i></p> <p>17. Open Space Protection and Restoration; Open Space Acquisition Funding</p> <ul style="list-style-type: none"> Conduct fee studies for Quimby Act and updated Park Department fees. Pursue acquisition grant funding. (<i>P&R, CDD, CA, P&R Commission, CC</i>) 	<p>Target 2020 to complete fee studies and establish funding mechanisms.</p> <p>Ongoing development permitting and pursuit of grants.</p> <p>Reevaluate policy in 2025 (revenue sufficiency).</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Staff actively pursues acquisition grant funding opportunities. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Fee studies. <p><i>Consider fee studies as part of future General Plan Open Space, Parks and Recreation Element update.</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP2.5</i></p> <p>18. Open Space Protection and Restoration; Open Space Management - Citizen Involvement</p> <ul style="list-style-type: none"> Coordinate with citizens groups. Establish conservation and passive recreational activities within new or existing open spaces. (<i>P&R</i>) 	<p>Ongoing as open space is acquired.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Citizens involved via Las Positas Creek neighborhood and Creeks Advisory Committee meetings. Mid-Arroyo Burro plan presented at Creeks Advisory Committee meeting. Arroyo Burro Open Space Restoration plans presented at Creeks Advisory Committee and multiple neighborhood meetings. Arroyo Burro Restoration at Hidden Valley Park plans presented at Creeks Advisory Committee and multiple neighborhood meetings. Activities organized via Annual Creeks Week. <p><i>Ongoing implementation as part of Creeks Division work.</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP2.7</i></p>	<p>Target 2020 for completing open space identification,</p>	<p>Complete</p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
<p>19. Open Space Protection and Restoration; Coordination with Owners of Private Open Space</p> <ul style="list-style-type: none"> Coordinate with private landowners on management/restoration actions for private hillsides protected by City ordinance. Study cost/benefit of transfers to public ownership with willing owners. <p><i>(P&R, CDD, P&R Commission, CC)</i></p>	<p>coordination, and cost/benefit studies.</p> <p>Ongoing outreach.</p>	<ul style="list-style-type: none"> Parks & Recreation Department coordination with private property owners for purchase of parcel and adjacent private property conservation easement for the Upper Arroyo Burro Restoration project. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Study of the costs and benefits of transfers. <p><i>Consider future budget and further work on hillside protection.</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP2.6</i></p> <p>20. Open Space Protection and Restoration; Youth Involvement</p> <ul style="list-style-type: none"> Work with schools and organizations to foster youth appreciation/ involvement in open space protection and use. <p><i>(P&R, Airport, Waterfront)</i></p>	<p>Target 2020 to establish expanded outreach program.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Park volunteer projects with local Boy Scouts. Youth watershed education program reaching over 3,000 students per year. Youth interns on Park and Recreation Commission and Santa Barbara Council. Continued coordination with schools on native vegetation planting in parks and open spaces. Airport partnership with Growing Solutions and Santa Barbara High School Green Academy for habitat restoration projects and tours. <p><i>Continue ongoing efforts through existing programs.</i></p>
<p><i>EIR MM Vis-2/ GP Policy OP2.3</i></p> <p>21. Preservation of Regional Open Space</p> <ul style="list-style-type: none"> Coordinate with County, school districts, Goleta and Carpinteria recreation providers. Identify means to protect regional open space in Las Positas Valley, foothills, and other areas. Work with County to consider: <ul style="list-style-type: none"> Expand San Marcos Foothills; Restore foothills; Recreational facilities; and/or Linked open space and trail corridors through Las Positas Valley and eastern Hope Ranch. <p><i>(P&R, CDD, P&R Commission, CC)</i></p>	<p>Target 2020 to identify key open space corridors.</p> <p>Ongoing for all development within and adjacent to identified key open spaces.</p>	<p>In Progress</p> <ul style="list-style-type: none"> Multi-use trail corridor in planning phase for Las Positas Valley. <p>Ongoing</p> <ul style="list-style-type: none"> City shares jurisdictional oversight with County and Los Padres National Forest on Santa Barbara's Front County Trails. Ongoing department programs. <p><i>Consider future funding for further regional open space efforts.</i></p>
<p>Public Utilities - Water Supply, Wastewater, Solid Waste</p> <p>Adequacy of solid waste management facilities to support future growth.</p>		
<p><i>EIR MM PU-1/ GP Policy ER22.4</i></p> <p>22. Solid Waste Management; 1a. Develop Disposal Options; Waste-To-Energy</p> <ul style="list-style-type: none"> Coordinate with County/South Coast to establish a waste-to-energy conversion facility at Tajiguas landfill. <p><i>(Finance, CDD, CC, in coordination with County of Santa Barbara)</i></p>	<p>Target 2015 for facility establishment.</p> <p>Ongoing coordination through 2030.</p>	<p>In Progress</p> <ul style="list-style-type: none"> In 2017, the County Board of Supervisors approved the revised Tajiguas Landfill Resource Recovery Project and the development of facilities to process municipal solid waste (MSW), recyclables, and organic materials. A component of this project is an Anaerobic Digestion (AD) facility that would convert all recovered organics into Bio-gas that would be used to generate approximately 1+ net MW of power. <p><i>Consider continued City participation.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2017)
Class II Impacts – Less Than Significant With Mitigation		
<p><i>EIR MM PU-1/ GP Policy ER22.4</i></p> <p>23. Solid Waste Management; 1a. Develop Disposal Options; Landfill or Other Waste Disposal Capacity Options</p> <ul style="list-style-type: none"> • If waste-to-energy facility not established by 2015, coordinate with County/South Coast to identify and implement alternative waste disposal strategy. • Coordinate with the County to identify and establish additional landfill capacity. • Explore alternative regional waste disposal facilities. <p><i>(Finance, CC, in coordination with region)</i></p>	<p>Target 2015 to identify options and recommendations for waste disposal capacity.</p> <p>Ongoing coordination through 2030.</p>	<p>In Progress</p> <ul style="list-style-type: none"> • See <i>MMRP Class II Public Utilities Measure #22</i>. <p>Ongoing</p> <ul style="list-style-type: none"> • Continued regional coordination through the Santa Barbara County Solid Waste Local Task Force. <p><i>Consider continued City participation.</i></p>
<p><i>EIR MM PU-1/ GP Policy ER22.5</i></p> <p>24. Solid Waste Management; 1b. Increase Diversion</p> <p>Work with businesses to recycle, reduce, or eliminate waste:</p> <ul style="list-style-type: none"> • Business outreach and processes; discourage single-use items, eliminate packaging; • Expanded recycling and organics programs; • Increase recycling customers; • Reduce waste through reuse; • Protect recycling markets. <p><i>(Finance, CC)</i></p>	<p>Ongoing waste management activities through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Single Use Bag Ordinance adopted (2013). • Ordinance regulating expanded polystyrene food containers and products, plastic straws, stirrers, and cutlery adopted (2018). <p>Ongoing</p> <p>Waste Reduction</p> <ul style="list-style-type: none"> • City staff conducts business waste audits, business outreach, and achieves 30% diversion of AB 341 customers (mandatory commercial recycling). • Electronic waste collection events, and bulky waste collection/illegal dumping prevention. <p>Expanded Recycling and Organics</p> <ul style="list-style-type: none"> • As of 2016, MarBorg recycles mattresses and carpet. • MarBorg operates an antifreeze, battery, oil, paint (ABOP), e-waste, and appliances drop-off center, and curbside cell phone and battery collection. <p>Increase Recycling Customers</p> <ul style="list-style-type: none"> • MarBorg provides 192 gallons of free green waste collection for single-family residential customers. • MarBorg has complied with the AB 341 mandatory commercial recycling goal of 75% disposal reduction threshold by 2020. • Recycling and food scrap programs are implemented at local schools. <p>Reuse</p> <ul style="list-style-type: none"> • CalRecycle provides list of organizations with salvage/recycled building materials. • Building Green brochure provides information about use of salvage materials. • Built Green projects receive points for materials reuse. <p>No Budget or Work to Date</p>

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		<ul style="list-style-type: none"> • Adding textiles, wood, film plastics to recycling stream. • Market assistance for recycling asphalt shingles. • Residential composting of food scraps. <i>Consider continuing and expanding programs.</i>
Transportation More vehicle trips would increase the number of intersections exceeding the City’s Level of Service standard.		
<i>EIR MM Trans-1b/ GP Policy C1.5</i> 25. Intersection Level of Service and Arterial Congestion; 1b. Implement a “Friction” – Reducing Program for City Streets Improve mid-block traffic flow including installing as needed: <ul style="list-style-type: none"> • Shared access & parking; • Driveway spacing; • Median design; • Traffic control refinements; • Improvements of bus/bicycle/pedestrian facilities. (PW, TCC, CC)	Program improvements as needed to maintain levels of service through 2030.	Ongoing <ul style="list-style-type: none"> • Development permitting includes improvements as needed. • Other improvements installed as funding becomes available. <i>Continued implementation as applicable through development review or capital improvements.</i>

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Air Quality Consistency of projected citywide population growth with Clean Air Plan population forecasts for attainment with state air quality standards.		
<i>EIR RM AQ-1/ GP Policy ER8, ER8.1</i> 1. Reduce Sources of Air Pollutants <ul style="list-style-type: none"> • Expand infrastructure and incentives for lower emission vehicles and equipment (e.g., parking priority, EV plug-ins). • Support speed limit amendments for wider use of EVs. • Require non-residential projects to install EV charging stations; adjust standard conditions. • Provide expedited permitting for EV charging infrastructure. • Consider building code amendments requiring EV pre-wiring in new and substantial remodels of residential units. (PW, CA, CDD, PC, CC)	Ongoing implementation. Target 2017 for updated City code provisions; otherwise 2030.	Complete <ul style="list-style-type: none"> • 2013 California Green Building Code (CALGreen) requires EV “readiness” and/or pre-wiring conduit and electrical panel capacity in all new single and multifamily residential and nonresidential development (with some exemptions). • 2016 CALGreen code changes include enhanced statewide mandatory requirements for EV readiness – effective Jan 2017. CALGreen updates likely obviates the need for code amendments. • Effective January 2018, Title 22 ordinance amendments established an expedited administrative permit review process for EV charging stations.

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		<ul style="list-style-type: none"> Over 200 public or semi-public EV charging stations available in the Central Coast region, including eight in City public parking lots. First retail hydrogen fueling station in Santa Barbara opened on La Cumbre Road in 2016. <p>Ongoing</p> <ul style="list-style-type: none"> Implementation of Central Coast Plug-In Electric Vehicle (PEV) Readiness Plan (2014) and Alternative Fuel Vehicle Readiness Plan (2016) by Community Environmental Council and other organizations. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Speed limit amendments. <p><i>Consider budget, additional work FY18.</i></p>
<p>Biological Resources</p> <p>Potential Future Development could displace or disturb important upland habitats, creek and riparian habitats, coastal habitats, specimen trees and associated wildlife, and special status species.</p>		
<p><i>EIR RM Bio-1/ GP Policy ER11.2</i></p> <p>2. Upland Habitat and Species Protection; Oak Woodland Protection</p> <ul style="list-style-type: none"> Site new development outside of oak woodlands to the extent feasible. Within and adjacent to oak woodlands: <ul style="list-style-type: none"> Avoid removal of specimen oaks; Preserve and protect saplings and understory; Provide compatible landscaping and irrigation; Restore habitat of degraded woodlands. <p><i>(CDD, P&R, developers, PC, Design Boards, CC)</i></p>	<p>Ongoing development review and permitting through 2030.</p> <p>Assess effectiveness periodically through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies site-specific oak woodland protection measures. Urban Forest Management Plan (2014) includes objective to enhance and preserve oak woodlands. <p>In Progress</p> <ul style="list-style-type: none"> Draft Coastal LUP adopted by City Council in August 2018 includes oak woodland protection policies within the Coastal Zone. Policies are not effective until certified by the California Coastal Commission (CCC). <p><i>Continue ongoing implementation through development permitting process.</i></p>
<p><i>EIR RM Bio-2/ GP Policy ER12.5</i></p> <p>3. Creeks, Riparian Habitat and Species Protection; Riparian Woodland Protection</p> <ul style="list-style-type: none"> Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands: <ul style="list-style-type: none"> Avoid removal of mature native trees; Protect saplings and understory; Provide compatible landscaping and water quality protection and enhancement; Restore habitat of degraded woodlands. 	<p>Ongoing development review and permitting through 2030.</p> <p>Periodic assessment of policy effectiveness.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies site-specific riparian woodland protection measures. <p>In Progress</p> <ul style="list-style-type: none"> Draft Coastal LUP adopted by City Council in August 2018 includes riparian woodland protection policies within the Coastal Zone. Policies are not effective until certified by the California Coastal Commission (CCC). <p><i>Continue ongoing implementation through development permitting process.</i></p>
<p><i>EIR RM Bio-3a/ GP Policy ER12.2</i></p>	<p>Target 2016 for Multi-Use Plan completion.</p>	<p>In Progress</p>

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<p>4. Coastal Habitats and Species Protection; 3a. Waterfront Habitat and Wildlife Management</p> <p>Develop plan and monitoring guidelines to provide recreational use and protect habitat:</p> <ul style="list-style-type: none"> • Restore remnant coastal sand dunes; • Restore/enhance estuaries as feasible (Mission, Sycamore Creeks, and Laguna Channel); • Prepare public access management plan. <p><i>(P&R, Waterfront, CDD, PW, PC, P&R Commission, Creeks Committee, CC)</i></p>	<p>Ongoing management, implementation, and monitoring through 2030.</p> <p>Periodic reassessment of plan effectiveness.</p>	<ul style="list-style-type: none"> • Draft Coastal LUP adopted by City Council in August 2018 includes policies addressing coastal habitat protection and allowed uses in ESHA, including recreational uses. Policies are not effective until certified by the CCC. <p>Deferred</p> <ul style="list-style-type: none"> • A Mission Creek/Laguna Channel restoration and management program was considered and is not proceeding at this time due to concerns that sediment accumulation problems could result. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Plan and monitoring guidelines. <p><i>LCP Update continuing through FY20. Also consider as part of Environmental Resources Element update.</i></p>
<p><i>EIR RM Bio-3b/ GP Policy ER12.3(a)</i></p> <p>5. Coastal Habitats and Species Protection; 3b. Coastal Bluff Habitat Protection Policy</p> <ul style="list-style-type: none"> • Site new development along the bluffs to: <ul style="list-style-type: none"> ○ Minimize impacts to coastal bluff scrub; ○ Restore habitat; ○ Provide compatible landscaping. <p><i>(CDD, developers)</i></p>	<p>Ongoing development review and permitting through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> • Development permitting minimizes impacts and protects habitat as feasible. <p>In Progress</p> <ul style="list-style-type: none"> • Draft Coastal LUP adopted by City Council in August 2018 includes policies for the protection of coastal bluff scrub and for plantings in ESHA. Policies are not effective until certified by the CCC. <p><i>LCP Update continuing through FY20. Ongoing implementation via City development permitting and restoration programs.</i></p>
<p><i>EIR RM Bio-3b/ GP Policy ER12.3(b)</i></p> <p>6. Coastal Habitats and Species Protection; 3b. Coastal Bluff Habitat Restoration Program</p> <ul style="list-style-type: none"> • Establish goal to restore five acres of coastal bluff scrub habitat. <p><i>(CDD, P&R, P&R Commission, CC)</i></p>	<p>Ongoing program through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> • Development permitting requires coastal bluff scrub restoration where applicable. <p>In Progress</p> <ul style="list-style-type: none"> • Draft Coastal LUP adopted by City Council in August 2018 includes policies for restoration of coastal bluff scrub designated as ESHA if necessary to mitigate impacts. Policies are not effective until certified by the CCC. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • No coastal bluff scrub restoration projects have been completed to date. <p><i>Consider restoration as funding becomes available.</i></p>
<p><i>Geological Conditions</i></p> <p>Potential for geological and soil instability and hazards, including landslides, expansive soils, erosion, coastal bluff retreat, and radon.</p>		
<p><i>RM Geo-1a/ GP Policies S23-25</i></p> <p>7. Sea Level Rise and Coastal Bluff Retreat; 1a. Siting of Development and Public Facilities</p>	<p>Local Coastal Program (LCP) amendment by 2015.</p>	<p>Complete</p> <ul style="list-style-type: none"> • 2017 revisions to the Post LCP Certification Permit and Appeal Jurisdiction Map identifies the coastal bluff edge line and can be used to

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<ul style="list-style-type: none"> Provide coastal bluff setback guidelines for new development. 	<p>Ongoing development review and permitting through 2030.</p>	<p>for determining setbacks (i.e., development buffer) for new development.</p> <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting requires coastal bluff setbacks for new development. <p>In Progress</p> <ul style="list-style-type: none"> Draft Coastal LUP adopted by City Council in August 2018 includes detailed policies for coastal bluff edge development buffers . Policies are not effective until certified by the CCC.
<p>Hazards Potential for substantial, unacceptable public safety risk associated with transportation, oil and gas facilities, or transmission lines; contaminated sites, commercial/industrial hazardous materials use, and household hazardous materials; and potential for exposure of new development and residents to wildland fire hazard.</p>		
<p><i>EIR RM Haz-2/ GP Policy S62</i></p> <p>8. Hazardous Materials; Exposure Vapor Barrier Study</p> <ul style="list-style-type: none"> Conduct engineering study. Establish development guidelines for barriers. <p><i>(CDD, B&S, PW, Fire Department (FD))</i></p>	<p>Target 2014 completion as part of Safety Element update.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Study completed and policies adopted in updated Safety Element (2013). <p>Ongoing</p> <ul style="list-style-type: none"> Guidance provided in updated state building code. Development permitting requires vapor barriers or other controls where applicable. <p><i>Ongoing implementation through development permitting.</i></p>
<p><i>EIR RM Haz-1/ GP Policy S61</i></p> <p>9. Accidents Risks; Electromagnetic Fields (EMF) Setbacks; and Monitor EMR Study</p> <ul style="list-style-type: none"> Continue prudent avoidance policy for siting of development near transmission lines. Monitor science and update policy as necessary. <p><i>(CDD, PC, CC)</i></p>	<p>Ongoing development review and permitting.</p> <p>Periodic research tracking.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Radio and cell site facilities are reviewed for consistency with IEEE-ANSI standards for human exposure levels. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Research has not been recently monitored. <p><i>Ongoing implementation through development permitting and periodic science review.</i></p>
<p><i>EIR RM Haz-3/ GP Policy S44, S45</i></p> <p>10. Wildfire Hazards; Water System Improvements for Fire Fighting; and Private Water Supplies for Fire Fighting</p> <ul style="list-style-type: none"> Evaluate potential City water system improvements; incorporate in Capital Improvements Program (CIP). Encourage and assist private emergency water supplies for fire fighting in high fire hazard areas. <p><i>(FD, PW, CDD, CC, private property owners)</i></p>	<p>Ongoing water system mangement/CIP and development permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Policies adopted in updated Safety Element (2013). <p>Ongoing</p> <ul style="list-style-type: none"> Water systems are routinely evaluated in the annual City budget and CIP. Water main replacement projects are conducted within prescribed fire protection areas and pump station rehabilitation projects are programmed into the CIP. Water Resources and Fire Department provide development review of fire protection systems on private property. Private emergency water supplies may be considered to fight structure fires but are not appropriate for wildfires.

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		<p><i>Continue ongoing evaluation and project reviews.</i></p>
<p>Hydrology Potential for future development to increase flood hazards, impact water quality of creeks and groundwater, and impact ocean water quality.</p>		
<p><i>EIR RM Hydro-1/ GP Policy ER21.1</i> 11. Flood Hazards; Creek Setback Standards and Bank Stabilization <ul style="list-style-type: none"> Establish creek setback and restoration standards adequate for flood protection, erosion control, geologic hazards, and habitat support. <i>(CDD and B&S, P&R, PW, Creeks Committee, PC, CC, property owners)</i></p>	<p>Target adoption of updated setback standards by 2020; otherwise 2030.</p> <p>Ongoing development review and permitting.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class II Biological Resources Measure 6.
<p><i>EIR RM Hydro-2/ GP Policy ER19.3</i> 12. Improve Water Quality at Area Beaches; Pharmaceutical Waste Education and Collection <ul style="list-style-type: none"> Continue coordination with County Public outreach and education. Provide waste drop off and collection. <i>(P&R, PW, Creeks Committee, Finance, PC, CC)</i></p>	<p>Ongoing management.</p>	<p>Complete</p> <ul style="list-style-type: none"> Prescription drug disposal box established in the Police Department lobby. In 2016, the County passed an ordinance that requires pharmaceutical manufacturers that sell product in SB County to establish and fund a free collection program for unwanted household medications. The first collection kiosks were installed in 2018. <p>Ongoing</p> <ul style="list-style-type: none"> The City provides financial support for Santa Barbara County’s “Operation Medicine Cabinet” (OMC) for safe disposal of unwanted prescription and over-the-counter medications. In FY16, over 9,000 lbs. of pharmaceuticals were collected. City residents receive free mail-in medical sharps containers from MarBorg. <p><i>Continue to promote existing program.</i></p>
<p><i>EIR RM Hydro-2/ GP Policy ER19.4</i> 13. Improve Water Quality at Area Beaches; Beach Water Quality Improvement Consider actions for further improving water quality which could include: <ul style="list-style-type: none"> Restoration/wetland plan for Lower Mission Creek/Laguna Channel interface with ocean and/or; Ultraviolet treatment during low flow periods. <i>(P&R, PW, CDD, Creeks Committee, PC, CC)</i></p>	<p>Target 2014 as part of Multi-Use Plan and/or 2017 Shoreline Mgmt Plan.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> The City’s Storm Water Management Program (SWMP) details how the City will protect water quality through Best Management Practices (BMP) provisions and measureable goals that must be met each year. Advanced wastewater source control implemented in Laguna Channel (2014-15) may obviate need for ultraviolet treatment; testing and evaluation. <p>Deferred</p> <ul style="list-style-type: none"> A Mission Creek/Laguna Channel restoration and management program was considered and is not proceeding at this time due to concerns that sediment accumulation problems could result. <p><i>Continued evaluation and implementation.</i></p>

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<p><i>EIR RM Hydro-2/ GP Policy ER19.5</i> 14. Improve Water Quality at Area Beaches; Watershed Action Plans <ul style="list-style-type: none"> Complete Watershed Action Plans for Mission, Sycamore, Arroyo Burro, and Laguna watersheds. <i>(P&R, Creeks Committee, PC, CC)</i></p>	<p>Target initial planning work by 2017; otherwise ongoing planning and implementation through 2030.</p> <p>Review for updates as needed every 10 years.</p>	<p>Complete</p> <ul style="list-style-type: none"> Laguna Watershed Study Final Project Report (2013). <p>Ongoing</p> <ul style="list-style-type: none"> Implementation of action items from previous watershed studies is underway (2000 Creek Inventory and Assessment Study, 2005 Existing Conditions Study, and 2009 Laguna Watershed Study). <p><i>Consider continuing to focus resources and efforts on implementation actions rather than additional planning documents through 2030.</i></p>
<p>Noise Potential noise impacts from siting dissimilar uses together.</p>		
<p><i>EIR RM Noise-1/ GP Policy ER31.5</i> 15. Nuisance Noise; Neighborhood Noise Reduction <ul style="list-style-type: none"> Require more detailed noise assessments for special, conditional, and institutional uses with group uses or events. <i>(CDD, PC, CC)</i></p>	<p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Noise ordinance updated in 2016, prohibits noise disturbance plainly audible at a distance of 50 feet from noise source. <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies policy for detailed noise assessment. <p><i>Continue ongoing policy and ordinance implementation.</i></p>
<p>Open Space and Visual Resources Potential for substantial impact to scenic public views.</p>		
<p><i>EIR RM Vis-2/ GP Policy LG12</i> 16. Community Character; Strengthen Design Standards <ul style="list-style-type: none"> Refine design provisions to enhance community character, sustainability, and affordable housing. <i>(CDD, CA, ABR, HLC, Single-Family Design Board (SFDB), PC, CC)</i></p>	<p>Ongoing guidelines refinement to 2030.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Infill Design Guidelines added to the ABR General Design Guidelines (2017). Santa Barbara Colors Guide updated (2018). <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies existing policies and guidelines, and receives design review by ABR, HLC, and SFDB. Average Unit-Size Density (AUD) Incentive Program focuses on balancing multi-family design and housing objectives. <p>Pending</p> <ul style="list-style-type: none"> Historic Resource Design Guidelines accepted by HLC (2015), pending City Council approval. Historic Architectural Styles Guide pending final approval. Proposed Historic Resource Descriptions and Maps (2015) pending final approval. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Haley-Milpas Design Manual update proposed, will address design standards. <p><i>Consider continued program budget and support for guidelines work.</i></p>

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<p><i>EIR RM Vis-2/ GP Policy LG12.1</i></p> <p>17. Community Character; Design Overlays</p> <ul style="list-style-type: none"> Identify area-specific criteria for floor area ratios (FARs), setbacks, landscaping, and open space. Consider overlays within Downtown, Coast Village Road, Upper State Street, Milpas Sreet, Haley/Gutierrez St, Yanonali/Helena Sreet <p><i>(CDD, CA, ABR, HLC, PC, CC)</i></p>	<p>Ongoing part of design guidelines refinement through 2030.</p> <p>Ongoing development review and permitting.</p>	<p>No Budget or Work to Date</p> <p><i>Consider continued program budget and support for design guidelines work.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.2 (a,b)</i></p> <p>18. Community Character; Building Size, Bulk and Scale</p> <ul style="list-style-type: none"> Ensure buildings are compatible with surrounding built environment. Strengthen standards and findings for projects of 10,000 or more square feet in commercial zones. Develop maximum FARs for non-residential high-density areas to maintain historic character, promote affordable housing. <p><i>(CDD, CA, ABR, HLC, PC, CC)</i></p>	<p>Ongoing part of design guidelines refinement through 2030.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Designated City Landmarks and Structures of Merit Sensitivity (buffer) Areas are identified and flagged in the permit tracking system. Infill Design Guidelines address unit/building size. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> No work on standards, findings, FARs. <p><i>Consider continued budget and support for further work as part of design guidelines refinements.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.2 (c)</i></p> <p>19. Community Character; Development Monitoring</p> <ul style="list-style-type: none"> Develop program to monitor scale and pace of development. Where corridors or blocks experience transforming development, take interim actions. <p><i>(CDD, ABR, HLC, PC, CC)</i></p>	<p>Monitoring program part of General Plan Adaptive Management Program (AMP) and guidelines refinement through 2030.</p> <p>Ongoing development review and permitting.</p> <p>Periodic review of effectiveness.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> General Plan AMP report provides annual development tracking. Post-Construction monitoring of AUD incentive program projects will evaluate policy effectiveness for neighborhood compatibility. Development permitting for large projects considers scale of development within surrounding area context. <p><i>Consider future budget and work program by 2020.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.2 (d)</i></p> <p>20. Community Character; Preservation</p> <ul style="list-style-type: none"> Prepare design guidelines for major infill to consider surrounding context of block/corridor and address relation of structures to uses, parcels, key visual assets (e.g., historic structures, views, trees). Modify design as needed to preserve essential elements of community character. <p><i>(CDD, ABR, HLC, PC, CC)</i></p>	<p>Incorporate policy in design guidelines refinements through 2030.</p> <p>Ongoing development review and permitting.</p>	<p>Complete</p> <ul style="list-style-type: none"> Infill Design Guidelines (2017). <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting for large projects considers scale of development within surrounding area context. <p>No Budget or Work to Date</p> <p><i>Consider developing direction as part of design guidelines refinements.</i></p>
<p>Public Services -Police, Fire, Parks, Schools</p> <p>Future population increases may affect adequacy of parks and recreation facilities and services and public school facilities and services.</p>		
<p><i>EIR RM Serv-1/ GP Policy OP1.4</i></p>	<p>Target 2017 to assess potential parcels, as part of</p>	<p>Ongoing</p>

Program EIR Recommended Mitigation (RM) and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
<p>Class III Impacts – Less Than Significant. These Recommended Measures (RM) provide additional detail, and were incorporated into the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.</p>		
<p>21. Parks and Recreation As part of Parks and Recreation Facilities Master Plan and/or Sustainable Neighborhood Plans: <ul style="list-style-type: none"> Identify publicly-owned vacant/underutilized properties; Study potential for conversion of properties to park, open space, recreation, garden, habitat, or water quality uses. <i>(P&R, CDD, P&R Commission, CC)</i></p>	<p>Parks and Recreation Master Plan update. Ongoing assessment as part of Sustainable Neighborhood Plans through 2030.</p>	<ul style="list-style-type: none"> Ongoing analysis as part of Capital Improvement Program (CIP) projects. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> The City has not initiated work on the Sustainable Neighborhood Plans; however, the Mesa Architects neighborhood volunteer group has started initial work on a Mesa Village neighborhood plan. An updated Parks and Recreation Facilities Master Plan is in the 2018 – 2023 CIP, budgeted to start in 2018-2019. <p><i>Consider budget and preparation of Master Plan.</i></p>
<p><i>EIR RM Serv-3/ GP Policy EF26</i> 22. Development Impact Fee <ul style="list-style-type: none"> New commercial and market-rate residential development and redevelopment shall avoid public services and facilities impacts or require financial contributions to mitigate impacts. <i>(CDD, PW, CA, CC)</i></p>	<p>Target 2017 for fee studies. Ongoing development review and permitting. Periodically review fees through 2030.</p>	<p>Ongoing</p> <ul style="list-style-type: none"> Development permitting applies policy when applicable. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Development Impact Fee.
<p>Public Utilities - Water Supply, Wastewater, Solid Waste Potential increase in water demand, and adequacy of water supply to support future growth.</p>		
<p><i>EIR RM PU-1/ GP Policy ER15</i> 23. Future Water Supply and Demand Protection; Long-Term Water Supply Plan (LTWSP) Update and maintain LTWS for next 20 year period to include: <ul style="list-style-type: none"> State Water Project reliability; Groundwater banking; Sedimentation projections/ mangement opportunities; Gibraltar yield under pass-through agreement; Desalination; Groundwater management analysis; Additional conservation opportunities; Recycled water expansion opportunities; Climate change assessment and monitoring. <i>(PW, Water Commission, CC)</i></p>	<p>Target 2011 for LTWSP update. Ongoing follow-up studies and water management activities through 2030. Periodic policy assessments, based on water supply changes, droughts, environmental issues (e.g. SY River).</p>	<p>Completed</p> <ul style="list-style-type: none"> LTWSP update adopted (2011). Recycled water distributed from the Tertiary Treatment facility; thus eliminating potable blending (2015). Charles E. Meyer Desalination facility reactivated (2017). Subsurface Desalination Intake Study (2017) and Potable Reuse Feasibility Study (2017). Secured supplemental water purchases and exchanges to maximize delivery of water through State Water Project as needed during drought emergency conditions. USGS Optimal Groundwater Sustainability Study for Managing Saltwater Intrusion Effects on Groundwater (2018). <p>In Progress</p> <ul style="list-style-type: none"> Draft environmental documents for Pass-Through Agreement released for public review in January 2016. Efforts are underway to draft a storage and conveyance contract with U.S. Bureau of Reclamation. City staff supporting Cachuma Operation and Maintenance Board's efforts to develop a Cachuma Water Quality and Sediment Management Study. In December 2016, staff worked with the Cachuma Conservation Release Board (CCRB)

Program EIR Recommended Mitigation (RM) and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
<p><i>Class III Impacts – Less Than Significant. These Recommended Measures (RM) provide additional detail, and were incorporated into the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.</i></p>		
		<p>to review and comment on the State Water Resources Control Board Draft Order for the Bureau of Reclamations Cachuma Project water rights permit.</p> <ul style="list-style-type: none"> • Staff continues to support CCRB on its efforts related to the forthcoming revised federal biological opinion on steelhead trout for the Cachuma Project. • City staff are participating in Direct Potable Reuse (DPR) Coalition with NWRI to prepare a white paper of concepts for the state to consider as it works toward developing statewide DPR regulations. <p>Ongoing</p> <ul style="list-style-type: none"> • Annual updates provided to Water Commission & City Council in the Water Supply Management Report. • Stage Three Drought Condition declared in May 2015. A 30% water conservation target was adopted in March 2017 and remains in effect based on current conditions. Monthly drought updates provided to Water Commission and City Council address status of drought conditions, supply augmentation efforts, and demand reduction efforts/targets. • Groundwater banking/purchase of supplemental water occurring per LTWSP. • Monthly and annual groundwater monitoring for water levels and water quality. • Continuing to connect new sites to the recycled water system including adjacent potable customers and adjacent development projects. • Climate change assessed with City plans; state analysis/model upgrades underway.
<p><i>EIR RM PU-2/ GP Policy ER18.4</i></p> <p>24. Montecito Water District Coordination; Water Supply to Coast Village Road</p> <ul style="list-style-type: none"> • Coordinate with Montecito Water District (MWD) on Coast Village Road water service agreements and management activities. (PW, Water Commission, CC, MWD) 	<p>Target 2011 as part of LTWSP with follow-on activities as determined.</p> <p>Ongoing water management assessments and activities.</p>	<p>Completed</p> <ul style="list-style-type: none"> • Addressed in 2011 LTWSP. <p>Ongoing</p> <ul style="list-style-type: none"> • City coordinates with MWD on water services, and project review and permitting. Verification of “will serve” letter required for projects served by MWD. • MWD suspended applications for new and expanded water connections during drought conditions and established mandatory water use restrictions (Ord. 92). <p><i>Consider continuing coordination.</i></p>

Program EIR Recommended Mitigation (RM) and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
<p>Class III Impacts – Less Than Significant. These Recommended Measures (RM) provide additional detail, and were incorporated into the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.</p>		
<p>Additional environmental analysis was conducted on the following topics that draw on the analysis of individual impacts topics: Energy, Global Climate Change, Population and Jobs-Housing Balance, and Socioeconomic Issues. The following Recommended Measures (RM) from that analysis are tracked as part of the MMRP.</p>		
<p>Energy Future growth projected to result in overall increased energy use citywide.</p>		
<p><i>EIR RM Energy-2/ GP Policy ER1.3</i> 25. Residential, Commercial, and Industrial Consumption; Exterior Heat Gain Standards Improve carbon sequestration and reduce urban heat island effect by:</p> <ul style="list-style-type: none"> • Amend zoning ordinance standards to decrease impermeable surfaces and building areas relative to lot size; • Establish incentives for projects incorporating green roofs; • Coordinate with Fire and Public Works/ Transportation to change roadway standards allowing more permeable surfaces. (CDD, P&R, PW, FD, PC, CC) 	<p>Target 2014 to consider standards in Climate Plan and Safety Element.</p> <p>Target 2017 to establish standards and incentives.</p> <p>Ongoing implementation through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Incorporated in CAP as Strategy #42. <p>Ongoing</p> <ul style="list-style-type: none"> • Over 229,000 square feet of permeable pavement installed in parking lots, streets, sidewalks, and alleys citywide since 2012. • Zoning allows permeable surfaces for uncovered parking. • Several constructed and approved projects have incorporated green roofs. • Title 24 Energy Efficiency Standards require cool roof materials in new construction or major re-roofing projects; however, 2012 Fire Code update prohibits green roofs in designated High Fire areas. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Further standards or incentives for impermeable surface/lot size, green and cool roofs, or changed roadway standards. <i>Consider future budget and work programs.</i>
<p>Global Climate Change The growth projected under Plan Santa Barbara would incrementally contribute to global climate change.</p>		
<p><i>EIR RM Climate-3/GP Policy ER5.2</i> 26. Energy Efficient City Facilities</p> <ul style="list-style-type: none"> • Continue to retrofit municipal systems with energy efficient equipment, systems, and programs. (PW, City departments, CC) 	<p>Ongoing through 2030.</p>	<p>Complete</p> <ul style="list-style-type: none"> • Incorporated in the CAP as Strategy #1. • Leadership in Energy and Environmental Design (LEED) certification (gold) Airline Terminal and LEED platinum recertification of 630 Garden Street building. • Light Emitting Diode (LED) energy efficient lighting upgrades Citywide (2017 – 2018). • Cogeneration system at El Estero Wastewater Treatment Plan (2013). • High efficiency boiler replacement at Los Baños pool (2012). • City Council adopted goal of 100% renewable energy (2017): 50% used by municipal facilities by 2020, 100% used by municipal facilities and community by 2030. <p>Ongoing</p> <ul style="list-style-type: none"> • City energy efficient retrofits and equipment upgrades are ongoing. <p>In Progress</p> <ul style="list-style-type: none"> • Solar array at the Airport’s long term parking lot and City Parking Lot 7.

Program EIR Recommended Mitigation (RM) and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2018)
Class III Impacts – Less Than Significant. These Recommended Measures (RM) provide additional detail, and were incorporated into the General Plan. These would further benefit the environment where potential adverse impacts were identified as not significant or mitigated to less than significant levels, and further mitigation is not required.		
		<ul style="list-style-type: none"> Strategic Energy Plan. Consider continued program.
Population and Jobs/Housing Balance Forecasted growth within the City could contribute to regional employment growth and housing demand on the South Coast, which could worsen the region’s balance between jobs and housing.		
<i>EIR RM Pop-1/ GP Policy EF22</i> 27. Improved Jobs/Housing Balance; 1a. Job Creation <ul style="list-style-type: none"> Emphasize programs, incentives, and land use changes that prioritize high wage jobs to improve the jobs housing balance. (CDD, City Administrator’s Office (CAO), CA, PC, CC)	Ongoing through 2030.	Ongoing <ul style="list-style-type: none"> City guide to starting and growing a business provides comprehensive information and resources to support employment. Development permitting supports incubator and office space for entrepreneurs and self-employed professionals (Impact HUB, Workzones, Synergy Business and Technology Center). Consider future budget and further work programs and efforts.
<i>EIR RM Pop-1/ GP Policy H22.10</i> 28. Improved Jobs/Housing Balance; 1b. Locations for Affordable Housing <ul style="list-style-type: none"> Coordinate with South Coast agencies and consider partnerships to develop workforce housing. Inventory public sites. (CDD, PC, CC)	Ongoing agency coordination through 2030. Target lands inventory as part of scheduled Housing Element updates through 2030.	Complete <ul style="list-style-type: none"> 2015 Housing Element update includes an inventory of public sites within the City. Ongoing <ul style="list-style-type: none"> Regional Affordable Housing Task Force continues to share information and strategies among local jurisdictions and housing providers. The 2015 Housing Element update includes Policy H24 to pursue joint legislative platform for regional South Coast housing solutions. Consider continued implementation of programs.
<i>EIR RM Pop-1/ GP Policy H24.4</i> 29. Improved Jobs/Housing Balance; 1c. Redevelopment Funding for Affordable Housing <ul style="list-style-type: none"> Pursue legislation to extend the life of the Redevelopment Agency. (CDD, CA, CAO, CC)	Target 2015.	<ul style="list-style-type: none"> This policy is not applicable following State actions in 2012-2013 to dissolve redevelopment agencies in California. The City is the successor agency for managing redevelopment projects and financing affordable housing projects through grant funding or other sources. Continued implementation of Housing Element programs.
Socioeconomic Issues Potential disproportionate environmental effects upon lower-income and/or ethnic minority populations.		
<i>EIR RM Socio-1/ GP Policy ER32.3</i> 30. Interior Noise Reduction Home Improvement Program; Financing for Noise Reduction <ul style="list-style-type: none"> Establish a loan program to low-income residents for installing noise control improvements. (CDD, CAO, CC)	Target 2030 for program development.	No Budget or Work to Date Consider future budget and work program.

* Note that General Plan Policies pertaining to heritage resources reflect policy number changes with the 2012 Historic Resources Element update, and policies related to public safety reflect policy number changes with the 2013 Safety Element update.

APPENDIX B

2012 Climate Action Plan 2018 Implementation Status Report

The City of Santa Barbara Climate Action Plan (CAP) was adopted in September 2012 with objectives to reduce community carbon emissions that contribute to global climate change, and to plan for community adaptation to climate change effects.

The CAP horizon extends through the year 2030. As funding becomes available in the City budget or from grants, implementation of programmatic CAP strategies is undertaken by City department programs and operations, or through joint efforts with private sector businesses or other agencies. Implementation of CAP strategies also occurs through the permitting process for development projects. Many in-place and future programs will be ongoing through the planning period to 2030 and others have target dates of 2015, 2020, 2025 or 2030 as noted in the chart. The CAP directs regular monitoring and reporting of plan implementation and status in coordination with General Plan reporting.

CAP strategies include both City government operations and communitywide measures. As noted within the chart, some CAP strategies incorporate the City’s General Plan Update Environmental Impact Report (EIR) Mitigation Measures; these strategies are cross referenced to the Mitigation Monitoring and Reporting Program (MMRP) chart. Strategies that are considered complete are noted with a check mark in the chart, although most of the strategies are ongoing. The implementation status chart indicates that City facility operations and community efforts are on track toward CAP objectives.

In 2016, the City joined the Compact of Mayors, which subsequently merged into the Global Covenant of Mayors of Climate and Energy. The Global Covenant commits member cities’ to common greenhouse gas (GHG) emissions reporting processes that allow for consistent and reliable assessment of progress towards meeting GHG emissions targets. An update of the community-wide GHG emissions inventory was conducted in 2017 to monitor progress toward CAP emissions targets. The 2017 GHG emissions inventory used updated software to complete the inventory and the international standard Global Protocol for Community-Scale GHG Emission Inventories (GPC) for accounting and reporting GHG emissions. The new software and reporting protocols will allow the City to better track progress towards meeting GHG emissions reduction targets and compare Santa Barbara’s progress to other similar cities in the Global Covenant of Mayors.

Note: The following chart summarizes Climate Action Plan strategy language. Please refer to the Plan for the full text of referenced strategies.

Emission Reduction Strategies			
	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
Ongoing	Completed		
Energy Efficiency and Green Building Measures			
These measures reduce carbon emissions that result from the combustion of fossil fuels for electricity generation, through more efficient electrical devices and conservation practices for existing and new structures. The CAP details many energy efficiency activities already undertaken or in place. The CAP measures below are additional actions towards energy efficiency.			
City Facilities and Operations			
	1. Energy-efficient city facilities <i>Incorporates EIR RM Climate-3/GP Policy ER5.2</i> Retrofit municipal systems with energy efficient equipment and operations.	Ongoing	Ongoing <ul style="list-style-type: none"> • See General Plan Program EIR Mitigation Monitoring and Reporting Program (MMRP) Energy and Climate Change Measure Class III #26, Energy Efficient City Facilities. • Implement City Energy Use Policy.
	2. Recreational field lighting efficiency Install energy efficient lighting at Dwight Murphy and Pershing ball fields.	2015	Complete <ul style="list-style-type: none"> • Energy efficient lighting also installed at Cabrillo Ball Field, and Ortega Park, and Los Baños del Mar pool.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
Communitywide Measures			
	<p>3. Energy-efficient buildings – voluntary actions</p> <p>Encourage new construction consistent with City green programs and policies, the California Green Building Code, and Architecture 2030 goals for energy efficiency in buildings.</p> <p>Further reduce energy consumption over time and establish a voluntary program and time line for increasing energy efficiency and carbon neutrality of new buildings, additions, and existing buildings. Provide:</p> <ul style="list-style-type: none"> • Information on options; • Incentives for voluntary upgrades; • Methods for greening the existing building stock; • Tools for financing energy-efficient upgrades and on-site solar and wind power; and • County green business program. 	Ongoing	<p>Ongoing</p> <p>Consistency with Building Code Requirements:</p> <ul style="list-style-type: none"> • The following updates to the state’s energy efficiency standards for buildings (updated approximately every three years) supersede the City’s Green Building Standards for Large Residences, Built Green program. <ul style="list-style-type: none"> ○ 2016 Building Energy Efficiency Standards for energy and water efficiency went into effect on 1/1/17. The 2016 standards focus on three key areas: 1) updating residential requirements to move closer to California’s zero net energy goals, 2) updating nonresidential and high-rise residential requirements, and 3) improving the existing regulations. ○ The 2013 California Green Building Standards Code (CALGreen), which went into effect on 7/1/14, was the nation’s first mandatory statewide green building standard. The 2016 CalGreen standards address clean air vehicles and increased requirements for electric vehicle charging infrastructure <p>Further Energy Efficiency Voluntary Actions:</p> <ul style="list-style-type: none"> • Building Green information brochure provides resources for construction and remodeling. • Financing tools and information are available through participation in South Coast Energy Efficiency Partnership, Central Coast emPower, and Green Business programs. • A City incentive provides priority plan check processing for projects that have received any green building certification (e.g., LEED, Built Green).
	<p>4. Energy-efficient buildings- further actions</p> <p>Institute additional outreach, incentives, and requirements if there is insufficient progress from the voluntary program (using 50% progress towards City’s Architecture 2030 efficiency goals by 2020).</p>	2025 - 2030	<p>Ongoing</p> <p>The Architecture 2030 Challenge requires all new buildings, developments, and major renovations to be carbon-neutral by 2030. The California Energy Commission has adopted a goal to achieve zero net energy buildings standards by 2020 for homes and 2030 for commercial buildings.</p> <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • No additional outreach and incentives developed.
	<p>5. Green building</p> <p>Promote use of more sustainable building and landscaping materials and methods. Establish additional incentives for the use of locally harvested, renewable, buildings or manufacturing materials.</p>	Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> • City Landscape Standards for Water Conservation and other programs provides advice and rebates for sustainable low water use landscaping and irrigation retrofits. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • No incentives developed.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
Renewable Energy Strategies Renewable energy means power sources that will not be depleted, such as solar, wind, geothermal, hydroelectric, biomass, methane, and wave energy, as well as alternative non-petroleum fuels. Use of renewable energy sources reduces carbon emissions from electricity and vehicles powered with petroleum fuels. In 2012, the City had already increased its use of renewable energy from solar installations at City facilities and renewable energy projects at the wastewater treatment plant (twin fuel cell system converting methane to electricity and grease-to-gas injection project). The CAP measures below are additional renewable energy programs and projects.			
City Facilities			
	6. Hydroelectric plant re-commissioning Re-commission the City's Gibraltar Conduit Hydroelectric Plant.	2015	Complete <ul style="list-style-type: none"> Plant is capable of producing up to 1,874 megawatt-hours of energy annually.
	7. Solar photovoltaic (PV) project at airport Install PV panels over portions of the Airport long-term parking area; use power purchase agreement.	2015	In Progress <ul style="list-style-type: none"> City entered a power purchase agreement with a new vendor to install and operate a 900kW solar array. The project is currently in the permit process.
Communitywide Measures			
	8. Community choice aggregation Conduct feasibility study on bulk purchase or energy production from alternative sources.	2020, 2030	Complete <ul style="list-style-type: none"> In 2016, the City of Santa Barbara, along with neighboring jurisdictions, 3 counties, and the Community Environmental Council commissioned a Technical Feasibility Study on Community Choice Energy (CCE) (Tri-County Study), which concluded that CCE would not be feasible. The participating jurisdictions then commissioned a peer review of the Tri-County Study that concluded that a new CCE program would not be rate competitive or financially solvent. In 2017, City Council directed a new study, conducted with Santa Barbara County and the cities of Santa Barbara, Goleta, and Carpinteria. The new study was more favorable towards CCE and in July 2018, each jurisdiction separately voted to move forward with launching the new CCE program.
	9. Alternative/advanced fuels Support and implement the State's Alternative Fuels Plan (AB 1007) goal for 20% alternative/advanced fuels use by 2020; 30% by 2030.	2020, 2030	Ongoing <ul style="list-style-type: none"> Santa Barbara County Air Pollution Control District completed the Tri-Counties Hydrogen Readiness Plan (2017) as complementary to the Alternative Fuels Readiness Plan. The plan identifies several stations in the City of Santa Barbara suitable for adding hydrogen. The first hydrogen refueling station in the tri-county region opened in the City of Santa Barbara in 2016. The EV Alliance in collaboration with Santa Barbara County completed the Alternative Fuels Readiness Plan (2016) to guide the development of policies and infrastructure for the Central Coast region. The EV Communities Alliance completed the Electric Vehicles (EV) Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties (2014). The EV Readiness Plan recognizes the City of Santa Barbara for EVs in their vehicle fleet and as a regional leader in EV charging stations.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	10. Alternative fuel infrastructure <i>Partially implements EIR RM AQ-1/ GP Policy ER8, ER8.1</i> Provide expedited processing for projects providing alternative/advanced fuel infrastructure.	2015	Complete and Ongoing <ul style="list-style-type: none"> Expedited processing for EV charging stations established in 2018. Other progress as noted in MMRP Class III Impacts, Air Quality Measure #1, Reduce Sources of Air Pollutants.
	11. Small wind generators Study issues; develop siting standards.	2020	No Budget or Work to Date Per state legislation, California counties have adopted ordinances for the installation of small wind generators but no work has been initiated for the City.
	12. Facilitate renewable energy technologies Promote flexible design standards, streamlined permitting, and other incentives.	2020	Ongoing <ul style="list-style-type: none"> Expedited solar permitting review process is available for systems of 10kW AC rating or less on one or two unit residential dwellings or accessory structures.
	13. Solar energy Encourage solar photovoltaic (PV) arrays for new development: <ol style="list-style-type: none"> <i>Multi-Family Residential (≥3 du)</i>: Minimum 2 kW system required if feasible. <i>Small Residential (1-2 du)</i>: 300 SF roof area for future solar installation required if feasible. <i>Commercial/Industrial</i>: Minimum 5 kW system per net new SF, or PV system providing 30% of average energy demand required. 	2015, Ongoing	Complete <ul style="list-style-type: none"> In 2018, the California Energy Commission voted to add energy efficiency standards to the state building code (Title 24), requiring solar panels on all new homes under three stories. The standards take effect in 2020. “Solar Ready” roof space design provision is required on newly constructed single unit, 3 stories or fewer multiunit residential buildings, and commercial buildings under 10 stories. Ongoing <ul style="list-style-type: none"> Project applicants receive advisory statements reflecting City policies in support of solar energy facilities.
Travel and Land Use Strategies Travel and land use measures aim to reduce carbon emissions from the combustion of petroleum-based vehicle fuels. Examples of local methods to reduce vehicle trips and associated emissions include telecommuting, alternate work hours, ride sharing, car sharing and enhancing the convenience of using alternatives to driving alone. Land use measures include designations and incentives to establish housing closer to employment and local services. The CAP measures below include continuing and expanding existing City and community-wide travel and land use strategies that reduce carbon emissions from single occupancy petroleum-based vehicles.			
City Facilities and Operations			
	14. Fleet vehicles Transition City fleet vehicles to more alternative technologies/fuels with lower carbon emissions.	Ongoing	Ongoing <ul style="list-style-type: none"> The City maintains 38% of its fleet with electric vehicles and/or run on alternative fuels (e.g., biodiesel, hydrogen, etc.). Previous reports included a higher percent of alternative technology/fuel vehicles in the City’s fleet; however, several vehicles are ethanol capable but not using ethanol as fuel, so they are no longer counted.
	15. City employee travel changes <i>Incorporates EIR MM Trans-2c/ GP Policies C6, C6.3 - 6.4, C6.6-6.8</i> Expand programs to reduce employee commute and work-related vehicle trips.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #5, Expand Transportation Demand Management (TDM) Program.

Emission Reduction Strategies			
	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
Communitywide Measures – Land Use			
	16. Mixed use land use policies Implement new policies for smaller unit and density incentives to encourage workforce and affordable housing close to transit, services, employment.	2015, Ongoing	Complete <ul style="list-style-type: none"> Implementing activities include the Nonresidential Growth Management Ordinance / Traffic Management Strategy, Average Unit-Size Density (AUD) Incentive Ordinance, and the Accessory Dwelling Unit (ADU) Ordinance. See the AUD high density and priority overlay. Housing units under the AUD program are located close to transit services and employers.
	17. Sustainable neighborhood plans Develop neighborhood plans to enhance livability and accessibility, and reduce carbon footprint.	2020, 2030	No Budget or Work to Date <ul style="list-style-type: none"> The City has not initiated work on the Sustainable Neighborhood Plans; however, the Mesa Architects neighborhood volunteer group has started initial work on a Mesa Village neighborhood plan.
	18. Experimental development Establish permit process and flexible standards on limited basis for alternative development materials and techniques that reduce carbon.	2015, Ongoing	Complete <ul style="list-style-type: none"> Green roof design criteria and procedure outlined in the City's Storm Water Best Management Practices Guidance Manual (2013); however, Fire Code update prohibits green roofs in designated High Fire areas. No Budget or Work to Date <ul style="list-style-type: none"> Permit process and flexible standards.
	19. Complementary land uses <i>Incorporates EIR MM Trans-2a/ GP Policy LG4.4</i> Establish provisions to facilitate uses serving daily needs of neighborhoods and employment areas as part of downtown infill, mixed-use development, and Sustainable Neighborhood Plans.	2020, Ongoing	Complete <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #3, Neighborhood Stores. Ongoing <ul style="list-style-type: none"> Mixed-use development and downtown infill projects are ongoing but unclear if complementary new uses or local-serving businesses are included as part of these new developments. No Budget or Work to Date <ul style="list-style-type: none"> Sustainable Neighborhood Plans (see CAP Strategy #17).
	20. Electric vehicle (EV) charging stations <i>Incorporates EIR RM AQ-1/ GP Policy ER8, ER8.1</i> Work with the business community and interest groups to facilitate installation of a network of additional EV charging stations: <ul style="list-style-type: none"> Install stations in City parking facilities. Implement the Plug-In Electric Vehicle (PEV) Readiness Plan for the Central Coast (sites, grants, outreach). Expedited permit process for EV charging stations. Consider requiring EV pre-wiring; designating zones for quick and slow charging facilities; requiring % required parking with EV charging equipment. 	2015 and Ongoing	Complete <ul style="list-style-type: none"> Installed 8 public EV charging stations at City parking lots. EV charging station expedited permit process. See MMRP Class III Air Quality Measure #1, Reduce Sources of Air Pollutants. Ongoing <ul style="list-style-type: none"> Implementation of the PEV Readiness Plan. No Budget or Work to Date <ul style="list-style-type: none"> Designate zones and land uses for quick charging and slow charging EV facilities.

Emission Reduction Strategies			
	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
Communitywide Measures - Transportation			
	21. Pedestrian infrastructure <i>Incorporates EIR MM Trans-2d/GP Policy C1.1</i> Continue to implement additional pedestrian improvements.	2020, Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #6, Enhance Bicycle and Pedestrian Access and Infrastructure.
	22. Bicycle infrastructure improvements <i>Incorporates EIR MM Trans-2d/GP Policy C1.1</i> Continue to implement additional Bicycle Master Plan measures and safe routes to school improvements. Coordinate with South Coast agencies to expand regional routes.	2015, Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #6, Enhance Bicycle and Pedestrian Access and Infrastructure.
 	23. Personal transportation <i>Incorporates EIR MM Trans-2c/ GP Policies C6, C6.3 - 6.4, C6.6-6.8</i> Work with business and community to establish car and bicycle sharing programs.	Ongoing	Complete <ul style="list-style-type: none"> Carshare Vehicle Program initiated in 2017. South Coast Bike Share Feasibility Report prepared for UCSB, Isla Vista, Santa Barbara, Goleta, and Santa Barbara City College in 2017. Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #5, Expand TDM Program. City staff is monitoring the bike sharing program initiated at UCSB in 2018 and consulting with bike sharing programs system operators. The City's bike sharing ordinance is anticipated in 2018.
	24. Inter-modal connections Continue to improve route connections between car pool vehicles, transit, bicycles, and pedestrians.	Ongoing	Ongoing <ul style="list-style-type: none"> Inter-modal connections are included in projects as applicable; examples include bike/pedestrian components of roundabout and bridge designs.
	25. Optimize roadway capacity, flow Continue to use and refine Intelligent Transportation System (ITS) techniques such as signal timing.	Ongoing	Ongoing <ul style="list-style-type: none"> The City continues to use and refine ITS.
	26. Mid-block traffic improvements <i>Incorporates EIR MM Trans-1b/GP Policy C1.5</i> Continue measures to improve mid-block flow, connectivity, and sustainable mode access.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class II Transportation Measure #25, Implement a "Friction" – Reducing Program for City Streets.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	27. Regional transportation and transit <i>Incorporates EIR MM Trans-2f/GP Policy C2.2, 2.3</i> Continue to coordinate regionally to improve network efficiency in conjunction with Sustainable Communities Strategy (SCS) planning.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure Class I #8, Improve Transit Services. Regional transportation coordination occurs through SBCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The latest update (Fast Forward 2040) was adopted in 2017. In Progress <ul style="list-style-type: none"> The Highway 101 High-Occupancy Vehicle (HOV) Lane project final revised EIR was released in 2017. The project is undergoing further design for permitting and analysis of funding options.
	28. Vehicle speeds Advocate legislation to promote speed limits that consider street design, land uses, travel modes.	2015	In Progress <ul style="list-style-type: none"> The City's Legislative Platform specifically supports strategy #28.
	29. Bus pull-out right of way Advocate legislation to facilitate buses merging back into traffic.	2015	In Progress <ul style="list-style-type: none"> The City's Legislative Platform specifically supports strategy #29.
	30. Circulation improvements <i>Incorporates EIR MM Trans-1a/ GP Policy C6.1 and MM Trans-1c/GP Policy C6.2</i> Identify intersection deficiencies, improvements, funding, and install improvements.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #1, Installation of Improvements at Intersections Currently Controlled by Stop Signs and #2, Intersection Master Plan to Address Problem Intersections.
	31. Transit passes <i>Incorporates EIR MM Trans-2c/ GP Policies C6, C6.3-6.4, C6.6-6.8</i> Establish program to require employer-paid transit passes; work with region to include bus and rail.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure Class I #5, Expand TDM Program.
 	32. Parking policies <i>Incorporates EIR MM Trans-2e/ GP Policy C6.5, C7, C7.1</i> Continue to refine parking policies in support of traffic management and reduced vehicle emissions.	Ongoing	Complete <ul style="list-style-type: none"> Average Unit-Size Density (AUD) Incentive Program adopted in 2013 includes reduced parking requirements. The Accessory Dwelling Unit Ordinance adopted in 2018 reduces parking requirements per state law. Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #7, Parking Management.
	33. Car-pooling and telecommuting <i>Incorporates EIR MM Trans-2c/ GP Policies C6, C6.3 - 6.4, C6.6-6.8</i> Continue to work with public/private interests and regional partners to promote carpooling/ telecommuting.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #5, Expand TDM Program.

Emission Reduction Strategies			
	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	34. Car-sharing <i>Incorporates EIR MM Trans-2c/ GP Policies C6, C6.3 - 6.4, C6.6-6.8</i> Continue to work with public/private interests and regional partners to establish car sharing programs.	Ongoing	Complete <ul style="list-style-type: none"> See MMRP Class I Transportation Measure #5, Expand TDM Program. Also see CAP Strategy #23 regarding car sharing.
	35. Development impact fees <i>Incorporates EIR RM Serv-3/ GP Policy EF26</i> Conduct feasibility study of development fee to fund circulation improvements.	2015	Complete <ul style="list-style-type: none"> Development fee to fund periodic traffic model updates was adopted (2013) and is applied to projects. Ongoing <ul style="list-style-type: none"> See MMRP Class III Public Services Measure #22, Development Impact Fee. No Budget or Work to Date <ul style="list-style-type: none"> Feasibility study of development fee to fund circulation improvements.
	36. Street widths Continue to consider street width or lane reductions to accommodate improvements where appropriate.	Ongoing	Ongoing <ul style="list-style-type: none"> Street width and lane reductions are considered in appropriate circumstances, including implementation of Bicycle Master Plan and Pedestrian Master Plan.
	37. New development vehicle emissions Require new development to demonstrate how projects will support the City in attaining GHG vehicular emissions reduction targets established by SBCAG pursuant SB 375.	2015	No Budget or Work to Date Per the Fast Forward 2040 (2017), the California Air Resources Board (CARB) set a SB 375 regional GHG emission reduction target of a zero net increase in per capita GHG emissions from vehicles and trucks in 2020 and 2035 compared to 2005 emissions. In 2018, CARB adopted a new target of a 13% decrease in GHG emissions by 2020 and a 17% reduction by 2035. To date, individual development projects have not been charged with demonstrating how to support these targets.
	38. Marine shipping emissions Support regional and state efforts to reduce marine shipping emissions.	Ongoing	Complete/Ongoing <ul style="list-style-type: none"> The City worked with SB County Air Pollution Control District (APCD) to advocate for reduced ship speed limits through the SB channel to reduce GHG emissions. The APCD, working with partners, initiated a Vessel Speed Reduction (VSR) Incentive Trial Program in the SB Channel in 2014, with six shipping companies participating. In 2017, 11 global shipping companies participated in VSR in San Francisco Bay area and SB Channel, resulting in reductions from baseline emissions of more than 2,600 metric tons of regional GHG. In 2018, the APCD implemented a voluntary VSR incentive program (i.e., financial award and positive public relations) to reduce air pollution and fatal ship strikes on whales.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	Ongoing Completed		
Vegetation Strategies Trees are an important factor in climate change because they remove carbon emissions from the atmosphere by photosynthesis or growth (known as carbon sequestration), as well as providing cooling shade. There are many activities to provide and preserve trees and vegetation in Santa Barbara including <i>Santa Barbara Beautiful</i> financing the planting of street trees, the City's parks, landscape, and tree maintenance program, City tree preservation policies and landscape guidelines, and creeks restoration. The CAP measures below are additional future communitywide measures.			
Communitywide Measures - Vegetation			
	39. Tree planting Plant 1,000 net new trees to increase carbon sequestration.	2030	Ongoing <ul style="list-style-type: none"> The City with Santa Barbara Beautiful planted 265 street trees since FY13. The City's Creek Restoration Program resulted in 135 trees planted since FY13 and 384 riparian trees and shrubs planted since FY14. In 2014 the City suspended tree planting activity in light of severe drought conditions, including 120 trees programmed for Mission Creek. Activity will resume as soon as feasible.
	40. Street trees Update Street Tree Master Plan to address long-term tree preservation measures.	2015, Ongoing	Ongoing <ul style="list-style-type: none"> Urban Forest Master Plan (2014) has direction for updating Street Tree Master Plan. Historic and Specimen Tree Drought Action Plan prepared in 2014. Vacant street tree site inventory initiated in FY15. Street Tree Infrastructure Study completed for Downtown, Westside, Eastside neighborhoods. No Budget or Work to Date <ul style="list-style-type: none"> 2018-2023 CIP includes proposed funding to update the Street Tree Master Plan starting in 2018.
	41. Tree and landscaping protection <i>Incorporates EIR RM Bio-1/GP Policy ER11-11.3</i> Protect native trees and promote use of native, drought-tolerant species in landscaping. <ul style="list-style-type: none"> Update ordinance to protect native and exotic trees. Site new development to protect specimen oaks and oak woodland habitat. Create enforcement/mitigation program for removal, severe pruning without a permit, or neglect of protected trees (street trees, front yard trees, and historic or otherwise designated trees). 	2015, Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class III Biological Resources Measure #2, Oak Woodland Protection. The City promotes sustainable landscaping including use of native and drought-tolerant species. In Progress <ul style="list-style-type: none"> See MMRP Class III Biological Resources Measure #2, Oak Woodland Protection. No Budget or Work to Date <ul style="list-style-type: none"> Ordinance update to specifically protect native oaks, other native, or exotic trees (note: existing ordinance protects oak trees and requires mitigation in certain areas of the City).

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	42. Urban heat island effect <i>Incorporates EIR RM Energy-2/GP Policy ER1.3</i> <ul style="list-style-type: none"> Amend zoning ordinance standards to decrease impermeable surfaces and building areas relative to lot size. Coordinate with Fire and Public Works/ Transportation to change roadway standards allowing more permeable surfaces. Provide incentives for projects incorporating cool roofs and green roofs. 	2020	Ongoing <ul style="list-style-type: none"> See MMRP Class III Energy and Climate Change Measure #25, Exterior Heat Gain Standards.
	43. Regional open space preservation <i>Incorporates EIR MM Vis-2/ GP Policy OP2.3</i> Coordinate with agencies to protect regional open space in Las Positas Valley, foothills, and other areas as appropriate.	Ongoing	Ongoing <ul style="list-style-type: none"> See MMRP Class II Open Space and Visual Resources Measure #21, Preservation of Regional Open Space.
Waste Reduction Strategies Landfills and wastewater treatment plants generate methane, a very potent greenhouse gas. Methane capture for energy use or flaring can reduce these emissions. Another waste reduction strategy focuses on diverting materials from waste disposal through reuse, recycling, and composting to reduce the energy use and emissions associated with product manufacturing and transport. California legislation in 1989 required 50% diversion of solid waste from landfills by the year 2000. Subsequent legislation has set a statewide recycling goal of 75% reduction by 2020 focusing on source reduction, recycling and composting. Actions by private community members, organizations, and businesses are key to reducing and diverting waste in Santa Barbara. The following CAP strategies are additional City and community waste reduction activities.			
City Facilities and Operations			
	44. City business purchasing guidelines Amend City procurement guidelines to increase use of recycled materials in City operations.	2015	Ongoing <ul style="list-style-type: none"> The City's Environmentally Preferred Purchasing Policy, adopted in 2008, remains in effect. No Budget or Work to Date <ul style="list-style-type: none"> The policy has not been updated since 2008.
	45. City facilities recycling Expand recycling programs at City facilities with goals of 50% diversion by 2015; 60% by 2020.	2015, 2020	Ongoing <ul style="list-style-type: none"> For 16% of City facilities and buildings, 2/3 of monthly trash disposal is mixed recycling. Mixed recycling program has been expanded at three City facilities. Staff-produced employee training videos on Basic Recycling, Zero Waste Events, E-Waste Disposal, and Source Reduction are shown at New Employee Orientation. In 2016, City facilities had a goal of 50% diversion but did not achieve that target due to staffing shortages. In 2017, the diversion rate was 33%. Staff has decided to adopt the California Statewide diversion goal of 75% for City Facilities going forward. Waste audits have been conducted at all City facilities to evaluate the needs of all waste streams including trash, recycle, greenwaste, foodscraps, batteries, and electronic waste. Service adjustments and staff trainings will be scheduled through the middle of 2019 to achieve an updated diversion goal of 75%.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	46. Electronic processes Reduce printing with more electronic processes.	2015	Complete <ul style="list-style-type: none"> Procedures are in place (e.g., SharePoint collaboration and Questys document review system). Replacing hard document printing with electronic measures is covered in City employee trainings.
	47. City coordination with region Continue coordination with County and cities on waste management.	2020	Ongoing City continues to coordinate on regional waste management initiatives including: <ul style="list-style-type: none"> Tajiguas Landfill Resource Recovery Project for additional diversion and recyclables recovery (see CAP #48 and #50); Operation Medicine Cabinet; Household Hazardous Waste collection; and, Attending Local Task Force meetings as required by AB 939.
	48. Waste-to-energy facility at landfill <i>Incorporates EIR MM PU-1/GP Policy ER22.4</i> Partner with Santa Barbara County and other agencies to establish conversion technology at Tajiguas Landfill.	2015	Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #22, Waste-To-Energy.
Communitywide Measures			
	49. Communitywide waste diversion Achieve 75% waste diversion from landfill disposal by 2020.	2020	Ongoing The City has achieved the following communitywide diversion rates, in conformance with State-mandated diversion targets: <ul style="list-style-type: none"> State formula: 69% (2015) Curbside diversion: 41% (2017)
	50. Regional materials recovery facility (MRF) <i>Incorporates EIR MM PU-1/GP Policy ER22.4</i> Continue pursuing establishing regional MRF.	2015	Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #22, Waste-To-Energy. A component of this project would modify existing operations to add a MRF.
 	51. Waste audit information for business <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Continue conducting business waste audits with Green Business Program.	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion. City staff continues to conduct business waste audits and contact businesses to encourage waste reduction and recycling.
 	52. Recycling education campaigns <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Continue to develop outreach and incentive programs for recycling.	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion. The City has developed and aired multiple radio and television spots, banner ads, vignettes (<i>Inside Santa Barbara</i>) to promote business waste recycling, services available to customers under the franchise agreement with MarBorg, electronic waste collection events, cell phone & battery collection, and bulky waste collection/illegal dumping prevention.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
 	53. Single-use packaging reduction <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Consider ordinance options to discourage single use materials and reduce packaging.	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion. The State (CalRecycle’s) Manufactures Challenge focuses on product manufacturers and brand owners collectively and voluntarily achieving a 50% reduction in packaging disposed to landfills by 2020.
 	54. Business and Multi-Family Recycling Ordinance <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Develop a City ordinance requiring recycling in businesses and multi-family residences compliant with the State’s Mandatory Commercial Recycling Law (AB 341).	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion.
	55. Construction waste hauling program enforcement <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Increase enforcement of City’s Unscheduled Collection Ordinance to ensure construction debris is recycled.	2015	Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion.
 	56. Increased recyclables sorting <i>Incorporates EIR MM PU-1/ GP Policy ER22.4 and 22.5</i> Pursue increased waste diversion by increased recyclables sorting (through waste management contracts or materials recovery facility [MRF]).	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measures #22, Waste-To-Energy and #24, Increase Diversion.
 	57. School waste diversion Continue program with district schools to establish recyclables and food scrap collection.	2015	Complete/Ongoing <ul style="list-style-type: none"> Recycling programs are implemented at all schools in the Santa Barbara Unified School District (SBUSD). All junior high and high school cafeteria kitchens and several elementary schools in the SBUSD collect food scraps.
 	58. Materials reuse/recycling for builders <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Establish data/outreach connecting builders to salvage/recycled building materials.	2015	Complete/Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion.
	59. Building space guidelines for waste Update City’s space enclosure guidelines for new development.	2015	Complete <ul style="list-style-type: none"> A revised Waste Enclosure Guide was completed in 2016 and released to architects, other jurisdictions, and the State.
	60. Additional recycling materials <i>Incorporates EIR MM PU-1/GP Policy ER22.5</i> Pursue measures to add more materials to recycling/organics diversion.	2020	Ongoing <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion.

Emission Reduction Strategies			
	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
	61. Additional green waste capacity Pursue measures to increase local green waste capacity.	2020	In Progress <ul style="list-style-type: none"> The Tajiguas Resource Recovery Project includes new facilities to sort and process organics, resulting in an increased capacity to process green waste. See MMRP Class II Public Utilities Measure #22, Solid Waste Management.
	 62. Additional recycling in public places Install additional recycling containers in public parks and streets.	2020	Ongoing <ul style="list-style-type: none"> In 2015, the City approved a new Public Container Master Plan, including a repair and replacement schedule for public trash and recycling containers throughout the City. The program maintains the current inventory of trash and recycling containers. Additional containers are added in response to resident requests based on need and funding. Currently approximately 22 new containers are placed in parks annually.
	 63. Additional composting Work with public and private entities to increase composting.	2020	Ongoing <ul style="list-style-type: none"> The commercial food scraps composting program has over 200 participating businesses. Food scraps collection service captured over 9,000 tons of food scraps since FY 2013.
	 64. Single-use bag reduction Implement ordinance to regulate distribution of single-use bags.	2015	Complete <ul style="list-style-type: none"> See MMRP Class II Public Utilities Measure #24, Increase Diversion.
Water Conservation Strategies Water supply facilities use energy for water transport and processing. The State Water Project is the largest single user of energy in California, particularly because of large energy requirements to pump water over mountains. Local water processes require less energy, but can be cumulatively substantial. Water conservation saves electricity and thus reduces carbon emissions; it also benefits the community with lower costs and more options for supplying water needs. There are multiple efforts to conserve water use and reduce associated energy use in Santa Barbara over the past several decades. The City's water conservation efforts are currently "extraordinary" triggered by Stage 3 drought conditions declared by City Council on May 5, 2015. The CAP measures continue the City's existing programs.			
City Operations and Facilities			
	  65. City facilities – water conservation Continue upgrading equipment and expanding water-conserving practices.	Ongoing	Complete <ul style="list-style-type: none"> Waterfront Department converted remodeled restroom toilets to use recycled water. Ongoing <ul style="list-style-type: none"> City Departments continue to reduce water use including equipment and operations changes at various park and recreation facilities. Assisting with extraordinary conservation measures at City facilities with technical assistance, signage, and incentives.

Emission Reduction Strategies

	Climate Plan Strategy	Target	Implementation/ Status (2013-2018)
	 Ongoing  Completed		
Communitywide Measures			
	66. Community water conservation Expand water conservation measures, including services to water customers; public information and education; landscape and building design standards; and regional coordination.	2015, Ongoing	Ongoing <ul style="list-style-type: none"> City works with the County's Water Agency in implementing the regional water efficiency program including outreach, advertising, workshops, regional website, school programs, awards, and drought forums. City's Drought Information and Water Conservation websites provides extensive information and educational resources. Continued high demand for free Water Checkup service and landscaping rebates for residents and businesses. CII Survey and Incentive Program for large commercial, institutional, and industrial users to identify cost effective retrofits and upgrades. Ongoing interagency coordination, e.g., with State Water Resources Control Board; County Water Agency; area cities and water districts; Cachuma Operations and Maintenance Board (COMB), Integrated Regional Water Management Plan (IRWMP) for Santa Barbara County; agency consultations during drought.
 	67. Recycled water Expand City programs for use of recycled water and work towards reducing need for blending potable water.	2020, 2030	Complete <ul style="list-style-type: none"> In 2015, the City began distributing recycled water from the newly constructed Tertiary Treatment facility; thus eliminating potable blending. Ongoing <ul style="list-style-type: none"> Continuing to connect new sites to the recycled water system including adjacent potable customers and adjacent development projects.
	68. On-site water storage and reuse Identify guidelines for cisterns and grey water use.	2020	Complete/Ongoing <ul style="list-style-type: none"> Water Division worked with Community Development Department on the New Zoning Ordinance to allow cisterns and rain barrels in the setback. Developed permit-free simple graywater system guidelines and registration form. Incorporated rainwater harvesting gardens into landscape rebate. Eligible materials include rocks and mulch for basins and swales. City guidelines for laundry to landscape systems, simple systems, and permitted gray water are being highlighted during drought. Ongoing hands-on workshops and rebates for laundry to landscape systems. Ongoing Rainwater Harvesting 101 and Graywater 101 classes.

Adaptation Strategies			
	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
<p>Adaptation Planning Strategies</p> <p>Because high atmospheric carbon dioxide levels are already in place, climate changes are projected to occur over the coming decades despite efforts made now to reduce the rate of carbon emissions. Existing community and City programs that benefit planning for climate adaptation include emergency plans, hazard mitigation plans, habitat restoration, and safety element policies. The following strategies identify further measures to plan for adaptation to future climate changes.</p>			
	<p>69. Planning for adaptation</p> <p>Timeline:</p> <ul style="list-style-type: none"> • Include an est. timeline for climate changes in CAP. • Periodically update timeline as part of the General Plan AMP, and consider climate change in designing projects for CIP list. <p>Monitoring, analysis, planning:</p> <ul style="list-style-type: none"> • Monitor local changes and analyze effects. • Conduct vulnerability analysis. • Identify options and priorities, and implement adaptation planning measures. 	<p>2020, 2030</p>	<p>Complete</p> <ul style="list-style-type: none"> • Timeline of climate change effect included in 2012 CAP (Fig. ES-2). An updated timeline of climate change effects prepared in 2018. • Preliminary Sea Level Rise (SLR) Vulnerability Assessment included in 2012 CAP. • UCSB Bren Students conducted City of SB SLR Vulnerability Assessment in 2015. • Sea Grant’s 2017 Santa Barbara Area Coastal Ecosystem Vulnerability Assessment (SBA CEVA) study forecasts local climate changes (sea level rise, flooding, erosion, temperature) and studies the effects on local coastal ecosystems (beaches, wetland, and watersheds). • Modeling of coastal hazards due to SLR up to 2100 prepared by ESA and the USGS Coastal Storms Modeling System (CoSMoS). <p>Ongoing</p> <ul style="list-style-type: none"> • National Oceanic and Atmospheric Administration (NOAA) tide gauge provides ongoing monitoring of sea level changes. • When applicable, capital improvement projects consider sea level rise as part of project design. <p>In Progress</p> <ul style="list-style-type: none"> • Sea Level Rise Adaptation Plan initiated in 2017 funded by a grant from the California Coastal Commission (CCC).

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
 	<p>70. Coordination of climate planning efforts</p> <p>Continue to coordinate climate-planning efforts:</p> <ul style="list-style-type: none"> • Coordinate monitoring, analysis, adaptation planning among departments, agencies, community • Team with educational institutions to evaluate climate information; develop more detailed analysis of local Santa Barbara changes. • Pursue grant funding for climate studies and adaptation planning and projects • Establish public information mechanisms for climate change and adaptation planning 	Ongoing	<p>Complete</p> <ul style="list-style-type: none"> • Update to the Multi-Jurisdictional Hazard Mitigation Plan (2017). • USGS informational presentation of CoSMoS results to internal city staff (2017). • Santa Barbara Area Coastal Ecosystem Vulnerability Assessment (SBA CEVA; 2017) • Multi-agency Goleta Slough SLR and management study (2015). <p>Ongoing</p> <p>Coordination:</p> <ul style="list-style-type: none"> • City’s Council Sustainability Committee review of sustainable facilities and operations projects. • Multi-agency Santa Barbara County, Goleta and Carpinteria SLR coastal hazards modeling. • The Nature Conservancy’s (TNC) Coastal Resilience Network. <p>Teaming with educational institutions:</p> <ul style="list-style-type: none"> • See CAP Strategy #69 • City participates in USC Sea Grant CA Coastal Impacts Project webinars and workshops. <p>Grant funding: See CAP Strategy #69.</p> <p>Public Information:</p> <ul style="list-style-type: none"> • The City’s Sustainability and LCP Update web page. • TNC’s Coastal Resilience and USGS CoSMoS web pages (displays coastal hazards modeling).
Emergency Preparedness Strategies			
	<p>71. Emergency response strategies</p> <p>Incorporate climate change effects into emergency response strategies.</p>	2015	<p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • The City’s Emergency Management Plan (2013) focuses on potential large-scale disasters and includes assessments of threats from existing flooding, wildfire, and landslides hazards, which could be exacerbated by climate change. It does not specifically incorporate climate change effects but, given there is no history of large-scale climate change induced disasters in the City, it may be premature to incorporate this information at this time.
	<p>72. Emergency workforce</p> <p>Work with region to ensure essential workers are available for disaster response.</p>	2015, Ongoing	<p>Complete</p> <ul style="list-style-type: none"> • Cottage Hospital workforce housing project established housing within the City for hospital employees. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • No regional or City efforts toward ensuring essential workers for disaster response.

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
 	<p>73. Public education for emergencies</p> <p>Promote public education on emergency preparedness to enhance community resilience.</p>	<p>2015, Ongoing</p>	<p>Complete/Ongoing</p> <ul style="list-style-type: none"> • Regular Community Emergency Response Team (CERT) classes held. • Listos Day basic emergency and disaster readiness program for Spanish-speaking populations held in collaboration with FEMA. • Office of Emergency Services (OES) web page includes emergency plans, videos, Get Ready Santa Barbara Newsletter (also sent to all City employees and through social media) and other resources. • City is a partner in the Aware and Prepare program to strengthen community disaster resiliency. • City participates in the Nextdoor private social network to improve communication and share City information.
	<p>74. People with disabilities</p> <p>Update emergency response plans to address special needs of people with disabilities.</p>	<p>2015, Ongoing</p>	<p>Complete</p> <ul style="list-style-type: none"> • City emergency response plans include provisions for people with disabilities. • Provisions to be incorporated into Advanced CERT Classes.
	<p>75. Community resilience planning</p> <p>Participate in community resiliency planning process to improve initial response and relief, and later recovery.</p> <p>Develop:</p> <ul style="list-style-type: none"> • Maps and inventories of relief resources. • An outline for development of neighborhood plans. • Outline of additional community actions or projects (e.g., communications system improvement). <p>Plan Process:</p> <ul style="list-style-type: none"> • Conduct resilience planning as a broad, cross-sector, coordinated effort. 	<p>2020</p>	<p>No Budget or Work to Date</p>
Wildfire, Flooding, Water Quality Strategies			
	<p>76. Limit residential development in high fire hazard areas</p> <p>Further limit residential development in high fire hazard areas with incentives and/or transfer of development rights.</p>	<p>2015</p>	<p>Complete</p> <ul style="list-style-type: none"> • General Plan and Zoning map updates (2011-12) reflected no density increases in high fire hazard areas. • Accessory Dwelling Unit Ordinance prohibits ADUs in the City's Extreme Foothill High Fire Hazard Area. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Incentives/transfer of development rights.
	<p>77. Fire prevention and creek restoration</p> <p>Coordinate fire prevention and creek protection planning through development of best practices.</p>	<p>2015</p>	<p>Ongoing</p> <ul style="list-style-type: none"> • Ongoing coordination between departments. <p>In Process</p> <ul style="list-style-type: none"> • City efforts are underway to update best practices guidance for future projects.

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
	<p>78. Water system improvements for firefighting</p> <p><i>Incorporates EIR RM Haz-3/ GP Policy S44</i></p> <p>Evaluate potential additional water system improvements to assist emergency preparedness and incorporate feasible measures into the CIP.</p>	Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class III Hazards Measure #10, Water System Improvements for Fire Fighting.
	<p>79. Private water supplies for firefighting</p> <p><i>Incorporates EIR RM Haz-3/ GP Policy S45</i></p> <p>Promote and assist owners in high fire hazard areas to install private emergency water supplies, consider expedited permit review.</p>	2015, Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class III Hazards Measure #10, Private Water Supplies for Fire Fighting.
	<p>80. Floodplain mapping update</p> <p>Update Flood Insurance Maps (FIRM) floodplain boundaries for Special Flood Hazard Area maps. Update maps to incorporate sea level rise forecasts.</p>	2020	<p>Complete</p> <ul style="list-style-type: none"> Federal Emergency Management Agency (FEMA) issued updated existing floodplain hazard maps in 2015. FEMA issued updated floodplain mapping (FIRM) based on coastal flood risk and wave hazard data for the open coast, known as the Open Pacific Coast Study, in 2017. FEMA does not incorporate sea level rise forecasts into their mapping products but they do produce non-regulatory products to communicate risk.
	<p>81. Creek resources and water quality</p> <p><i>Incorporates EIR RM Hydro-1/ GP Policy ER19.4 and EIR RM Hydro-2/ GP Policy ER19.5</i></p> <p>Encourage development and infrastructure consistent with City policies addressing storm water, watersheds, creeks, water quality, open space, public access/awareness. Develop:</p> <ul style="list-style-type: none"> Comprehensive creek action plan Master drainage plan Beach water quality improvement Watershed action plans 	2025, Ongoing	<p>Complete</p> <ul style="list-style-type: none"> Laguna Watershed Study Final Project Report (2013). <p>Ongoing</p> <ul style="list-style-type: none"> Development projects address creek and water quality issues where applicable. See EIR MMRP Class III Hydrology and Water Quality Measures #13 Beach Water Quality Improvement and #14 Watershed Action Plans. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> Comprehensive Creek Action Plan. Master Drainage Plan. Watershed Action Plans for Mission, Sycamore, and Arroyo Burro watersheds.

Adaptation Strategies			
	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
Coastal Vulnerability and Adaptation Planning Strategies			
	<p>82. Monitoring, data collection, and analysis of sea level rise <i>Partially incorporates EIR MM Geo-1a and RM Geo-1a/ GP Policies S23-25, S51</i></p> <p>Develop the following data and analysis to support adaptation planning:</p> <ul style="list-style-type: none"> Protect ongoing functioning of NOAA tide gauge. Establish transects for regular monitoring of sea cliff erosion. Establish winter and summer beach profiles for annual monitoring. Obtain topo and develop projected future flooding/inundation maps. 	2020	<p>Complete</p> <ul style="list-style-type: none"> Tide gauge functioning is controlled by the National Oceanic and Atmospheric Administration (NOAA). Transects for regular monitoring of sea cliff erosion were established in the United States Geological Survey Coastal Storm Modeling System (CoSMoS). <p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class II Geological Conditions Measures #7 Updated Bluff Retreat Policy & Review Guidelines and Class II #8 Shoreline Management Plan.
	<p>83. Sea level rise (SLR) risk assessment and vulnerability analysis <i>Partially incorporates EIR MM Geo-1b/ GP Policy S54</i></p> <p>Conduct periodic studies of future sea level rise effects on storm flooding, beach/ cliff erosion, inundation, and ground water.</p>	2020	<p>Ongoing</p> <ul style="list-style-type: none"> See CAP Strategy #69 Planning for Adaptation and MMRP Class II Geological Conditions Measures #7-8 and Class III #7.
	<p>84. Incorporate adaptation in development</p> <p>Incorporate climate adaptation in development and public facility projects.</p> <ul style="list-style-type: none"> Estimate useful life of projects and incorporate adaptation into project siting/design. Prepare development adaptation guidelines. 	2015, Ongoing	<p>Complete</p> <ul style="list-style-type: none"> The Airport Master Plan update considers adaptation measures addressing future SLR and increased airfield flooding. <p>Ongoing</p> <ul style="list-style-type: none"> Development permitting considers effects of SLR per CCC SLR Policy Guidance. <p>No Budget or Work to Date Adaptation to other climate change effects.</p>
	<p>85. Sea level rise adaptation (2020) <i>Incorporates EIR MM Hydro-1a/GP Policy ER4.2</i></p> <p>Identify policy options, costs, consequences for addressing SLR adaptation, including:</p> <ul style="list-style-type: none"> Techniques to minimize wave damage. Review SLR hazard to public facilities/utilities. Consider adaptation measures. Coordinate with private owners on techniques for structural adaptation/design. 	2020	<p>In Progress</p> <ul style="list-style-type: none"> See CAP Strategy #69 and MMRP Class II Hydrology & Water Quality Measure #12 Sea Level Rise.

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
	<p>86. Future inundation</p> <p>Consider options for adaptation to future permanent inundation due to sea level rise.</p> <ul style="list-style-type: none"> • Mandatory rolling setbacks over time. • Restricting rebuilding damaged structures. • Relocation policies & funding/tax incentives. • Evaluating cost, impact, lifespan of seawall along Cabrillo Boulevard & Shoreline Drive. 	2020	<p>In Progress</p> <ul style="list-style-type: none"> • See CAP strategy #69 and #85 Sea Level Rise Adaptation. Proposed adaptation plan will consider various options.
✓	<p>87. Bluff retreat guidelines</p> <p><i>Partially incorporates EIR MM Geo-1a and RM Geo-1a/ GP Policies S23-25, S51</i></p> <ul style="list-style-type: none"> • All development shall consider effects of bluff retreat for life of project including climate change. • Update sea cliff retreat formula (SE, LCP). • Prepare guidelines for development on sea cliffs; incorporate in LCP. 	2015	<p>Complete/Ongoing</p> <ul style="list-style-type: none"> • Coastal bluff retreat formula updated with Safety Element update (2013) and Coastal LUP Update (2018). • Development permitting applies policies. • See MMRP Class II Geological Conditions Measure #7.
✓	<p>88. Cliff erosion policies</p> <p><i>Incorporates EIR MM Geo-1a and RM Geo-1a/ GP Policies S23-25, S51</i></p> <p>Consider additional policies as part of future adaptation planning:</p> <ul style="list-style-type: none"> • Identify policy for relocation of structures as setback distance from cliff edge decreases. • Identify further policies for control of drainage to reduce potential for cliff failure. 	2020	<p>Complete/Ongoing</p> <ul style="list-style-type: none"> • See MMRP Class II Geological Conditions Measures #7-8, Class III #7 and Hydrology & Water Quality Measure Class II #12.
	<p>89. Shoreline management plan</p> <p><i>Incorporates EIR MM Geo-1b/ GP Policy S54</i></p> <p>Develop plan to manage/mitigate sea level rise impacts to public facilities and private property.</p> <ul style="list-style-type: none"> • Protection of sand transport/ replenishment • Natural bluff stabilization/erosion control • Non-intrusive methods for sand retention • Funding for beach, bluff retreat 	2020	<p>In Progress</p> <ul style="list-style-type: none"> • See MMRP Class II Geological Conditions Measure #8.

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
	<p>90. Beach erosion policies Consider policies as part of adaptation planning:</p> <ul style="list-style-type: none"> • Allow beaches to gradually retreat • Utilize beach nourishment and sand retention structures to maintain beach width • Selective removal of back beach barriers to allow beaches to migrate landward 	2020	<p>In Progress</p> <ul style="list-style-type: none"> • See MMRP Class II Geological Conditions Measure #8.
	<p>91. Coastal ecosystems study Seek grant funding for joint regional study of vulnerability & adaptation of coastal ecosystems to climate change effects.</p>	2020	<p>Complete</p> <ul style="list-style-type: none"> • Sea Grant's Santa Barbara Area Coastal Ecosystems Vulnerability Assessment (SBA CEVA) study forecasts local climate changes (sea level rise, flooding, erosion) and studies the effects on local coastal ecosystems (beaches, wetland, and watersheds).
Public Services Strategies			
	<p>92. Water supply planning <i>Partially incorporates EIR RM PU-1/ GP Policy ER15</i> Assess effects of climate change on water supply as part of Long Term Water Supply Plan (LTWSP) updates; track impacts.</p>	2015, Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> • See MMRP Class III Public Utilities Measure #23, Long-Term Water Supply Plan. • LTWSP increased the Critical Drought Period from 5 years to 6 years, consistent with State guidance to plan for 20% increase in frequency and duration of drought periods. • The City tracks changes in hydrology assumptions per State Department of Water Resources CALSIM computer modeling of State Water reliability. • The effects of climate change on water supply is being assessed by the California Department of Water Resources. Warmer temperatures are projected to melt the snowpack faster, making it more difficult to store and use. By the end of this century, the Sierra snowpack is projected to experience a 48-65 percent loss from the historical April 1st average, meaning less water will be available for Californians to use.
	<p>93. Regional cooperation - water supply Continue work with regional programs & projects to improve water supply reliability.</p>	Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> • The City continues to be an active participant in the Integrated Regional Water Management (IRWM) process for the Santa Barbara County region. • Supplemental water deliveries are coordinated on behalf of the City and other members by Central Coast Water Authority (CCWA). • Work continues on the Regional Water Efficiency Program, including outreach, advertising, workshops, regional website, school programs, awards, and drought forums. • Desalination reactivation provides another potential area for regional coordination.

Adaptation Strategies

	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
	<p>94. Local food cultivation Support local food cultivation/ marketing including:</p> <ul style="list-style-type: none"> • Farmers markets • Gardener education • Food scraps recovery/composting 	2030	<p>Ongoing</p> <ul style="list-style-type: none"> • Three farmers market locations are permitted in the City (State Street, Cota Street, and Coast Village Road). • Water Resources participates in training green gardeners on water wise landscaping and irrigation products and processes. • Environmental Services implements food scraps recovery, and composting programs.
	<p>95. Community gardens Support establishment of community gardens.</p> <ul style="list-style-type: none"> • Establish a program for vacant/underutilized properties for temporary community gardens. • Provide infrastructure for community gardens. • Work with school district to develop organic gardening program. 	2030	<p>Ongoing</p> <ul style="list-style-type: none"> • Santa Barbara City College Center for Sustainability in partnership with the Orfalea Foundation's School Food Initiative creates and maintains a School Gardens Program. <p>No Budget or Work to Date</p> <ul style="list-style-type: none"> • Program or infrastructure for public and private food gardens.
	<p>96. Regional agriculture Support regional efforts to expand local food sources and directing local food to schools, grocers, and restaurants.</p>	Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> • The City's legislative platform supports agriculture. • The City adopted the Healthy Eating Active Living (HEAL) resolution in 2014 and participated in the Santa Barbara County Food Action Plan (2016 Final Report).
Biological Resources Strategies			
	<p>97. Wildlife, coastal, & native plant habitat protection <i>Incorporates EIR MM Bio-1a and 1b/ GP Policies ER12, ER12.1, EIR MM Bio-2b and RM Bio-2/ GP Policies ER12.4 (c, d) and ER12.5, EIR RM Bio-3a/ GP Policy ER12.2, EIR RM Bio-3b/ GP Policy ER12.3(a, b).</i> Protect remaining native plant/wildlife habitats.</p> <ul style="list-style-type: none"> • Map and designate habitats • Develop multi-use plan for coast/ habitat restoration • Protect/restore coastal bluff habitat • Plan for native species habitat • Protect riparian woodlands 	2020, Ongoing	<p>Ongoing</p> <ul style="list-style-type: none"> • See MMRP Class II Biological Resources Measures #3 Upland Habitat and Species Protection, #5 Riparian Habitat and Species Protection, Class III #3 Creeks, Riparian Habitat and Species Protection, and Class III #4-5 Coastal Habitat and Species Protection.

Adaptation Strategies			
	Climate Plan Strategy	Target	Implementation/Status (2013-2018)
	<p>98. Open space connectivity and trails</p> <p><i>Incorporates EIR MM Vis-1/ GP Policy OP1.2, EIR MM Vis-1/ GP Policy OP1.3, EIR MM Vis-1/ General Plan OP2.1 and EIR MM Vis-2/ GP Policy OP2.3</i></p> <p>Protect contiguous open space and connectivity.</p> <ul style="list-style-type: none"> Identify key open spaces; implement actions to preserve. Manage trails for passive recreation and habitat corridors. Site development to preserve open space and wildlife corridors. Coordinate with agencies to protect regional open space. 	<p>2020, Ongoing</p>	<p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class II Open Space and Visual Resources Measure #15-17 and #21 Preservation of Regional Open Space. Parks and Recreation and Creeks Division manages trails along creeks and other natural settings for passive recreation and habitat protection.
	<p>99. Creek setbacks, protection, restoration</p> <p><i>Incorporates EIR MM Bio-2a and 2b/ GP Policies ER21.3, ER21.4 and EIR MM Bio-2c/ GP Policy ER21.1(a)</i></p> <p>Protect and restore creeks and riparian habitat in conjunction with climate adaptation planning for biological, water quality, open space, flood control values.</p> <ul style="list-style-type: none"> Develop creek setback standards Establish design guidance to development near creeks Prohibit placement of concrete or piping of major creeks (except for repair or public safety), and remove concrete when feasible. Restore or daylight 0.5 mile of surface drainages by 2030. 	<p>2020, Ongoing</p>	<p>Ongoing</p> <ul style="list-style-type: none"> See MMRP Class II Biological Resources Measures #4-6 Creeks, Riparian Habitat and Species Protection.
Local Economies Strategies			
	<p>100. Coordinate with local business</p> <p>Include in adaptation planning local industries that may be affected by climate change.</p>	<p>2015, Ongoing</p>	<p>In Progress</p> <ul style="list-style-type: none"> See CAP Strategy #69, #84, and #85. Public outreach, including the business community, will be conducted with a Sea Level Rise Adaptation Plan. However, there is currently no direct City activity broadly addressing climate change adaptation with local industries. Several existing programs and planning efforts have contact with businesses and provide opportunities to address this issue in the future including Southern California Energy Efficiency Program (SCEEP), the Green Business Program, and Water Conservation outreach.

2018 CLIMATE CHANGE REPORT

This appendix includes a summary of recent legislation, a chart showing estimated time lines for projected climate changes and associated effects now and in the coming decades, and a summary discussion of local sea level rise studies. It is prepared in response to the Climate Action Plan (CAP) monitoring and plan update provision to include updated information on climate change and future projections.¹

CLIMATE CHANGE LEGISLATION

Since the Climate Action Plan (CAP) was adopted in 2012, new climate change legislation has passed. Details below are focused on 2017-18 changes and more information about California climate change laws can be found on the state's [California Climate Change](#) webpage.

Federal

Other than the Clean Air Act (CAA), which provides the primary basis for federal regulation of greenhouse gas (GHG) emissions, there is no other federal legislation on climate change. In recent years, there have been notable steps taken by the Trump administration and Congress to scale back or wholly eliminate some federal climate mitigation and adaptation measures.

2016

- The *Paris Agreement* is signed by all members of the United Nations Framework Convention on Climate Change (UNFCCC) except Nicaragua and Syria. It is an agreement dealing with reducing GHG emissions, mitigation, adaptation and finance within the UNFCCC. The agreement went into effect in November 2016.

2017

- President Trump signed an Executive Order that rescinded at least six of the Obama administration's executive orders aimed at curbing climate change and regulating climate emissions and withdrew the U.S. from the *Paris Agreement*. The withdrawal does not go into effect until November 2020.

2018

- Environmental Protection Agency (EPA) Administrator recommends freezing fuel efficiency standards for cars and light-duty trucks at 2020 levels and to eliminate California's power to set its own auto emissions standards.

State

Despite the US withdrawal from the *Paris Agreement*, California continues to be a leader in the fight against climate change. In recent years, the state has passed some of the most ambitious legislation regarding GHG emission reductions, and other countries have begun to turn to California for guidance. In June 2017, Chinese President Xi Jinping met with Governor Jerry Brown, shortly after the US withdrawal from the *Paris Agreement*, to discuss the next steps in fighting climate change. Relevant recent climate change legislation includes:

¹ The CAP requires this update every five years starting in 2015 but due to frequent state of the science updates and climate changes already occurring, Appendix C is updated annually.

2016

- Governor Brown signs three bills related to climate change:
 - Senate Bill (SB) 32, codifying Executive Order B-30-15, requiring the state to slash GHG emissions to 40% below 1990 levels by 2030: 256 MMTCO_{2e} (million metric tons of CO₂ equivalent);
 - Assembly Bill (AB) 197, prioritizing direct emission reductions from large stationary sources and mobile sources; and
 - SB 1383, establishing statewide reduction targets for short-lived climate pollutants.²

2017

- The California Air Resources Board (CARB) updates the SB 375 GHG emission reduction targets for each metropolitan planning organization (MPO), which will take effect in 2018. Santa Barbara County Association of Governments (SBCAG's) target based on this direction is described below.
- The California Global Warming Solutions Act of 2006 (AB 398) is amended to extend and improve the Cap-and-Trade program through 2030, which enables the state to meet its 2030 emission reduction goals; and AB 617 establishes a program to measure and reduce air pollution from mobile and stationary sources at the neighborhood level in communities most impacted by air pollutants.

2018

- The Safeguarding California Plan: 2018 Update (California's climate adaptation strategy), State of California Sea-Level Rise Guidance 2018 Update, Indicators of Climate Change in California, and California's Fourth Climate Change Assessment reports are released.
- In September 2018, California is held a Global Climate Action Summit to bring leaders and people from around the world together to realize the historic Paris Agreement. In closing remarks at the Summit, Governor Brown Jr. announced that the State of California is teaming up with earth imaging company Planet Labs (Planet) to develop and eventually launch a satellite that will track climate change-causing pollutants with unprecedented precision and help the world dramatically reduce GHG emissions.

Local/Regional

In accordance with AB 32 and SB 375, the 2012 CAP targets a 25% reduction in city-wide 1990 GHG emission levels (estimated at 724,389 MTCO_{2e}) by 2020 and a 30% reduction in 2005 per capita GHG emission levels (estimated at 4.413 MTCO_{2e}) from passenger vehicle and light truck travel by 2020 and 2030.

2010

- CARB sets SBCAG target of 0% change from the year 2005 baseline in GHG emissions by 2020 and 2035.

2017

- CARB's new SBCAG target is a 13% decrease in GHG emissions by 2020 and a 17% reduction by 2035;
- The Regional Transportation Plan and Sustainable Communities Strategy (Fast Forward 2040) was adopted by SBCAG; and

² Short-lived climate pollutants are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants such as CO₂. They include methane, fluorinated gases, and black carbon (soot).

- The City adopts a 100% renewable energy goal by 2030 for both municipal buildings and the community as a whole. It also established a goal of 50% renewable electricity for municipal facilities by 2020.

2018

- The City’s Sea Level Rise Adaptation Plan is initiated.

CLIMATE CHANGE EFFECTS

Climate processes are complex, not completely understood, and are not easily forecasted into the future. The timing, pace, and extent of climate change for California and Santa Barbara are uncertain. Research is underway at many institutions and agencies toward “downscaling” global climate model information to local levels. The following chart summarizes available California or Santa Barbara projections, some of which were downscaled to Santa Barbara from the *Santa Barbara Area Coastal Ecosystem Vulnerability Assessment Report* (SBA CEVA, Myers, et. al., 2017). The chart also includes updated climate change effects from the May 2018 *Indicators of Climate Change in California* report (Office of Environmental Health Hazard Assessment, California Environmental Protection Agency, 2018). Emerging climate change issues noted in the report that are relevant to the Santa Barbara area were added to the table.

The initial version of the chart below is Figure ES-2 in the 2012 CAP. CAP Strategy 69 directs updates to projected climate effects time lines be provided in status reports. Projections to the year 2050 were used to correspond to Governor Schwarzenegger’s 2005 Executive Order S-3-05 which called for the California Environmental Protection Agency to prepare periodic science reports on the potential impacts of climate change on the California economy.

Summary of Forecasted Future Climate Change Effects (2017-18 update)	
Temperature, rainfall, extreme weather	
Temperature	<p>2040-2069 projection (CA): projected increase in average annual maximum daily temperature: +4.4°F (RCP 4.5³), +5.8°F (RCP 8.5⁴); more frequent heat waves.</p> <p>2050 projection (SB): +3°F temperature increase in Santa Barbara County under RCP 8.5.</p> <p><i>Average temperatures In California have risen nearly two degrees Fahrenheit during the second half of the 20th century. The last four years were notably warm, with 2014 being the warmest on record, followed by 2015, 2017, and 2016 (likely to be surpassed in 2018). In 2018, California experienced the hottest July on record and August pushed sea-surface temperatures off the San Diego coast to all-time highs. According to Park Williams of Columbia University “What we’re seeing now is the atmosphere doing what it has always done. But it’s doing it in a warmer world, so the heat waves occurring today are hotter.”</i></p> <p><i>Of particular concern with temperature rises is how overnight temperatures continue to climb. The years with the top six warmest summertime minimum temperatures in California, defined as June through August, in descending order are 2017, 2015, 2014, 2006, 2016, and 2013. “We are seeing the impacts of climate change now” said Nina</i></p>

³ Representative Concentrations Pathways (RCP) 4.5 is known as a more moderate GHG concentration pathway, a scenario where GHG emissions rise until mid-21st century, and then decline.

⁴ RCP 8.5 represents accumulating GHG concentrations under a higher emissions pathway, commonly understood as a business-as-usual (BAU) scenario that would result in atmospheric CO₂ concentrations exceeding 900 parts per million, more than triple the level present in the atmosphere before human emissions began to accumulate.

Summary of Forecasted Future Climate Change Effects (2017-18 update)

	<p><i>Oakley, regional climatologist for the Western Regional Climate Center in Reno.</i></p>
<p>Precipitation</p>	<p>2050 projection (CA): no strong consensus towards California getting wetter or drier; warming air temperatures will lead to drier seasonal conditions; spring snowpack declines substantially.</p> <p>2050 projection (SB): no consistent trend for Santa Barbara County; fewer but more intense storms, leading to a decrease in the number of wet days per year, an increase in the number of days with extreme precipitation, a shortening of the wet season, and longer dry spells.</p> <p><i>According to the California Department of Water Resources, water year 2017 (October 2016 to September 2017) ended the state’s 5-year drought with virtually all the state experiencing at least average precipitation, although central California counties, including Santa Barbara, experienced lingering drought impacts. A pattern known as the North American Winter Dipole, or “ridiculously resilient ridge” formed in the winter of 2017-2018, blocking rain-bearing storms from California. In 2018, Santa Barbara County received 54% of “normal water-year” rainfall. Generally, there has been no clear trend in the amount of annual precipitation. Variability in annual precipitation statewide has increased since the early 1980s, showing that dry and wet precipitation extremes have become more frequent.</i></p>
<p>Wildfires</p>	<p>2050 projection (CA): greater wildfire risk (warmer, drier conditions). By 2050, 24 more high wildfire potential days per year than in 2000.</p> <p>2100 projection (CA): Under RCP 8.5, 77% increase in mean area burned (compared to 1961-1990); maximum area burned statewide increase by 178%; extreme wildfires (i.e., fires larger than 24,000 acres) occur 50% more frequently.</p> <p><i>The area burned by wildfires across the state is increasing in tandem with rising temperatures. The recent increase in areas burned by wildfires in California is reflected in the fact that five of the largest fire years since 1950 occurred in the last decade. Moreover, 15 of the 20 largest wildfires since 1932 have occurred since 2000, including the Thomas Fire of 2017 at 281,893 acres, which was the largest recorded wildfire in the state’s history until the summer of 2018 when it was surpassed by the Mendocino Complex Fire at 459,123 acres. According to Stephen Pyne a professor at Arizona State University who studies the history of United States wildfire management, the rising intensity of wildfires seen over the past few decades is the result of several overlapping trends; climate change has lengthened the fire season, housing sprawl has crept into fire-prone wildland, and fire agencies are struggling to coordinate holistic fire and land management.</i></p>
<p>Storm events & flooding</p>	<p>2050 projection (CA): more erratic weather patterns and extreme rainstorm events, with associated storm damage and flooding.</p> <p>2100 projection (SB): annual runoff and annual peak discharge increases.</p> <p><i>According to NOAA, a wintertime La Niña climate pattern was in place for winter 2017/2018 and most of California experienced the driest winter on record until March 2018 that provided a sequence of cold, wet storms across the northern 2/3 of the state. Locally, the 2017 Thomas Fire was followed by intense and concentrated rain on January 9, 2018 (0.54 inches of rain in five minutes) that caused debris flows in Montecito, killing 21 people. The Montecito debris flows destroyed or damaged over 400</i></p>

Summary of Forecasted Future Climate Change Effects (2017-18 update)

	<p>structures. <i>After January 2018, several storms generated evacuation orders for areas of risk for debris flows but there were no further significant floods or flows.</i></p>
<p>Pests & vectors</p>	<p>2050 projection (CA): potential for altered transmission patterns for pests, vectors, and diseases.</p> <p><i>Of the 15 mosquito-borne viruses known to occur in California, West Nile Virus (WNV) in particular continues to seriously impact the health of humans, horses, and wild birds throughout the state. First detected in 2003, WNV cases show no clear trend, varying from year to year from 2003 to 2017. In addition to mosquito vectors, climate change may expand the presence of tick-borne pathogens. Furthermore, extreme precipitation events often associated with the El Niño Southern Oscillation (ENSO) are thought to impact hantavirus activity by expanding rodent habitat. Generally, changes in temperature and precipitation seem to be factors in WNV and other vector-borne activity and a changing climate will likely alter the distribution of disease vectors; however, social and environmental drivers also play a strong role in vector-borne disease transmission.</i></p>
<p>Atmospheric CO₂ concentrations</p>	<p>2050 projection (CA): ocean acidification affecting sea creatures. This indicator was formerly listed as a water pollution effect but it is now considered a climate change driver. As atmospheric concentrations of CO₂ increase, so do levels in the ocean, leading to ocean acidification. The net result of adding CO₂ to seawater is an increase in hydrogen ions (H⁺)—which increases seawater acidity and lowers seawater pH—along with decreasing carbonate ion, a fundamental ‘building block’ for organisms forming shells of calcium carbonate. Continued ocean acidification is likely to affect the ability of some organisms to produce and maintain their shells.</p> <p><i>Long-term measurements in California waters are limited, but the values measured offshore at Point Conception are similar to those from monitoring in Hawaii at the same time points. An increase in seawater carbon dioxide levels accompanied by declining pH (a measure of acidity) have been observed at the Hawaii station.</i></p>
<p>Air pollution</p>	<p>2050 projection (CA): increased smog production and changes to pollen production; reactive nitrogen deposition affecting plants. A major source of reactive nitrogen is associated with use of fossil fuels for energy. In industrialized areas, reactive nitrogen accumulates in the air, soil, and water. From the atmosphere, it falls to the surface as atmospheric deposition and can decrease or alter biodiversity.</p> <p><i>Climate change-related air pollution impacts correlate with periods of extremely high temperatures and drought (e.g., wildfires and dust storms). Atmospheric levels of black carbon, a major short-lived climate pollutant, have decreased dramatically in California since the 1960s, due to emission standards and restrictions on diesel engines and biomass burning. Locally, Santa Barbara County was recently designated nonattainment-transitional for the state 1-hour and 8-hour ozone standard under the</i></p>

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	<p><i>California Clean Air Act⁵. Although the County now meets the state 1-hour ozone standard, in order to be designated attainment, air quality measurements must show that both the 1-hour and 8-hour standards are not violated for three consecutive years.</i></p> <p><i>According to a report by the National Climate Assessment, longer growing seasons, along with higher temperatures and CO₂ levels, can increase pollen production. Increased pollen production was not included in the May 2018 Indicators of Climate Change in California report.</i></p> <p><i>Nitrogen deposition has possibly affected southern California’s native coastal sage scrub because high levels of nitrogen can convert the shrublands to grasslands dominated by invasive plant species.</i></p>
<p>Water pollution</p>	<p>2050 projection (CA): increased risk for pollution of streams (higher temperatures; urban runoff during intense storms).</p> <p><i>During the latest drought, rivers in California experienced record-low flow and poor water quality. Locally, ocean water quality was impacted by the Montecito debris flow in January 2018. Goleta Beach, which was the emergency site for mud deposition from the Montecito debris flow, was closed for ocean contact until July 2018 due to bacterial contamination.</i></p>
<p>Sea level rise</p>	
<p>Sea level rise (from year 2000)</p> <p><i>See page 3 for discussion of local sea level rise studies and forecasts</i></p>	<p>2030 projection (SB): Medium-High Risk Aversion (1-in-200 chance) RCP 8.5 scenario 0.7 feet</p> <p>2060 projection (SB): Medium-High Risk Aversion RCP 4.5 scenario 2.2 feet; RCP 8.5 scenario 2.5 feet</p> <p>2100 projections (SB): Medium-High Risk Aversion RCP 4.5 scenario 5.3 feet; RCP 8.5 scenario 6.6 feet</p> <p><i>Mean sea level along the CA coast show year-to-year variability, peaking during El Niño years. Recently, even moderate tides and storms have produced extremely high sea-levels. Over the long term, mean sea-levels have been rising. Trends at the Santa Barbara NOAA tide station show an increase of 0.04 inches per year from 1973–2016. A new model estimates that, under mid to high sea-level rise scenarios, 31% to 67% of Southern California beaches may completely erode by 2100 without large-scale human intervention.</i></p>
<p>Coastal flooding and inundation (multiple hazards to resemble large [100-year] coastal storm)</p>	<p>2030-2100 projections (SB): increased areas subject to 100-year flooding and inundation; permanent inundation of some low-lying areas; seawater intrusion into groundwater.</p> <p><i>Coastal flooding for portions of the City remains a key issue in the 2060–2100 timeframe. Coastal storms in 2016 and 2017 caused minor coastal flooding and damage to piers in the Santa Barbara area, but there has been no permanent inundation.</i></p> <p><i>Saltwater intrusion into groundwater may increase with sea level rise. Reliance on groundwater increases with drought and groundwater levels have significant dropped throughout the state. Seawater intrusion is known to occur in the City’s Storage Unit I Basin; however, the City manages its groundwater resources, including recharging the basin when surface supplies are ample.</i></p>

⁵ When the 2016 Ozone Plan was adopted by the Air Pollution Control District, the District was still designated as a nonattainment area for the state ozone standard. After the 2016 Plan was adopted, air quality data for the 2016 ozone season indicated that the District’s attainment designation is now nonattainment-transitional.

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<p>Beach erosion</p>	<p>2030-2100 projections (SB): potential erosion or loss of beaches, storm erosion leads to much higher loss, particularly from 2060–2100. <i>Evidence has shown Central California beaches had the highest percentage of beach erosion in California. During the 2015-2016 El Niño, winter beach erosion was 76% above normal. In Santa Barbara County, Goleta Beach Park experienced the highest erosion rate.</i> <i>In 2018, scientists from the U.S. Geological Survey began mapping selected beaches and the adjacent seafloor to better understand long-term coastal changes. This will be the first comprehensive beach and nearshore survey since the Montecito debris flows on January 9, which was the first major sediment input to Santa Barbara beaches since 2005.</i></p>
<p>Coastal bluff erosion</p>	<p>2030-2100 projections (SB): increase in existing erosion rate with sea level rise; further increases when accounting for block-type slope failures, threatening coastal bluff-top parks, public access, and private homes. <i>No known increases in coastal bluff erosion rates to date. In 2018, U.S. Geological Survey scientists combined several computer models to forecast cliff erosion along the Southern California coast. The research showed that for SLR scenarios ranging from 1.5 feet to 6.6 feet by 2100, bluff tops could lose an average of 62 feet to 135 feet by 2100.</i></p>
<p>Public services</p>	
<p>Water supply</p>	<p>2030 projection (SB): adequate water supply. 2050, 2100 projections (CA): increased pressures on statewide water supplies due to less rainfall and less water storage as snowpack, with increased irrigation demand and increased population. <i>Over the past 120 years, California has become increasingly dry. The 2012–2016 drought was the most extreme since records began in 1895. This drought occurred at a time of record warmth—accompanied by record low snowpack, less than 5 percent of average in 2015. In May 2015, the Santa Barbara City Council declared a Stage Three Drought condition, which currently requires a 30% citywide reduction in overall water use, with mandatory regulations on specific water use applications.</i></p>
<p>Agriculture and food supply</p>	<p>2050, 2100 projections (CA): alterations in crop yields, growing seasons, pest ranges from changes in temperature, rainfall, extreme weather, and water supply. <i>Extended period of cold temperatures above freezing and below a threshold temperature is required for fruit and nut trees to become and remain dormant, and subsequently bear fruit. Future trend projections show that continued warming will reduce the accumulated winter chill for the Central Valley. By the middle to the end of the 21st century, it is projected that climatic conditions will no longer support current varieties of some of the main tree crops currently grown in California.</i> <i>Temperature is probably the single most important environmental factor influencing insect behavior, distribution, development, survival and reproduction and current warming has already enabled many invasive species worldwide, including insects, to extend their distributions into new areas. In California, new insect species arrive frequently and warmer temperatures can allow such species to thrive where they previously could not survive. A warming climate can also impact livestock directly by causing heat stress and indirectly by affecting vector-borne disease occurrence.</i></p>

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Energy demand	<p>2050, 2100 projections (CA): increased statewide energy demand with population increase, and more demand for cooling, peak summer demand, utilities, water transport, and industries.</p> <p><i>Consistent with national trends, in California the energy needed to cool buildings during warm weather—measured by “cooling degree days”—has increased and the energy needed to heat buildings during cold weather—measured by “heating degree days”—has decreased. From 2015 to 2016, statewide electricity consumption grew less than 1% from 2015.</i></p>
Biological resources	
Natural habitats and species	<p>2050, 2100 projections (CA): Varied species responses to changes in temperatures, rainfall, weather patterns, extreme events, wildfire, rising sea levels, coastal erosion, and air and water pollution. Individual species may adapt, survive in reduced ranges, migrate, or not survive. A general trend is anticipated for plant and animal species to move northward and upslope.</p> <p><i>Climate change impacts on terrestrial, marine and freshwater ecosystems have been observed in California. Examples include: the state’s forests have more small trees and fewer large trees; on the western side of the northern Sierra Nevada mountain range, the Ponderosa pine forest has moved upslope; across the state, wintering bird species have collectively shifted their range northward and closer to the coast over the past 48 years; during years when sea surface temperatures are unusually warm in their breeding area, there have been fewer California sea lion pup births, higher pup mortality, and poor pup conditions at San Miguel Island; and a nudibranch sea slug has expanded its range northward by 130 miles since the mid-1970s in response to warming ocean conditions.</i></p>
Local economies	
Fisheries and tourism	<p>2050, 2100 projections (CA): Marine habitat changes could affect fishing industry. Weather events and coastal erosion could affect tourism.</p> <p><i>Climate change is already affecting California fisheries. In recent years, market squid have been moving north, kelp beds have been lost, and shellfish populations compromised. In 2015 and 2016, California’s Dungeness and rock crab fisheries experienced unprecedented impacts when a harmful algal bloom prompted closures to protect public health. Salmon juvenile survival, and resultant adult abundance, has become more variable, with extreme juvenile mortality events occurring in the last two decades.</i></p> <p><i>The Thomas Fire and Montecito debris flow and extended closure of Highway 101 heavily impacted outdoor attractions and hotels, in some cases for many weeks. The City’s Transient Occupancy Tax (TOT) in December 2017 was 27% below December 2016 collections, largely attributed to the effects of the Thomas Fire and corresponding air quality conditions. On the other hand, TOT was 22% higher in January 2018 than January 2017 due to additional stays from local residents and emergency workers. By May 2018, TOT was likely back to typical levels and was reported 4% higher than in 2017.</i></p>
Emerging climate change issues	

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Harmful algal blooms—lakes, rivers, and ocean environments	Increase in incidence, duration, and toxicity (CA) <i>Warmer water temperatures, drought conditions, increased carbon dioxide, changes in coastal upwelling, and alternating periods of storms and drought are all known to promote harmful algal bloom (HAB) formation. Climate change may be influencing the occurrence of HABs in California, but scientists need more data to clarify the relationship. Observations show that unusually warm ocean temperatures contributed to an increase in HABs along the Pacific Coast, including a five-month delay in opening the Dungeness crab fishery in 2015 due to the toxic diatom Pseudo-nitzschia. Observational data has shown an increase in the number of California inland waterbodies affected by HABs between 2016-2017, linked to drought conditions.</i>

REGIONAL AND LOCAL SEA LEVEL RISE STUDIES

The following summarizes regional and local studies of sea level rise recently completed or underway.

City of Santa Barbara Sea Level Rise Adaptation Plan (in progress)

The SLR Adaptation Plan will assess the City’s vulnerabilities to sea and analyze the feasibility, economic impacts, and environmental consequences of various adaptation strategies for the low-lying and coastal bluff areas of the City.

Project Webpage: <https://www.santabarbaraca.gov/lcp>

Coastal Storm Modeling System for Southern California (CosMos 3.0) (US Geological Survey, 2017)

The model downscales global data to predict future storm-induced coastal flooding and erosion in more localized areas with assumptions of future sea level rise and more extreme storm events. Model results are available on the Our Coast Our Future website.

Project Webpage: <http://data.pointblue.org/apps/ocof/cms/>

Federal Emergency Management Agency (FEMA) Open Pacific Coast Study (FEMA, 2017)

FEMA has revised coastal flood hazards information to produce updated flood insurance rate maps (FIRMs). FEMA is also working on non-regulatory products that will include consideration of sea level rise.

FEMA Web Site: <https://msc.fema.gov/porta/>

Santa Barbara Area Coastal Ecosystem Vulnerability Assessment (CEVA, 2017) (CA Sea Grant Study; UCSB, Scripps Institute of Oceanography, and US Geological Survey researchers in coordination with cities of Santa Barbara, Goleta, Carpinteria, and County)

The study includes downscaled climate forecasts and assesses future impacts on coastal ecosystems including watersheds, wetlands, and beaches.

Project Webpage: <http://www.msi.ucsb.edu/current-projects/santa-barbara-area-coastal-ecosystem-vulnerability-assessment>

Santa Barbara County Coastal Resiliency Project (ESA, Revell, 2016)

Modeled sea level rise and other coastal hazards for Santa Barbara County, including the City of Santa Barbara, and assessing vulnerability. City is a partner along with Goleta and Carpinteria.

Project Webpage: <http://longrange.sbcountyplanning.org/programs/Coastal%20Resiliency%20Project/coastalresiliency.php>

City of Santa Barbara Sea Level Vulnerability Assessment (UCSB Bren School Master's Project group, Denka, Hall, Nicholson, 2015)

Analysis of future inundation, storm surge, and bluff erosion effects on populations, critical infrastructure, recreation and public access, and ecological resources.

Project Brief: http://www.bren.ucsb.edu/research/2015Group_Projects/documents/SeaLevelRiseSB_Brief.pdf

Goleta Slough Area Sea Level Rise and Management Plan (ESA, Revell, 2015)

A multi-agency study identified sea level rise and future effects on water levels and flooding, tides and sediment, water quality, habitats and species, and adaptation options to inform management of the Goleta Slough and environs including Airport.

Project Webpage: <http://goletaslough.org/>

City of Santa Barbara Sea Level Rise Vulnerability Study (Griggs/Russell, UC Santa Cruz, 2012)

This grant-funded study assessed the likelihood and magnitude of greater future coastal hazards in Santa Barbara, including beach and cliff erosion, storm wave damage, flooding, and inundation, and identified potential adaptation options. (Study included as Appendix B of 2012 Climate Action Plan).

City Website: <http://www.santabarbaraca.gov/services/planning/erds/resource/cap.asp>

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