Land Use Introduction

The original General Plan, adopted in 1964, included an extensive history, vision and series of maps, but no formal goals or policies. A General Plan amendment in 1972 resulted in the addition of a section called "Principles and Goals." In the 1970s, the General Plan was amended to include the Open Space and Scenic Highways Elements, which were located within what then became the Land Use Element. In the 1980s, significant goal and policy amendments were incorporated into the Land Use Element, which included: the institution of Charter Section 1507 (sometimes referred to as "Living Within Our Resources"); Charter Section 1508 "Measure E" to manage non-residential growth; the concept of mixed-use development; and strong support and encouragement for the construction of affordable housing.

As noted in the Introduction to the General Plan, the core values underlying "Living Within Our Resources" have evolved into a vision of long-term sustainability. Clearly, maintaining the physical and socio-economic character of Santa Barbara through environmental protection, growth management, mixed-use development, and affordable housing have been found to be consistent with the sustainable principles of equity, environment, and economics. The challenge is finding a balance among these values that can be articulated through policies and ultimately implemented through actions.

Today the Land Use Element contains goals, policies, and implementation actions related to the four topics of Land Use, Growth Management, Community Design, and Neighborhoods. This Introduction provides the context through a discussion of land use history, land use patterns, sustainable development, and the Principles of Development.

LAND USE PATTERNS

The Downtown land use "grid" pattern, which was established in the 1850s by Captain Haley, is still intact today and constitutes the heart of the city. The last major building boom in the 1960s and 1970s produced some of the residential subdivisions and commercial development in the Upper State Street area (once referred to as "Outer" State Street). Since that time, most of the significant physical changes to the urban fabric of the city have been circulation improvements to enhance connectivity, either under or over Highway 101, or beautification projects such as lower State Street.

This basic layout of the city with a downtown grid, one major commercial corridor running north/south (more or less), surrounded by suburban neighborhoods between the ocean and the mountains, is not anticipated to change over the next 20 years. Santa Barbara is now largely a built-out city, with well established neighborhoods, relatively few vacant parcels, and a set of height restrictions and design review requirements that maintain the City's distinct architectural character.

Since 1989 Santa Barbara has also consciously managed the amount of non-residential growth, limiting new development to three million square feet through 2009 and 1.35 million net new square feet through 2030. The effect of this program has been to encourage infill and redevelopment of existing commercial parcels, with a market driven emphasis on mixed residential and commercial projects. The types of mixed-use residential units that have been produced by the market over the last ten years, however, have not been affordable to the majority of the City's workforce.

Santa Barbara's land use and transportation patterns have historically evolved in a sustainable manner with the highest residential densities at the center of the city adjacent to commercial and transit, with concentric rings of lesser and lesser densities. The higher density, multi-family neighborhoods adjacent to the commercial districts, followed by the medium density, duplex neighborhoods, followed by the single family neighborhoods, followed by the hillsides, open space and ocean.

The 2011 General Plan continues to maintain the base residential land use designation of 12 dwelling units per acre for the multi-family and mixed use areas along with an Average Unit-Size Density Incentive Program that allows for increased densities in select areas. These densities support land use transitions and buffers through density, building size, and intensity of use. The lowest densities continue to protect the single family neighborhoods, and the highest densities focus the targeted and closely monitored growth on the construction of smaller, more affordable housing units.

SUSTAINABLE DEVELOPMENT

A more sustainable approach to development has many facets, as noted in the Introduction to the General Plan. For Santa Barbara, maintaining its historic, small town character is most definitely part and parcel of a sustainable Santa Barbara. Santa Barbara has a deep appreciation for its historical past, as well as the present day aesthetic of both the built and natural environment. Consequently, urban and historic design regulations, as well as environmental standards and project review are some of the most stringent in the nation.

Santa Barbara's neighborhoods also comprise a significant element of the community character. While most neighborhoods are already well defined, a number of neighborhoods have expressed interest in a more localized, sustainable planning effort. The Sustainable Neighborhoods concept now included in this element has, in fact, already taken root on the Mesa (see Santa Barbara Neighborhood section, Mesa Village sidebar) and will be a key implementation effort in the years to come.

Santa Barbara also has had a long standing commitment to provide affordable housing and maintain socio-economic diversity within the community. As of 2009, approximately 11 percent of the City's housing stock is affordable for the very-low to moderate income households due, in large part, to Redevelopment Agency funding that sunsets in 2015. Despite this significant achievement, however, the cost of housing has escalated beyond the reach of the middle-income workforce, contributing to a regional jobs/housing imbalance, traffic congestion, and an erosion of the community's socio-economic diversity.

The greatest challenge for Santa Barbara through the year 2030 will be how to encourage both more affordable housing adjacent to transit and commercial activity, and smaller, pedestrian scale buildings that do not exceed available resources to support the targeted level of development. Hence, the following Principles for Development have been established to help meet these challenges.

PRINCIPLES FOR DEVELOPMENT

The Principles for Development are to further encourage sustainable land use and circulation patterns. Specifically, the principles: focus growth; encourage a mix of land uses; strengthen mobility options and promote healthy, active living.

- ***Focus growth*** to encourage affordable housing within a quarter mile of frequent transit service and commercial services. Provide incentives to develop affordable housing such as: higher densities, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space.

- ***Encourage a mix of land uses*** to include: strong retail and workplace centers, residential living in commercial centers with easy access to grocery stores and recreation, connectivity and civic engagement, and public space for pedestrians.
- ***Strengthen mobility options and promote healthy active living*** by: linking mixed-use development with transit; encouraging compact, vibrant, walkable places; encouraging the use of bicycles; and reducing the need for parking.

The city's flatter topography in and around the Downtown was historically the first to develop, and where higher residential densities have been built. These areas are also most conducive to walking and biking, and the north/south and east/west axis are well served by transit. The Principles for Development build on these historic patterns.

Housing

New residential development over the next 20 years will provide a relatively modest amount of housing. Given the majority of the City is built-out, the existing single family and multi-family neighborhoods are expected to change very little. In fact, of the approximately 37,720 units on the ground in 2009, the next projected increment of residential growth (estimated to be 2,800 units through 2030) is less than an 8 percent increase in the existing housing stock.

The existing housing stock comprised of single family homes, duplexes, apartments, and condominiums located in established neighborhoods will continue to provide a wide range of housing types. Presumably, the majority of households, of which approximately 60 percent rent and 40 percent own, will continue to utilize this range of housing stock through 2030. For the next 8 percent increment of housing, however, the location and type of housing will be critical in order to further the community's desire to become more sustainable in the long-term. The majority of this new housing is targeted as infill development in the higher density land use designations.

Beyond the Land Use designations that help shape the physical relationship and intensity of land uses, the Housing Element also provides policies and programs to further encourage the construction of workforce and affordable housing, consistent with Principles for Development.

Mobility

One of the tenets of sustainability is to reduce the necessity to drive. Corresponding with that goal, the community has determined that the remaining increment of growth should occur while minimizing congestion. Accordingly, focused growth within the commercial and multi-family districts is oriented toward the availability and use of alternative modes of transportation. Residential growth will be targeted to smaller, more affordable units with less need and capacity for automobile use. Commercial land uses will have incentives for employees to use alternative transportation and disincentives to drive, while customers will be given the most flexibility to drive and park.

Sustainable land use and circulation patterns allow easy walking and biking distances between home and commercial services, transit, open space, and recreation. These patterns also minimize the need to use an automobile. The lifestyle this development pattern encourages is not, nor will be, appropriate for everyone. Smaller, affordable units located in a more urban residential setting, do however, meet an existing community need, and a growing market niche, whether they are young professionals or "downsizing" seniors.

Historic Resources

The protection of Santa Barbara's historic resources continues to be a concern. Indeed, the center of the city that includes the best transit, job, housing, commercial, and walking opportunities, is also the heart of the city's El Pueblo Viejo historic district. The design challenge is to integrate the Principles of Development into each project in such a way that the character of El Pueblo Viejo is not compromised.

Understanding the residential density designations in relation to how a particular project is approved and built is critical to ensuring that the next increment of housing that is constructed is compatible with the existing historic resources. While the Historic Landmarks Commission has broad discretionary authority to make findings that a particular project is compatible or incompatible with the surrounding historic resources, the community is requesting more certainty. Hence, implementation of the General Plan policies will include Design Overlay Areas with new tools to be developed including Floor Area Ratios (FARs) to ensure sympathetic development in historic areas.

The use of Design Overlay areas and FARs will be particularly important adjacent to historic resources. The objective is to more effectively control the size of structures, while also permitting the necessary flexibility to construct the requisite density for affordable units within the building "envelope". These design tools will be used to further design compatibility through pre-established design standards to be applied in some cases, down to the block level.

Furthermore, in June 2011, in response to strong public support for creation of the Historic Resources Element, the City Council authorized the initiation of the preparation of the Historic Resources Element and the formation of the Historic Resources Element Task Force made up of members of the Historic Landmarks Commission, Planning Commission and community representatives.

Land Use Designations

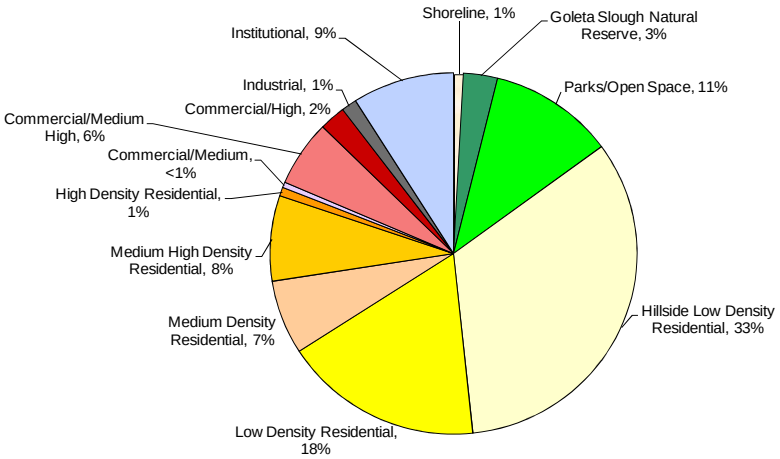
The purpose of land use designations is to identify the planned land uses and residential densities within the city. These designations, when combined with specific locations on the General Plan Map, summarize the community's vision for the physical development of the city.

The land use designations as described below, and reflected on the Land Use Map[1], have remained essentially consistent since the map was last updated in 1975. Changes that have been incorporated into the updated map include an explicit recognition of mixed use; a new Average Unit-Size Density Incentive Program, dividing the multi-family and mixed use designations into different densities that allow higher residential densities and smaller units at the city center and other commercial areas; designation title changes (to simplify the organization and improve the ease of use); and a more accurate Geographic Information System (GIS) mapping format to improve implementation consistency. (See General Plan Map on page 61.)

DISTRIBUTION OF LAND USES

The following distribution of land by General Plan land use designations reflects: the predominance of Single Family residential areas (51 percent); followed by Medium to High Density Residential (16 percent); Parks and Open Space (11 percent); Commercial and Office (9 percent); Institutional including public schools (9 percent); Goleta Slough Natural Reserve and Shoreline (4 percent); and Industrial (1 percent).

Figure 3:
Land Use Designations



Total: 12,300 acres

[1] A Land Use diagram (or map) depicting the location and extent of land uses is a required component of a General Plan per Government Code § 65302.

OPEN SPACE

The open spaces in the city from the foothills to the ocean have important physical, social, aesthetic and economic benefits for the enjoyment of the community and visitors. The Open Space land use designation includes four areas, the Shoreline, Parks, Creeks, and the Goleta Slough Natural Reserve. Currently, there are more than 1,800 acres of natural open space, parkland and other recreational facilities.

Other open space areas include recreational facilities, hillsides, as well as private open spaces provided as part of the development of private land uses. The Open Space Element and Environmental Resources Element help protect the character of Santa Barbara through conserving significant open space and natural landforms. The existing Park and Recreation Element addresses the provision of parks and recreational facilities.

Shoreline

The Santa Barbara shoreline is one of the City's most significant and defining public open spaces extending over three miles from the Bird Refuge on the east to the Mesa bluffs on the west. This area includes the public beaches, harbor, and bluffs, and adjacent park areas and is one of the most actively used open spaces in the community. Previous generations, recognizing the inherent importance of the public shoreline, preserved all of the land on the ocean side of Cabrillo Boulevard, as well as the park strip in front of the Double Tree Hotel in City ownership. The expansion of Chase Palm Park, a large community park constructed in 1998, has added recreational open space along this area. The City's Local Coastal Plan and Harbor Master Plan dictate key land use policies for this area.

Parks

The Parks land use designation on the General Plan Map includes public parks, two large privately-owned recreation facilities, Elings Park and the Montecito Country Club, as well as the State owned El Presidio de Santa Barbara State Historic Park. The Park and Recreation Element identifies eight classifications of park and recreation facilities: neighborhood parks, community parks, regional parks, special use facilities, golf courses, riding and hiking trails, beaches and bikeways. The categories of park and recreation facilities and allowed uses in the Park and Recreation Zone are also spelled out in the Zoning Ordinance and City Council Resolution.

Creeks

Creeks are recognized as important natural open space corridors within the City. In addition, creeks provide drainage from the mountains and hills to the sea, as well as wildlife habitat and other environmental benefits, and are largely natural in appearance contributing significantly to the aesthetic quality of the City.

There are seven major creeks and primary tributaries within the City. These include Old Mission and Mission Creek, Arroyo Burro Creek, Sycamore Creek, Arroyo Hondo, Lighthouse Creek, Laguna Channel and Cieneguitas Creek. Three additional creeks, Tecolotito, Carneros, and San Pedro are part of the Goleta Slough watershed and traverse Santa Barbara Municipal Airport lands. The Environmental Resources Element includes goals, policies, and implementation strategies related to the creek-side environment.

Goleta Slough Natural Reserve

The Goleta Slough is a 400 acre saltwater marsh located on the Municipal Airport property and is the largest environmentally sensitive habitat in the City's Coastal Zone. The Goleta Slough is designated as Recreation Open Space in the 2003 City of Santa Barbara Coastal Plan for the Airport and Goleta Slough, and ordinances limit use to educational and scientific activities.

HILLSIDE

As of 2009, approximately 6,000 acres or 51 percent of the City is designated primarily for single family residential use. The majority of that land is located in hillside areas. The hillside areas contain three different single family residential designations that range in density from one dwelling unit per acre to three dwelling units per acre. In many cases, parcels are developed at lower densities than the maximum allowed due to the physical slope constraints, high fire risk, and the desire to protect hillside open space and view sheds.

The Slope Density Ordinance is a key implementation tool to regulate and limit residential development of hillside areas. This section of the zoning ordinance applies to creation of lots in the single and two-family zones. It requires that new lots created with a 10 percent or greater slope must provide more lot area than required by the base density and thus provide more open area. The current ordinance requires that lots with a 10 to 20 percent slope provide 1.5 times the lot area, lots with 20 percent to 30 percent slope provide 2 times the lot area, and lots of over 30 percent slope provide 3 times the required lot area.

Environmental Resources goals and policies specifically address hillside protection, conservation of open space, discourage development in high fire areas, and limit development on steep slopes.

Planned Unit Developments and the Planned Residence Developments are two other implementation tools that provide regulatory flexibility in order to preserve hillside areas and open spaces. These tools promote smaller residential lots in conjunction with large open spaces, recreational areas, or commonly owned facilities.

Exceptions to the maximum residential densities are established for affordable housing projects or secondary dwelling units. Though secondary dwelling units are prohibited in the High Fire Hazard Areas, there are some Hillside designations in the single family areas south or south west of the freeway (i.e., the Bel Air and Alta Mesa neighborhoods), where these units could potentially be built.

Low Density Residential (Max 1 du/acre)

The one dwelling unit per acre (du/acre) designation is the most restrictive classification of the single family residential areas in order to preserve the integrity of the hillside environment and protect private property while allowing limited residential use.

There are two areas in the City that are designated as Major Hillsides in the Open Space Element. The first area is the northern foothills in the areas around Lauro Canyon Reservoir, Las Canoas Road, Mountain Drive, and the Sycamore Canyon Road area. The other is in the area of the Miramonte Hill, the area around Escondido and Hilda Ray Parks and the area north of Campanil Hill. Subdivisions in these areas are encouraged to consider a density below one dwelling unit per acre, given the particular topography and characteristics of the land. Densities as low as one dwelling unit for every ten or more acres may be appropriate in some of the areas with steep slopes and/or site constraints.

The one dwelling unit per acre designation compares with the current A-1 One-Family Residence zone classification that requires a minimum of one acre (43,560 feet) per lot.[2]

[2] For descriptions of Zoning Classifications see Appendix F.

Low Density Residential (Max 2 du/acre)

The intent of the two dwelling unit per acre designation is to permit slightly higher single family residential densities while still maintaining the hillside open spaces. The Eucalyptus Hill neighborhood, Mission Ridge Road area east of Franceschi Park in the Riviera neighborhood and the recently annexed Veronica Meadows at the end of Alan Road are the areas in the city with this designation. Subdivisions must comply with the land use designation and any corresponding slope density requirements as discussed above.

The two dwelling unit per acre designation compares closely with the existing A-2, One-Family Residence zone classification that requires a minimum of 25,000 square feet of lot area.

Low Density Residential (Max 3 du/acre)

The three dwelling unit per acre designation is the least restrictive hillside single family residential designation in recognition of the historically lower densities in the areas. This designation is found in areas typically surrounded by one and two dwelling units per acre neighborhoods. City neighborhoods that include this designation are Lower Riviera, Eucalyptus Hill, Foothill, Campanil, Bel Air and Alta Mesa.

The three dwelling units per acre designation compares closely with the existing E-1, One-Family Residence Zone classification which requires 15,000 square feet of lot area.

SUBURBAN

The Suburban land use designations reflect those areas that provide a transition between the lower density hillside residential uses and the more urban uses near the Downtown and along the transit corridors. These are areas of primarily lower density residential with some denser locations zoned for duplexes, and are developed with non-conforming apartments.

Low Density Residential (Max 3 du/acre)

The three dwelling units per acre General Plan designation is primarily designed for single family residential units; however, other uses such as recreation, assembly, educational facilities, childcare centers and group homes are permitted with a Conditional Use Permit. Future new development is limited as most of the areas are built out. Neighborhoods that include this General Plan designation are portions of Hidden Valley, and Upper East.

The three dwelling units per acre designation compares closely with the existing E-1, One-Family Residence Zone classification which requires 15,000 square feet of lot area.

Low Density Residential (Max 5 du/acre)

The five dwelling units per acre General Plan designation is primarily designed for single family residential units; however, other uses such as recreation, assembly, education facilities, childcare centers and group homes are permitted with a Conditional Use Permit. Neighborhoods that include this General Plan designation are Hidden Valley, Mesa, Westside, Hitchcock, San Roque and Hope, Eastside, Samarkand, and Foothill.

The five dwelling units per acre designation applies over the following types of zoning classifications: E-2 (10,000 square feet minimum lot area); E-3 (7,500 square feet minimum lot area); and R-1 (6,000 square feet minimum lot area).

Medium Density Residential (12du/acre)

The Medium Density Residential 12 dwelling units per acre designation serves as a transition area between single family areas and the higher density areas of the City. The largest areas are located on the Eastside, Westside, Upper East Valerio Street area, Hidden Valley, Contstance and State, and Hope area. There are also areas around San Remo near Upper State Street, Hitchcock Way, Santa Barbara City College and the Mesa Shopping Center with this land use designation.

This designation is primarily designed to encourage one and two- family dwellings and their accessory uses. Other uses permitted are child care centers, community care facilities, churches, educational facilities, boarding houses, and garden apartments subject to certain Zoning Ordinance requirements. Newly created lots in this classification require a minimum of 7,000 square feet, and allow two dwelling units. A small accessory dwelling unit may be allowed on lots less than 6,000 square feet, under certain conditions, to encourage smaller rental units or multi-generational housing.

The 12 dwelling units per acre land use designation compares to areas of the City that have the R-2, Two-Family Residence Zone classification.

Office Low Impact Research and Development

There are two small areas of the City which have a land use designation of Office Low Impact Research and Development (R&D) with a residential density of three dwelling units per acre. In addition to residential uses, the uses permitted are research and development and related administrative operations, administrative offices, and radio and television transmitting and broadcasting stations.

These two areas are located within residential neighborhoods where a lower level of intensity for non-residential land uses is desired than what is allowed in a general commercial area. The areas include the properties in and around the Riviera Campus Specific Plan and Miramonte Hill. The specific land uses allowed for the Riviera Campus Specific Plan are outlined in the Zoning Ordinance.

Both of these areas have an overlay zoning designation of C-X, Research and Development and Administrative Office, along with the residential zoning classification of the underlying zone. The area to the west of the Riviera Campus while R-2, Two Family Residence Zone, has a historic General Plan land use designation of three dwelling units per acre, consistent with the Hillside, Low Density Residential surrounding the area. Miramonte Hill has an underlying zone designation of E-1, Single Family Residential, and a General Plan land use designation of three dwelling units per acre which is generally consistent with the surrounding zoning.

GENERAL URBAN

The General Urban land use designations include multi-family, commercial and industrial designations, and are located in areas within and around the Downtown and commercial corridors as shown on the General Plan Map. They include the multi-family Medium High and High Density commercial/residential, as well as those commercial, office, and industrial areas that have historically provided work, recreation, shopping, and increasingly mixed commercial/residential uses. The primary commercial areas include the City's Downtown, Upper State Street, the Milpas Corridor, Coast Village Road, the Waterfront, and a small portion of the Mesa.

The base density of the multi-family and commercial zones (where residential is allowed) has historically been and continues to be a range of 12 - 18 dwelling units per acre. However, one of the main goals of the 2011 General Plan Update is to encourage smaller rental and workforce units close to transit, and easy walking and/or biking distance to commercial services and recreational opportunities.

Land Use and Housing Element policies allow for increased densities under an Average Unit-Size Density Incentive Program; the details to be developed in an amendment to the Zoning Ordinance. The density incentives allow for a range of density for the Medium/High Density (15-27 dwelling units per acre) and the High Density (28-36 dwelling units per acre) depending on the average size of the units. The Priority Housing Overlay would allow a range of 49 – 63 dwelling units per acre in select areas of the City to encourage rental, employer and co-op housing.

This incentive program would replace the City's Variable Density ordinance in effect at the time of the General Plan Update. This three tier density incentive program, as outlined below, will be implemented on an 8 year "trial basis" after ordinance adoption, or until the construction of 250 units, whichever occurs first. If the Average Unit-size Density Program is allowed to sunset, then the Zoning Ordinance would default to the City's existing Variable Density program based on number of bedrooms in effect as of December 2011 (see Average Unit-Size Density Incentive Program Map on page 13).

AVERAGE UNIT-SIZE DENSITY INCENTIVE PROGRAM

The purpose of an Average Unit-Size Density Incentive Program is to encourage smaller, more affordable units through established unit sizes, while allowing flexibility for larger units, which help subsidize the cost of the smaller units. Under this program, there are two multi-family land use designations: Medium-High Residential and High Residential and an additional Priority Housing Overlay. When combined with other uses, such as commercial or office, these residential uses are characterized as mixed-use.

For mixed-use designations, the non-residential portion of a project is calculated independent of the residential density. The amount of non-residential square footage is regulated through the Development Plan Ordinance, and the overall scale and design of the proposed structure (both residential and non-residential) is regulated by Municipal Code and Design Review Process (height, setbacks, parking, etc.), including findings of neighborhood compatibility.

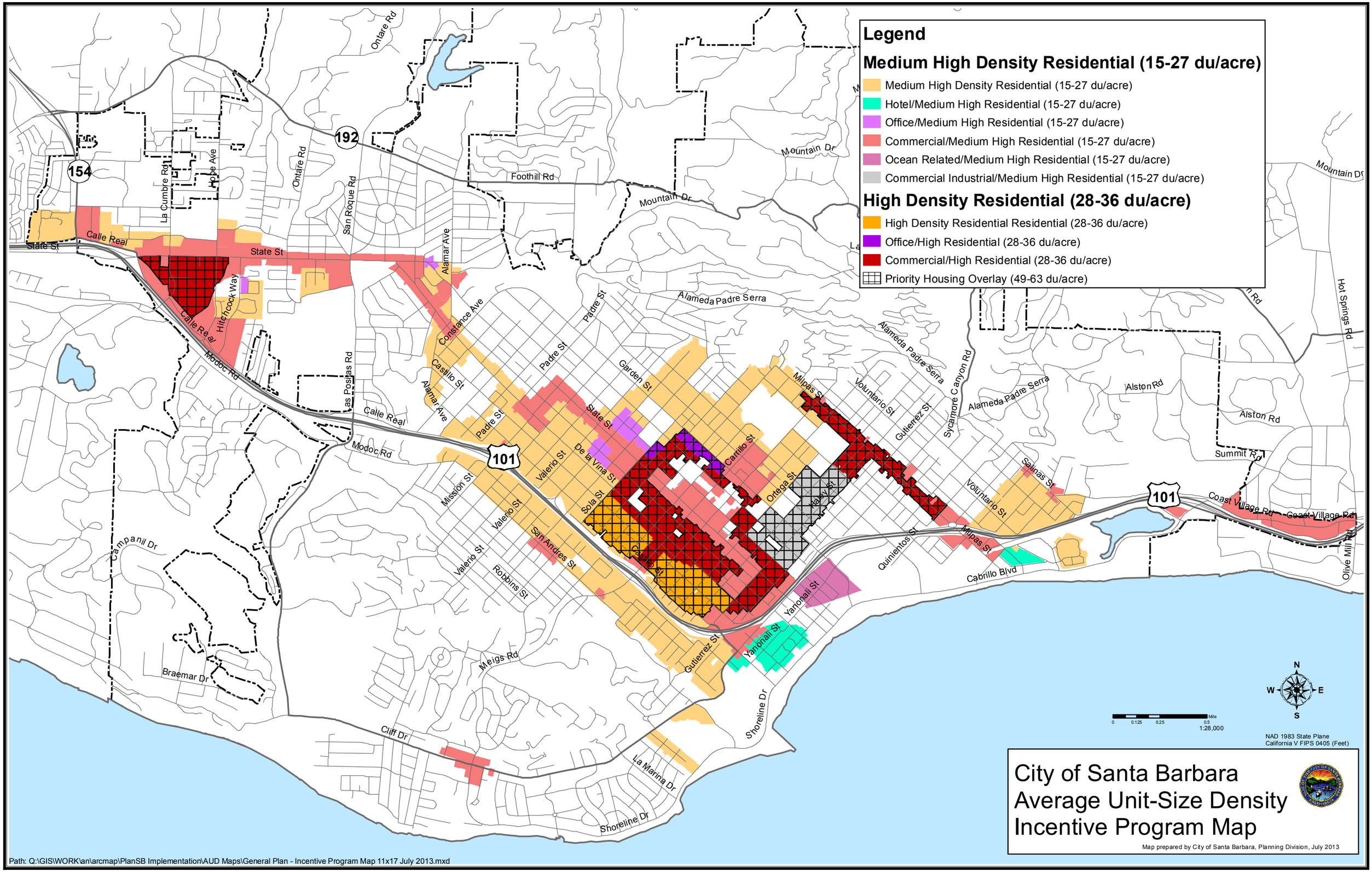
The multi-family residential and mixed-use land use designations calculate residential densities based on average unit sizes. For example, in the Medium High Density designation the range could be from 1,450 square feet project average for the lowest densities to 805 square feet for the highest densities. In the High Density designation, the range could be from 1,245 square feet project average for the lowest densities to 970 square feet for the highest densities. In addition, the Priority Housing Overlay could allow additional units above the High Density incentive program if built at 600 square feet.

For each land use designation the target unit size is approximately 1,000 square feet, sufficient to accommodate two bedrooms. In 2009, two bedroom units were the most highly demanded unit type on the market, given the City's historically low 2.35 persons per household demographic (compared to 2.72 for the county and 2.92 for the state), and the financial advantages of joint tenancy or home/office use.

The permitted densities under this incentive program are both minimums and maximums per the respective designation. Larger sized units are permitted within each "average unit size" category, although a corresponding number of smaller units are then required in order to achieve the "average size". Single family homes and multi-family projects that develop at the base density of 12 - 18 dwelling units per acre are exempted from the minimum requirement and are not subject to unit size limitations.

Therefore, the residential density for any given project under this program is calculated by the number of average size units that can fit into the building envelope (or volume of space) that is established by development review standards including design review considerations. The smaller the average size unit, the greater the density up to a maximum of either 27 du/ac under the Medium High Density designation, 36 du/ac under the High Density designation, or 63 du/ac under the Priority Housing Overlay.

Additional density incentives are also available for all affordable projects, on a project-by-project basis consistent with the City's Affordable Housing Policies and Procedures.


Legend
Medium High Density Residential (15-27 du/acre)
Medium High Density Residential (15-27 du/acre)
Hotel/Medium High Residential (15-27 du/acre)
Office/Medium High Residential (15-27 du/acre)
Commercial/Medium High Residential (15-27 du/acre)
Ocean Related/Medium High Residential (15-27 du/acre)
Commercial Industrial/Medium High Residential (15-27 du/acre)
High Density Residential (28-36 du/acre)
High Density Residential Residential (28-36 du/acre)
Office/High Residential (28-36 du/acre)
Commercial/High Residential (28-36 du/acre)
Priority Housing Overlay (49-63 du/acre)
Mile
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1:28,000
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W
E
S
NAD 1983 State Plane
California V FIPS 0405 (Feet)
City of Santa Barbara
Average Unit-Size Density
Incentive Program Map
Map prepared by City of Santa Barbara, Planning Division, July 2013
Path: Q:\GIS\WORK\an\arcmap\PlanSB Implementation\AUD Maps\General Plan - Incentive Program Map 11x17 July 2013.mxd
154
192
101
Ontare Rd
La Cumbre Rd
Hope Ave
San Roque Rd
Foothill Rd
Mountain Dr
Calle Real
State St
Hitchcock Way
Modoc Rd
Las Positas Rd
Alamar Ave
Constance Ave
Castillo St
Padre St
Garden St
Alameda Padre Serra
Mipas St
Voluntario St
Gutierrez St
Sycamore Canyon Rd
Alston Rd
Summit Rd
Hot Springs Rd
Coast Village Rd
Olive Mill Rd
Cabrillo Blvd
Quinientos St
Salinas St
Carrillo St
Ortega St
Yanonali St
De la Vina St
Sola St
Mission St
Valerio St
San Andres St
Robbins St
Meigs Rd
Campanil Dr
Braemar Dr
Cliff Dr
La Marina Dr
Shoreline Dr

Medium-High Density Residential

The Medium-High Density Residential designation applies primarily to the periphery of the Downtown, and commercial corridors. This designation has a base density of 12 -18 dwelling units per acre and principally serves as a transition from the medium density neighborhoods to the commercial centers of the city. A density range of 15 – 27 dwelling units per acre can be allowed under the Average Unit-Size Density Incentive Program. This designation applies to areas on the City's Eastside, Lower Riviera, Upper State Street, Westside, Laguna, Oak Park, West Beach and East Beach and reflect multi-family residential land uses. The areas around the Saint Vincent's housing project near Highway 154 also have this land use designation. The designation is consistent with the existing R-3 and R-4, Multiple-Family zoning classifications.

High Density Residential

High Density Residential applies to both multi-family and mixed use designations in the more urban centers, with an allowed base density of 12-18 dwelling units per acre. Higher densities of 28-36 dwelling units per acre are allowed as an incentive to develop the denser housing close to the urban centers. These densities are intended to work in tandem with better transit, and a closer proximity to a wide variety of commercial services, open space, recreation and jobs.

The High Density areas also can permit higher densities of 49 – 63 dwelling units per acre if developed under the Priority Housing Overlay Program and the units are restricted to rental, employer sponsored housing, or cooperative housing. This designation is applied to a portion of the residential parcels in the Downtown area generally between Sola Street, De La Vina Street, the freeway and Haley Street.

This area has historically been developed with denser, multi-family uses, and the land use designation is consistent with the existing R-3 and R-4, Multiple-Family residential zoning classifications.

Hotel/Medium High Density Residential

This land use designation applies to the West Beach neighborhood and the area to the west of Dwight Murphy Field, and the residential base density is 12-18 dwelling units per acre with a range of 15 to 27 dwelling units per acre allowed with the Average Unit-Size Density Incentive Program. These areas are currently developed with denser multi-family uses and a scattering of hotels. The allowed uses are primarily multiple family housing, hotels, and other auxiliary uses primarily for use by hotel guests. The existing zoning classification for this area is R-4, Hotel Motel Multiple Residence Zone.

Ocean Related Commercial/Medium High Density Residential

This designation is applied to much of the hotel and limited residential areas between Cabrillo Boulevard and the freeway, with a residential base density of 12-18 dwelling units per acre with a range of 15 to 27 dwelling units per acre allowed with the Average Unit-Size Density Incentive Program. The areas bordering Cabrillo and Castillo Street do not allow residential uses and allow primarily hotels and motels as well as other auxiliary uses for hotel guests. Where residential is permitted, there must be a mix of 70 percent residential and 30 percent ocean related. These uses are consistent with the City's Local Coastal Program.

The existing zoning varies between HRC-1, HRC-2 (Hotel and Related Commerce Zones) and O-C (Ocean-Related Commercial) and includes multi-family and hotel and related uses. The area below the railroad tracks in what has become known as the "funk zone" is zoned for primarily ocean dependent and ocean oriented uses, commercial recreational uses, arts and related uses, restaurants, and small stores. The Cabrillo Plaza project Specific Plan, also in this area, could add housing and commercial space to this area.

Office/Medium Density Residential

The Office/Medium Density Residential designation is characterized by office and medical office uses primarily in the Cottage Hospital area and a few pockets on the Mesa and on Upper State Street that have a zoning classification of R-O, Restricted Office. The Medium Residential Density designation permits 12 du/ac. Due to their location near either low or medium density neighborhoods, the Medium Density designation is consistent with historical allowed densities.

Existing zoning classifications for these areas are C-O, Medical Office and R-O, Restricted Office.

Office/High Density Residential

The Office/High Density Residential designation is characterized by office and multi-family residential uses. The High Density Residential designation has an allowed base density of 12-18 dwelling units per acre. A higher density of 28 to 36 dwelling units per acre is allowed as an incentive to develop the denser housing close to the urban centers. Areas of the city with this designation are areas along the southwest side of Garden Street between Carrillo Street and Victoria Street which have a mix of office, multi-family residential, and institutional uses, and in the area of Anacapa Street and Sola Street.

The Office/High Density Residential areas also can permit higher densities of 49 – 63 dwelling units per acre if developed under the Priority Housing Overlay Program and the units are restricted to rental, employer sponsored housing, or cooperative housing.

Existing zoning classifications for these areas are C-2, Commercial, R-O, Restricted Office, and R-3, Multiple-Family Residence which would be appropriate for a rezone to commercial zone in the future.

Commercial/Medium High Density Residential

The Commercial/Medium-High Density land use designation generally applies to commercial neighborhood serving centers historically located within residential areas. The Medium-High Residential Density designation permits a base density of 12-18 dwelling units per acre. A range of 15 to 27 dwelling units per acre is allowed with the Average Unit-Size Density Incentive Program. Some of the areas with this land use designation include State Street (from Haley Street to just past Mission Street) and approximately 14 blocks of El Pueblo Viejo Downtown where many historic resources are located, including El Presidio de Santa Barbara State Historic Park; Salinas Street on the Eastside; the Mesa shopping areas; San Andres and Carrillo Street on the Westside; major portions of Upper State Street; and the Coast Village area. An area along Carrillo Street near the Santa Barbara High School also includes this designation.

The allowed land uses in these areas include residential, office, service shops, grocery stores, restaurants, banks, dry cleaners, childcare centers, pet shops, repair shops, and various other neighborhood/commercial serving businesses. These neighborhood and commercial service centers provide easy access to goods and services and help improve the livability and sustainability in areas with a high concentration of residential uses. As the Sustainable Neighborhood Plans develop, additional areas may be needed with this land use category and corresponding zoning.

This designation generally has an existing zoning classification of C-P, Restricted Commercial, and is more restrictive in height and setback standards than the general commercial areas, given the proximity of the surrounding residential uses. Areas of Downtown, Upper State, Coast Village Road and Carrillo Street currently have C-2, C-1 or other commercial zones.

Commercial/High Density Residential

The Commercial/High Density Residential designation serves some of the general commercial areas of the City that are located along and/or near the major transit corridors. The areas include the south side of Upper State Street (La Cumbre Plaza/Five Points area), a portion along Milpas Street, and various areas in and around the Downtown center. The High Density Residential designation permits an allowed base density of 12-18 dwelling units per acre. A higher density of 28 to 36 dwelling units per acre is allowed as an incentive to develop the denser housing close to the urban centers. An exception is the area of Downtown that includes a large number of historic resources which have a Commercial/Medium High Density Residential designation.

The Commercial High Density Residential areas also permit higher densities of 49 – 63 dwelling units per acre if developed under the Priority Housing Overlay incentive program and the units are restricted to rental, employer sponsored housing, or cooperative housing.

The City's Downtown is the most concentrated and intensively used district of the City, and because most of these areas are general commercial, the widest range of commercial uses is permitted. City policies also promote the highest residential densities to encourage affordable housing that is close to transit, employment, shopping, cultural, recreational, and governmental facilities.

Commercial Industrial/Medium High Density Residential

The Commercial Industrial designation area is bound by Ortega, Haley, Anacapa and Quarantina streets. This designation allows a wide variety of uses including manufacturing, automotive repair, office, retail, and residential. Many of the historic uses in this area provide essential services for the functioning of the city. This area currently has a zoning classification of C-M, Commercial Manufacturing Zone.

The General Plan recognizes the need for light industrial and manufacturing uses given that many of the businesses that could be displaced are local, in some cases one of a kind, and provide vital services to the community. This area has a base residential designation of 12-18 dwelling units per acre. The Medium-High Density allows also allows a range of 15 - 27 du/acre under the Average Unit-Size Density Incentive Program. To minimize the amount of market residential or displacement of light industrial and manufacturing sites with housing, the policies to allow additional densities for market rate rental housing would not apply in this area, however, higher densities could be allowed under the Priority Housing Overlay incentive program for rental, employer sponsored housing, or cooperative housing. Additional densities under the City's Affordable Housing Policies and Procedures could still be considered.

Industrial

The General Urban, Industrial designation includes the area generally bound by Haley, Cacique, Milpas and Garden Streets. These industrial areas encompass approximately 120 acres and permit all land uses with the exception of residential which is specifically prohibited. The area historically included a variety of manufacturing and industrial uses including: a garbage, waste management and recycling facility; a concrete business; open yard uses; and others. This area is zoned M-1, Light Manufacturing.

The General Plan supports having an industrial area dedicated to industrial uses which provide vital services to the community as well as areas of the South Coast. The General Plan supports narrowing the range of commercial uses in the industrial area, in order to mitigate the potential increase in land costs and the associated displacement of heavier industrial uses. Commercial and office uses are thereby narrowed to those that are ancillary to industrial uses.

Ocean Related Industrial

The Ocean Related Industrial designation covers the industrial area below the freeway between Calle Cesar Chavez and Garden Streets, where the El Estero Wastewater Treatment plant is located. Uses permitted are defined as ocean dependent and related industrial, in close proximity to the Harbor/Wharf complex. Industrial uses compatible with ocean dependent or ocean related uses are also allowed with a Conditional Use Permit. In addition, ocean related uses may be deemed appropriate by the Planning Commission. Wastewater/sanitation treatment facilities and other essential public service facilities owned and operated by the City are also permitted. This area is zoned OM-1, Ocean-Oriented Light Manufacturing.

INSTITUTIONAL AND RELATED

The Institutional and Related designation provides for public facilities and private and/or non-profit uses which offer public services to the community. Uses include, but are not limited to schools, libraries, hospitals, government offices, water treatment plants, reservoirs, the harbor and the municipal airport. These land uses are specifically identified on the General Plan Map.

Institutional

There are a number of public facilities throughout the City that provide important public services. These are allowed uses in most commercial zones and allowed with a Conditional Use Permit when located in a residential zone.

Among the public buildings are: City Hall, the police station, seven fire stations, parks and recreation facilities, libraries, waste water treatment facilities, reservoirs, harbor facilities, etc. Many other County, State, and Federally owned institutions are located in the Downtown and surrounding area (e.g., County Courthouse). The General Plan recognizes the Downtown's importance as a major governmental activity center for the City and the South Coast. This close proximity of governmental uses is encouraged as it allows greater interaction between all levels of government and best serves the public as more residential uses are built in and around the Downtown.

Hospital

Santa Barbara Cottage Hospital, located in the Oak Park neighborhood of the City, is one of the largest acute care teaching hospitals between Los Angeles and San Francisco. As of 2009, the hospital has 408 beds, annual admission of more than 19,000 patients, 40,000 emergency department visits, and over 2,800 births. The main hospital building is bounded by Bath, Oak Park Lane, Pueblo and Junipero streets with parking and other structures also on Bath and Pueblo streets.

In 2005 a Specific Plan was adopted for a Hospital Zone, which allows uses including a general acute care hospital facility and other related uses including: parking structures, gift stores, ATM facilities, restaurants, retail or personal service shops, and childcare facilities. A major reconstruction project began in 2007 and is scheduled to be completed by 2013, with later phases anticipated.

Public School Districts

Public schools and related uses located in the City of Santa Barbara are part of the Santa Barbara Elementary School District, Santa Barbara Secondary School District, and the Hope School District. Santa Barbara City College is also a major educational facility in the City.

The Santa Barbara School Districts consist of two separate district boundaries: an elementary district and high school district. The elementary district covers approximately 22 square miles located within the City. The high school district service area covers approximately 136 square miles located within the City, and the surrounding metropolitan areas from Montecito to Goleta. There are also a number of private elementary schools, high schools, trade schools, and colleges located throughout the City.

The Santa Barbara School District and the City Parks and Recreation Departments often share facilities through a joint use agreement which extends through 2012. The agreement calls for the two agencies to cooperatively plan the development and maintenance of specific schools, recreational areas, and facilities.

Public schools within City limits include (also see the General Plan Map page 61):

Table LU-1: Santa Barbara Elementary Schools (Santa Barbara Elementary School District)

School Facility	Size of Site (Acres)
Adams	10
Adelante Charter *	
Cleveland	8.5
Franklin	10.7
Harding	5.1
McKinley	10.6
Monroe	9.85
Open Alternative**	
Peabody Charter	6.8
Roosevelt	4.1
Santa Barbara Community Academy***	
Santa Barbara Charter****	
Washington	8.2

**Located at Franklin Elementary School*
***Located at La Colina Jr. High School*
****Located at La Cumbre Jr. High School*
*****Located at Goleta Valley Jr. High School*
Sources: Santa Barbara School Districts, 2003 Facilities Master Plan; Santa Barbara School Districts Facilities Master Plan Update, December 2007; SBCEO 2009

Table LU-2: Santa Barbara Secondary Schools (Santa Barbara School District)

School Facility	Size of Site (Acres)
La Colina Jr. High	29
La Cuesta Continuation High*	
La Cumbre Middle School	22
Las Alturas Continuation High**	
Santa Barbara Charter Middle***	
Santa Barbara Junior High	709
Santa Barbara High School	40

**La Cuesta students attend class in various locations including Downtown, and Santa Barbara City College.*
***Located on the La Colina Jr. High Campus.*
****Located on the Goleta Valley Jr. High Campus*
Sources: Santa Barbara School Districts, 2003 Facilities Master Plan; Santa Barbara School Districts Facilities Master Plan Update, December 2007; SBCEO 2009

There are two additional public schools located within city boundaries that are not part of the Santa Barbara School District. These are located in the Hope School District and include Hope and Monte Vista schools.

Table LU-3: Santa Barbara Elementary Schools (Hope District)

School Facility	Size of Site (Acres)
Hope	8.3
Monte Vista	8.6

There is currently no public elementary school located Downtown. The projected increase in residential density particularly within the Downtown could increase student populations and the need for a Downtown elementary school. A public school would most logically be within the Santa Barbara School District.

Santa Barbara City College

The Santa Barbara City College (SBCC) is a community college that serves the south coast of Santa Barbara County. SBCC is renowned as one of the leading two year colleges in California and in the nation. In 2009 the college had an enrollment of over 20,000 students with over 7,500 full time students. It is located on a 74 acre site. In addition, the Schott Continuing Education Center located near Cottage Hospital and the Wake Center (in an unincorporated area of Goleta) offer a comprehensive, non-credit program with an enrollment of over 43,000 people.

SBCC is located in the Coastal Zone and any development or new uses are subject to approval by the California Coastal Commission.

Harbor-Stearns Wharf

The City's Harbor-Stearns Wharf area encompasses about 252 acres with about two thirds of the area being water and one third being land. Since the original General Plan was adopted in 1964, the Local Coastal Plan and the Harbor Master Plan have been adopted and now guide development in these areas. Coastal Act policies mandate public access to the coast and give priority to ocean dependent and related uses; the City's Local Coastal Program (LCP) applies these statewide polices and tailors them to Santa Barbara. Similarly, the Harbor Master Plan is consistent with the Coastal Act in describing its mission that the Harbor be a working harbor with priority given to ocean dependent uses and that Stearns Wharf consist of a mixture of visitor serving and ocean dependent and ocean related uses.

This area is currently zoned HC Harbor Commercial Zone, which specifies the primary (ocean dependent), and secondary (ocean related and visitor serving) uses for both the Harbor and Stearns Wharf.

Airport

The Santa Barbara Municipal Airport is owned and operated by the City and is the largest commercial service airport between San Jose and Los Angeles. It serves approximately 750,000 passengers and handles approximately 23,000 commercial service arrivals and departures annually.

The property consists of approximately 950 acres with 400 acres dedicated to aviation uses, 100 acres dedicated to commercial/industrial uses, and 450 acres of Goleta Slough Ecological Reserve. In the late 90s, the City completed the Airport Master Plan for all 950 acres of Airport Property. The Master Plan consists of two parts: the Aviation Facilities Plan and the Airport Industrial Area Specific Plan. The Aviation Facilities Plan covers the part of the Airport that is focused on air transportation activities, including the Airline Terminal, the runways, taxiways and related facilities.

The Airport Specific Plan covers the uses allowed in the areas north and south of Hollister. The Airport lands along the south side of Hollister are located in the Coastal Zone. Uses allowed for specific areas are dictated by policies and regulations of the Coastal Act, Local Coastal Plan, the Aviation Facilities Plan, the Airport Industrial Area Specific Plan, and the Zoning Ordinance.

Airport Specific Plan

The Airport Industrial Area Specific Plan (1998) encompasses approximately 225 acres and is located along the north and south sides of Hollister Avenue. This area includes both aviation and non-aviation related uses and activities. The overall purpose of the Specific Plan is to identify appropriate land uses and locations where implementation will assist in revenue generation for the Airport's operation, maintenance and capital improvements.

The Specific Plan includes a large range of policies as well as the land uses that apply to this area. The Airport Specific Plan Land Use Map (1998) calls for the area north of Hollister Avenue to be developed with Light Industrial (including Open Yard Uses), Commercial, Entertainment, Golf Course, Park and Open Space (along the creeks). The area south of Hollister Avenue calls for: Existing Aviation Related Uses, Proposed Aviation Related Uses, Public/Institutional, and Open Space (Goleta Slough and along the creeks).

Growth Management

Future growth from 2011 to 2030 will be carefully managed, with priority given to the development of affordable housing. Updating Charter Section 1508 and the city's non-residential growth management program, was one of the key objectives of the *Plan Santa Barbara* General Plan Update process. Early-on in that process, affordable housing was found to be the number one resource allocation priority among both residential and non-residential land uses competing for future resources. Equally as important, an Adaptive Management Program (AMP) was identified as a critical means to ensure development does not exceed available resources over the lifetime of the plan.

Growth management policies will now help to pace both non-residential and residential land use development. The availability of resources such as water, wastewater treatment capacity, and other key infrastructure will be closely monitored in relation to specific resource objectives and thresholds. The community has identified initial growth constraints for both land use sectors based on what is known regarding key resource availability as of 2009.

The 2010 Environmental Impact Report for the *Plan Santa Barbara* General Plan Update analysis, among other sources, establishes a number of resource baselines to determine the starting points for this planning period. For each of the AMP objectives, specific reporting deadlines provide the opportunity to gauge progress towards meeting the respective objective and the ability to readjust the objective as necessary. In addition, as new resource data becomes available, such as updates to the Water Master Plan, the objectives can be amended accordingly.

NON-RESIDENTIAL

With the adoption of the 2011 General Plan Update, the maximum allowable non-residential square footage through the year 2030 was set at 1.35 million net new square feet for the entire City. Once the Development Plan Ordinance is amended, the total net new square footage will be allocated among Vacant Property, Small Additions, and Community Benefit Development categories. Approved projects, pending projects, minor additions, government buildings and replacement of existing square footage would be exempt from the 1.35 million square feet.

Under Charter Section 1508, a Community Priority project has historically been one that City Council finds is needed to satisfy a present or projected need directly related to public health, safety or general welfare, such as parks and recreation facilities; community centers; educational institutions; cultural and arts facilities; youth development programs and childcare facilities; and community gardens and urban farming. At the time the Development Plan ordinance is amended, this category will be broadened and prioritized to include Community Benefit including Economic Development, "Green" Economic Development; Small and Local Business; and Development for Special Needs. These categories are more fully defined in the Goals and Policies section.

RESIDENTIAL

The 2011 Housing Element (for the planning period 2007-2014) estimates the city's potential residential build-out capacity to be 6,808[3] units, with the majority of the development occurring in the commercial and multi-family zones.

The 2010 Program Environmental Impact Report for *Plan Santa Barbara* General Plan Update estimates there are sufficient resources available to accommodate up to 4,803 new residential units. The historical trend for the 18 years preceding the 2010 *Plan Santa Barbara* Environmental Impact Report has been approximately 151 units a year; thus, a 20 year projection based on this trend would equal a total of approximately 3,020 units. With the adoption of the 2011 General Plan Update, monitoring resource capacities and assessment objectives and standards set through the Adaptive Management Program will occur.

[3] Number of units determined as part of the Suitable Sites Inventory of the Housing Element.

Community Design

What constitutes Santa Barbara's physical character? It is its street layout, and how its buildings and structures relate to the city's setting of mountains, hills and coastline, and to each other. It is the scale, thematic architecture and historic sites of the Downtown. It is its public open spaces and landscaping. It is its distinctive architecture and neighborhoods. Community Design considerations focus on what people see, and how they experience the interrelationship between buildings, the city's setting, and public spaces, be these streets, sidewalks, parks and parkways, plazas or paseos.

Part of being a sustainable community is preserving, enhancing, and building on the desirable qualities enshrined in existing private and public land uses. Preservation and adaptive reuse combined with energy efficiency can benefit the environment. These considerations are addressed in the Environmental Resources Element and Historic Resources Element policies. From the perspective of design, enhancing public spaces can increase pleasure, health and economic benefits for people using these spaces. Focusing not only on the quality and character of buildings, but also on their relationships to each other and to their public access is critical to Santa Barbara's identity.

Santa Barbara has many examples of successful public spaces: In the Downtown, State Street and the many paseos, such as El Paseo, Paseo Nuevo and La Arcada, are places where there is a continuity between buildings and public access-ways; the waterfront where beach-goers, strollers, bicyclists and drivers experience the continuum from mountains, to town, to beach, to ocean; the Presidio whose restored "punctured" walls allow drivers and pedestrians to move in and out of history. These parts of the city provide their users with multiple ways to experience them and multiple reasons to be there.

Successful mixed-use areas provide many reasons for people to be there as well: residents, workers, shoppers, and visitors, whether as drivers, pedestrians, transit users, or bicyclists will linger and return not only for different purposes, but because the public space is inviting, entertaining, safe and visually pleasing.

During the *Plan Santa Barbara* General Plan Update process, the City and community explored new approaches and measures, and existing processes and requirements, in order to preserve and enhance Santa Barbara's visual character, while attaining an acceptable balance with sustainability goals.

For Community Design the City's visual achievements will be retained through a combination of new and old planning tools.

DESIGN REVIEW

The mainstay of community design is the City's design review process and the roles played by the Architectural Board of Review, the Historic Landmarks Commission, the Single Family Design Board and the Sign Committee. This review process increasingly has a broader perspective beyond simply the buildings and the landscaping, to include the relationship of a project to the streetscape and how it influences a person's use of the adjoining public space, be they driving, walking or bicycling, or sitting on a park bench or at a sidewalk cafe. Importantly, a proposed project's relationship to adjoining or nearby historic resources, including public views to and from these resources, will continue to require careful consideration.

To help achieve this expanded review, new approaches including Floor Area to Lot Area Ratios (FARs) will be applied in combination with existing tools.

REGULATORY ORDINANCES

There are a number of tools that apply to land use development in the city and that help shape community character. These include: standards that apply based on zoning designations, district or land use; design guidelines that guide the aesthetic quality of the built environment; and, plans that dictate allowed land uses and regulations of an area. Many of these are either incorporated in or provided in support of regulations included in several ordinances.

The following is a summary of some of the main existing ordinances.

The Zoning Ordinance

The City's Zoning Ordinance establishes the zone classifications and districts and regulates therein the use of property within the city. The Zoning Ordinance defines the development regulations for existing and future growth in the different zone classifications while serving the public health, safety, comfort, convenience and general welfare of the community. It includes standards for allowed uses, range of densities, setbacks, open space, parking and landscaping requirements, etc., and the process by which development can proceed while implementing General Plan goals and policies. Amendments to the existing zoning ordinance will be necessary to make it consistent with the land use designations and policies adopted as part of the *Plan Santa Barbara* process.

Mixed Use Standards

Due to the City's pyramid zoning, which allows residential use in most commercial zones, and policies and programs that strongly support mixed use and housing along commercial corridors, the character of some of the traditional service area and commercial neighborhoods has been changing. The zoning ordinance currently allows for parking reductions and setback variations when a mixed use development on a site is proposed. Further regulation of mixed use projects to improve standards such as size, bulk and scale considerations, variable setbacks and open space, will be developed through new land use policies and implementation actions.

The Subdivision Ordinance

The City's subdivision ordinance carries out the requirements of the Subdivision Map Act and regulates the design and improvement of the subdivision of land. The ordinance establishes public improvement standards and mandates consistency with the General Plan. The ordinance is applied to the subdivision of land, new condominiums and condo conversions in the city. Since there are few large remaining undeveloped parcels in the City, land that is subdivided physically into more than 2-4 single family lots is rare. In recent years, the opposite of subdividing has occurred with the combination of smaller lots in older neighborhoods and in some hillside areas.

Project Compatibility Analysis

Because neighborhood compatibility is very important, the City adopted in 2008 the Project Compatibility Analysis Ordinance for projects subject to review and approval by the Planning Commission, Staff Hearing Officer, Historic Landmarks Commission (HLC), and Architectural Board of Review (ABR).

The ordinance serves as an analytical tool to carefully consider possible size, bulk, scale and height issues with any proposed development and to help preserve the historic character of certain areas of the City. One of the key considerations of the ordinance is compatibility of the project with the architectural qualities, characteristics, and size, mass, bulk and scale of the surrounding development.

Neighborhood Preservation Ordinance

The Neighborhood Preservation Ordinance (NPO) requires neighborhood preservation findings for proposed new multi-story residences or major alterations to single family residential projects and residences located in the Hillside Design District. The purpose of the NPO is to ensure neighborhood compatibility while meeting the needs and expectations of the community for single family and hillside areas. Either the Single Family Design Board, Historic Landmarks Commission or, occasionally, the Planning Commission are charged with implementing the Neighborhood Preservation Ordinance.

DESIGN GUIDELINES

While permitted land uses are designated in the Land Use Element and the Zoning Ordinance, the character of a neighborhood is largely defined by design features of the built environment and physical characteristics of the surrounding geography. New developments are subject to a number of city guidelines that are used to evaluate the physical design of an individual project. Some apply to development city-wide; others to specifically delineated districts.

- Architectural Board of Review Guidelines
- Chapala Street Guidelines
- El Pueblo Viejo District Guidelines
- Haley-Milpas Design Guidelines
- Harbor Master Plan Design Guidelines
- Lower Riviera Special Design District Guidelines
- Outdoor Lighting Design Guidelines
- Pedestrian Master Plan
- Single Family Residence Design Guidelines
- State Street Landscaping Guidelines
- Upper State Street Guidelines
- Urban Design Guidelines
- Waterfront Area Design Guidelines

Design Guidelines in the future may include Design Overlay areas and Floor Area Ratios (FARs) that will more effectively control the size of structures.

DESIGN DISTRICTS

Since the adoption of the General Plan in the 1960s, a number of design and development districts have been created. The existing guidelines that pertain to these districts affect the character of the various districts and neighborhoods of the city. Districts have been formed for various purposes including: historic and neighborhood character preservation; compatibility of single family homes and considerations for hillsides and open spaces; and urban design and circulation. While standards are the rules a development must adhere to, the guidelines are what guide the design review boards (and/or Planning Commission and City Council) in reviewing the design, size, and site layout of a development.

A brief description of these important districts and guidelines follows:

El Pueblo Viejo Landmark District

The oldest design district in Santa Barbara is El Pueblo Viejo Landmark District adopted in 1960 and encompassing a 16-block area, the approximate site of the original pueblo. Since then El Pueblo Viejo District boundaries have expanded to include gateways into the city, and both sides of Cabrillo Boulevard. El Pueblo Viejo Landmark District Part II was established to include an area around the Mission with the goal of preserving the Mission's historic architecture and setting, the Museum of Natural History, the Mission Historical Park, and nearby residential and institutional properties.

The purpose of El Pueblo Viejo is to preserve and enhance the unique heritage and architectural character of the central area of the city which contains many of the city's important historic and architectural landmarks while allowing reasonable development. Due to the sensitivity and importance of the area and heritage resources throughout the community, the *Plan Santa Barbara* process identified the need for a separate Historic Resources Element as part of the city's General Plan.

Two other districts with important historical architectural character include the Brinkerhoff Avenue Landmark District and the Riviera Campus Historic District. The Historic Landmarks Commission (HLC) is charged with the design review in these areas along with Part 1 and II of El Pueblo Viejo.

The Bungalow District

The Lower Riviera Survey Area Bungalow District is specifically defined in the zoning ordinance and generally is the area bound by East Arrellaga Street, Laguna Street, East Victoria Street and Alta Vista Road. This district was created in 2007 to preserve those examples of Bungalow or Arts and Crafts style residential buildings appropriate for historical preservation. All applications to demolish or develop in the Bungalow District are subject to review by the ABR and require special findings including that the development will not substantially diminish the unique architectural style and character of the Bungalow District as a residential neighborhood of the City.

Hillside Design District

The Hillside Design District covers three large areas of the City which are generally located north of Foothill Road; the Cielito, Riviera and Eucalyptus Hill area; and the Mesa and Campanil areas. These are areas that generally have average slopes of 20 percent or greater. Applications to construct or alter a single family residence in the Hillside Design District are subject to review by the Single Family Design Board or ABR and are subject to the Single Family Design Guidelines.

Upper State Street

The Upper State Street Area is a distinct area of the City where commercial corridor development patterns have evolved adjacent to residential neighborhoods. There are development plan requirements (e.g., building heights and front yard setbacks) and findings for development within the Upper State Street Area. The area has a variety of architectural styles, and there is a community desire for it to possess its own identity within the context of Santa Barbara's character.

In 2009, the Special Upper State Street guidelines were developed to carry forward the results of the City Council's 2007 Upper State Street Study (USSS) recommendations and to help implement the goals and objectives outlined in the Study. The purpose of the guidelines is to provide additional direction for how property owners, both public and private, can make improvements to their properties to collectively improve the visual character and circulation of the Upper State Street area. The ABR is charged with the design review of commercial or multi-family development in Upper State Street.

SPECIAL USE DISTRICTS

Redevelopment Area

In August 1977, the Santa Barbara Redevelopment Project was adopted. The Redevelopment Plan for the Santa Barbara Central City Redevelopment Project sets forth the policies and standards against which future Agency activities should be evaluated. The Redevelopment Area covers the Downtown, West Downtown, Lower State, West Beach, Waterfront and East Beach neighborhoods. If the Agency sunsets in 2015, as is presently scheduled, the 2010-2014 Implementation Plan would be the last full, five-year plan for the Project Area.

The purpose of the plan is for cultural and economic development in the Plan area to bring desirable activity to the area, resulting in increased tax increment and greater patronage of stores, restaurants, and hotels in the area. Increased vitality will reduce and forestall the blight associated with building vacancies and declining retail sales, especially within the City's Cultural Arts District. Some of the results have been affordable housing Downtown, improvements to lower State Street, State Street sidewalk and landscaping enhancements, Paseo Nuevo, and public art. The Redevelopment Agency implements projects in this area.

City's Cultural Arts District

The City's Cultural Arts District is informally recognized as the area bounded by Carrillo Street, Micheltorena, Anacapa and Chapala Streets as well as surrounding areas and includes such venues as the Arlington Theater, the newly renovated Granada Theater, the Victoria Theater, and Santa Barbara Art Museum. The City recognizes the importance of enhancing the cultural arts venues and preserving the vibrant arts community within the Redevelopment Project Area. The purpose of supporting venues, facilities, events, and public artwork within the cultural arts district is to benefit the community culturally, socially, and economically. The Redevelopment Agency implements projects in this area.

Waterfront/Harbor

Keeping the Downtown connected to the waterfront and maintaining open access and appropriate land uses in the coastal zone of the city is a high priority. The goals and policies for the waterfront, shoreline and harbor are carried out through the State Coastal Act, the City's Local Coastal Plan and the Harbor Master Plan.

Since the adoption of the original General Plan, the Coastal Act was passed in 1976. Subsequently, in 1981, the City of Santa Barbara Local Coastal Plan was adopted. The City's Harbor Master Plan was adopted in 1996 with the main goal of providing for primary ocean dependent uses, such as commercial fishing and recreation boating and for secondary uses such as ocean related and visitor serving uses in the Harbor and Stearns Wharf area.

The waterfront area is uniquely important to the economic base of the City and plays a major role in setting the character and quality of the community. The City is fortunate in that previous generations, recognizing the inherent importance of the shoreline to the City as a whole, have preserved all of the land on the ocean side of Cabrillo Boulevard in City ownership.

Airport

The Santa Barbara Municipal Airport, located approximately eight miles away from the City, is the largest commercial service airport on the California coast between San Jose and Los Angeles. The City has owned and managed the airport since 1942. The airport provides a variety of aviation services and is also a major economic benefit to the South Coast.

The Airport Facilities Plan (AFP) regulates the commercial operations south of Hollister. Land development and uses on the south side of Hollister must be consistent with the AFP and the Local Coastal Plan as well as the Goleta Slough Reserve regulations.

The Airport Specific Plan, adopted in 1998, encompasses 225.2 acres of Airport property located along the north and south sides of Hollister Avenue. The overall purpose of the Specific Plan is to identify appropriate land uses and locations where implementation will assist in revenue generation for the Airport's operation, maintenance and capital improvements. The Specific Plan includes all the policies and actions for the commercial/industrial uses for the area.

The ABR is charged with design review of these areas.

Santa Barbara's Neighborhoods

BACKGROUND

The residents of Santa Barbara place a high value on the quality of life and unique desirability of the city, with a key component being the character of the neighborhoods. Protecting, preserving and improving neighborhood character will be critical as development changes occur over the next 20 years. This section discusses some of the desired neighborhood qualities identified through the *Plan Santa Barbara* process, common neighborhood issues, and some initial grass roots neighborhood planning efforts. New policies are intended to facilitate a pattern of more sustainable neighborhoods and encourage grass root efforts.

DESIRED NEIGHBORHOOD QUALITIES

In 2007, as part of the *Plan Santa Barbara* General Plan Update process, extensive community input was received on a variety of topics including what neighborhood qualities should be preserved or enhanced. A number of common neighborhood qualities were expressed that are pertinent to many, if not all, including the following:

- A sense of place and a small town and intimate scale feeling, particularly in the single family, older established neighborhoods, and historical districts;
- Development where the size and scale is compatible with the surrounding neighborhood;
- Preservation of the historic and aesthetic character;
- Sustainable with local serving uses for the daily needs of its residents within walking, biking or bus distance;
- Physical connectivity between neighborhoods and services for less reliance on the automobile for daily needs;
- Convenient access to affordable and healthy food;
- Open space on-site as infill areas are developed, especially in the commercial districts where minimal setbacks or open space are currently required;
- Protection, and when possible, enhancement of the common open space and gathering areas in a neighborhood;
- A local community center;
- A pedestrian friendly and safe environment;
- Rental housing to serve the majority of people that are renters in our community;
- Enjoyment of the City's natural features (beaches, ocean, mountains, creeks, etc,) scenic beauties and views;
- A diverse social, economic, and cultural population (and facilities).

The Land Use Element goals, policies and implementation actions closely reflect these desired neighborhood qualities and strive to further enhance existing neighborhoods in a more sustainable manner. While the low density character of single and two-family neighborhoods will be maintained, future actions are aimed at ensuring all multi-family neighborhoods are pedestrian and bike friendly, well served by transit, and have ready access to open space and recreational opportunities.

NEIGHBORHOOD ISSUES

The City is currently comprised of 32 different neighborhoods (page 33), of which the boundaries and names were first identified in the Neighborhood Fact Book, part of the Impacts of Growth study prepared in 1974. General descriptions for the individual neighborhoods are found in General Plan Appendix B. Many neighborhoods have similar issues that in part define their character, which are discussed below by the general type of neighborhood or district.

Hillside Neighborhoods

The hillside neighborhoods are the least dense areas of the City. City policies discourage hillside grading on steep slopes given geologic constraints underlying hillside development such as erosion, landslides, and drainage; some portions are also in flood zones. Due to the narrow and windy roads and steep slopes, the availability of water and sewer service, fire access, and evacuation routes are physical constraints to further development. Zoning ordinance policies restrict densities on the steepest hillside areas (e.g., greater than 30 percent) which help to mitigate these constraints as well as maintain the foothill open space and creek watershed resources.

Other hillside development issues include building size, bulk, and scale compatibility, as well as the loss of private views of the hillsides or ocean. The City has adopted special Hillside Design District guidelines that are administered by staff and the Single Family Design Review Board (SFDB). Neighborhood compatibility issues also periodically arise when existing institutional, public, or other non-residential type uses in these low density residential neighborhoods propose remodeling and/or an expansion of use.

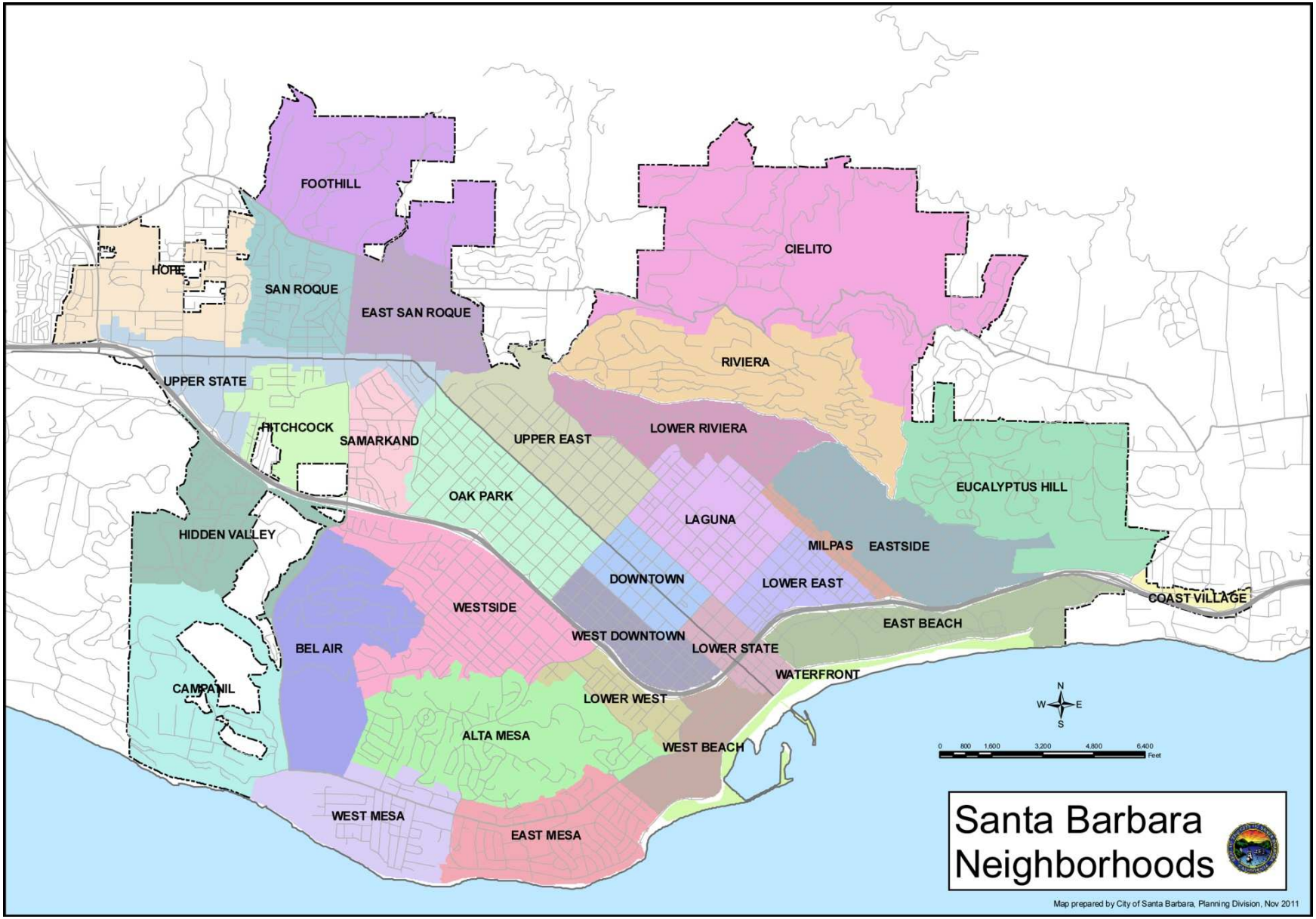
Single Family Neighborhoods

The single family neighborhoods are expected to change very little over the next 20 years based on the limited development potential of vacant sites, and continued project review by the SFDB. Two issues that have arisen since the 1990s have been whether to further encourage the construction of "granny" units as a means to promote affordable housing, and the desire to slow down automobile traffic. While the future could include a relaxation of the City standards for secondary dwelling units that are close to transit or commercial services, both of these issues are controversial with neighborhood residents and will require further study and discussion.

Multi-Family Neighborhoods

The multi-family neighborhoods have traditionally been a mix of single family residences, duplexes, apartments, and corner markets. The Eastside and Westside neighborhoods are perhaps the best known of these "family" neighborhoods, and historically have provided much of the city's affordable housing in the form of more modest, single family residences, duplex rentals and rental apartments.

Since the 1980s, there have been two distinct development trends: smaller infill projects of one to four units constructed behind the original single family residences and often retained by the original property owners, and redevelopment projects (including condominiums) that have tended to be denser and larger in size, which in turn have raised issues of neighborhood compatibility. These compatibility issues have been particularly pronounced in those portions of the multi-family neighborhoods that are predominately single family in nature and/or contain historically significant homes.


FOOTHILL
HOPE
SAN ROQUE
EAST SAN ROQUE
CIELITO
RIVIERA
UPPER STATE
HITCHCOCK
SAMARKAND
UPPER EAST
LOWER RIVIERA
EUCALYPTUS HILL
OAK PARK
LAGUNA
HIDDEN VALLEY
MILPAS
EASTSIDE
DOWNTOWN
LOWER EAST
COAST VILLAGE
WESTSIDE
EAST BEACH
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LOWER STATE
BEL AIR
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0 800 1,600 3,200 4,800 6,400
Feet
Santa Barbara
Neighborhoods
Map prepared by City of Santa Barbara, Planning Division, Nov 2011

While the community generally supports and recognizes the advantages of more sustainable neighborhoods with relatively more affordable housing, neighborhood serving uses within walking or biking distance and good transit service, others are more concerned with automobile traffic, circulation, and the potential loss of convenient on-street parking.

Downtown and Mixed Use Districts

Since the 1980s, the Downtown and to a lesser degree the commercial corridors along Upper State Street and Milpas Street have experienced added residential development as a result of city policies that have encouraged mixed use projects in the commercial zones. One of the unintended consequences has been the construction of large, expensive condominiums that are not affordable to the local workforce, and in some cases, in buildings that portions of the community find to be too tall and massive. Related concerns have been the proximity of these larger mixed-use projects to the city's historic resources, which tend to be one and two stories in height, and the potential loss of mountain views.

The Land Use Element goals, policies and implementation actions are designed to address a number of these issues including affordability, as well as building size, bulk and scale, and design deference to historic resources. In addition, as these districts continue to develop as mixed-use neighborhoods, other land uses will need to be enhanced such as the availability and access to parks, open space, recreational opportunities, grocery stores, and perhaps (the return of) an elementary school in the Downtown.

The role of the automobile in the Downtown and along the commercial corridors is also a concern to some segments of the community who view residential uses as potentially worsening traffic congestion and parking. These issues are specifically addressed in the Circulation Element as part of an overall strategy to improve mobility city-wide, through the encouragement of all modes of travel, and Transportation Demand Management.

NEIGHBORHOOD PLANNING EFFORTS

Since early 2000, self-selected neighborhoods across the city have initiated neighborhood level planning efforts to address the specific issues and needs of their respective community. These neighborhoods have included: the Mesa, Coast Village Road, the Upper Eastside, West Downtown, and the Oak Park neighborhoods. In 2006, a more formal study was completed by the City of the Upper State Street area culminating in design guidelines and targeted circulation improvements to, in part, enhance the livability of the area. The following descriptions provide a snapshot of the varied approaches that have been employed to date.

The Mesa

A group of Mesa neighbors, primarily architects and long-time residents, initially came together for the specific purpose of developing a neighborhood plan. Their overarching goal was to strengthen the Mesa as a "village" through greater self-sufficiency and sustainability. Once they drafted a concept plan, they met with city staff to vet some of the concepts, created a website and presentation, and began meeting with neighborhood groups to gather input and support. (See page 38 *Vision for a Sustainable Neighborhood*.)

Some of their specific recommendations include: encouraging neighborhood serving commercial and entertainment uses to reduce the need for travel to other parts of the City; small grocery or convenience stores strategically located along Cliff Drive, the main transit corridor of the Mesa; increasing residential density near Cliff Drive; developing Cliff Drive as the "Main Street" of the Mesa; encouraging City college to take responsibility for housing their students; improved access between parks; more beach access; public facilities such as a public library.

Coast Village Road

In 2008, the Coast Village Business Association in conjunction with local property owners and other interested parties conducted a series of workshops to develop a local plan for Coast Village Road district. The result of their work is a set of Draft Design Guidelines in which the primary goal is to: "protect and enhance the ambiance and theme of an upscale small town that defines this area while retaining the attraction to visitors who come to this destination for the lifestyle it exudes." One of their recommendations is for the city to adopt an Overlay Design District with associated guidelines to ensure all development carefully considers the community context and neighborhood compatibility.

Upper Eastside

During the *Plan Santa Barbara* review of the draft *Policy Preferences Report*, the Upper Eastside Association met to solicit formal input from their members. The Upper Eastside Association does not support any major changes to their neighborhood, particularly increased density. Many do not support relaxing the high standards of approval for Secondary Dwelling Unit because of concerns over: increased density; aesthetic impacts to the character of the neighborhood; increased traffic and parking; and, the need for additional infrastructure.

The Upper East Association did recommend a neighborhood boundary change to include Roosevelt School and nearby streets of Plaza Rubio, East Padre, Montgomery Street, and Pedregosa to Olive Avenue. They also would like to exclude the Bungalow Special Design District from the Upper Eastside neighborhood.

West Downtown

The neighborhood planning that has occurred in the West Downtown since early 2000 has been the result of, in large part, the proposed Redevelopment Agency (RDA) Capital Improvement Program. The RDA conducted a number of neighborhood workshops to gather input as to what was needed in terms of infrastructure improvements in West Downtown. The neighbors have identified physical improvements to include: sidewalks, landscaping, and street lighting. In addition, a number of other issues have been raised including: gang activity, graffiti abatement, homeless individuals, Marijuana dispensaries, and police response.

Oak Park

Since early 2000, the Oak Park Neighborhood Association's planning efforts have centered on the renovation of Cottage Hospital and the *Plan Santa Barbara* General Plan Update process. The Oak Park residents do not support any increased density in their neighborhood, given the Cottage Hospital project and existing medical offices that increase traffic and reduce street parking. While Oak Park supports workforce housing, they believe any increased density should be shared by other neighborhoods across the City.

Should any increased residential density be proposed, they recommend developer funded parks and the enhancement of Oak Park in particular. They also support walk zones, no drive areas, separated bike lanes, adherence to on-site parking standards and a parking permit program for residents.

SUSTAINABLE NEIGHBORHOODS

The Sustainable Neighborhood Planning policy, found in the Land Use Goals, Policies and Implementation Actions below, encourages neighborhoods to preserve and enhance their sense of place, provide opportunities for healthy living and accessibility. The objective of this policy is to facilitate the development of comprehensive neighborhood plans throughout the City in a manner best suited for each particular neighborhood or district. The City will likely initiate formal neighborhood planning efforts for those areas identified as priorities due to more rapid change and associated urban design concerns (e.g., Downtown, Coast Village, Upper State Street, and the Milpas and Haley/Gutierrez corridors).

For the remainder of the neighborhoods, the self-initiated process appears to be a model worthy of emulation. As noted above, a number of neighborhoods have already self-initiated neighborhood planning to varying degrees, and the next step will be to develop an appropriate process to guide these efforts toward formal adoption and implementation. While the City Council will ultimately determine what resources can be devoted toward neighborhood planning and implementation, recognizing and encouraging neighborhoods to initiate the process is an important first step.

Vision for a Sustainable Neighborhood

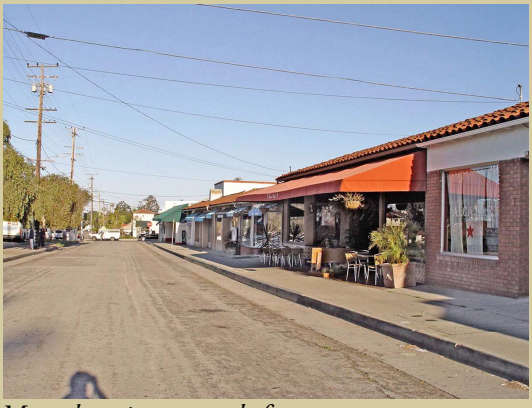
Mesa Village

In 2007 a group of architects living on the Mesa met to discuss ideas for improving their neighborhood. They soon realized that Cliff Drive is a defining element of the Mesa and devoted a Saturday morning to walking its length and discussing ideas for future improvements. This volunteer group continued meeting over the next several months, creating maps, collecting photos of the current Mesa, and gathering inspirational images from other cities. Using the theme "from good to great" they developed a vision of the Mesa becoming a self-sufficient, sustainable village within the city.

They propose improving parks and circulation to enhance community, promoting local culture and business to increase self-sufficiency, and providing walk-ability, safe bicycle routes, and public transportation. Other ideas include a village center with a public plaza, a Mesa loop trail, and the transformation of Cliff Drive from a highway into a people-friendly city street. The Mesa Architects hope their work will inspire other neighborhoods in the city to develop their own visions for community, self-sufficiency and sustainability.

Cliff Drive before

Cliff Drive after



Mesa shopping center before

Mesa shopping center after

Regional Governance

The City of Santa Barbara has a history of regional participation and cooperation. Taking a more sustainable approach to planning for the city necessitates thinking about the larger context. Santa Barbara is part of the South Coast urban area of Santa Barbara County, and consequently shares regional planning issues with its neighbors – the County, Carpinteria and Goleta. Planning issues requiring a regional approach include transportation, housing, economic prosperity and natural resource conservation, among others.

The sustainability goals and policies prepared in this update to the General Plan contain numerous policies throughout the elements that advocate cooperative regional planning. A combined effort will be necessary under the requirements of AB32 and SB375 regarding climate change, affordable housing and regional transportation, but there are many issues where all would benefit from a collaborative effort.

REGIONAL ISSUES

The Santa Barbara's housing market has become one of the most expensive in the State and it is no longer relevant to consider market conditions as solely a matter for the City to address. The city of Santa Barbara is, in fact, one of four jurisdictions along the South Coast that comprise the local housing market. Historically, the local housing market has been considered to extend from Carpinteria to Gaviota. This area is now believed to extend south to Ventura County and north to Santa Ynez Valley and Santa Maria, as evidenced by the congestion on Highway 101 during peak commute hours.

While the City has limited the amount of new commercial development that can be approved in the city since 1990, the region has not adopted similar control measures, nor managed to produce similar levels of affordable housing. This points to the need for an increased City presence in regional and statewide issues as well as the urgent need for regional land use and transportation planning in the coming years.

The 2011 General Plan Update included a look at resources, infrastructure and service capacities, recent trends in city development, and alternative growth scenarios. While this approach was done in preparation for the expiration of the City's commercial growth restrictions established in 1989 by Measure E, it has also highlighted the need for a regional response to those issues that have no regard for jurisdictional boundaries, such as housing, transportation, preservation of open space, and the economy.

To become more sustainable will necessitate the region's governments cooperating and coordinating their efforts to address these topics. In fact, recent state legislation is compelling the cities and county take this approach.

REGIONAL APPROACH

Throughout the General Plan elements many policies propose a more regional solution to planning issues and urge the City's continuing participation in regional efforts. There is a general need among the jurisdictions for regional playing fields used by youth and adults regardless of where they live. Multi-use trails frequently cross jurisdictional boundaries, including the Los Padres National Forest boundary. Preserving and linking remaining open space on a regional scale is not only important for recreational purposes; it could help preserve habitat for wildlife and maintain groundwater resources.

For some issues, taking a regional approach is not just a matter of geography. The economic health of the region is dependent on the integration of regional employment, the provision of sufficient affordable housing and public transportation options. Further, balancing jobs and housing could also benefit traffic flows and air quality. The updated Housing Element particularly addresses the issues of affordable housing, and the jobs/housing balance. Policies proposing a regional approach will be found not only in the updated Land Use and Housing elements, but also in the goals and policies for many of the other elements.

As stated above, there are policies throughout this plan that advocate a regional approach to particular planning issues. The ability to take a regional perspective in local planning depends on regional governance. With three cities and the County, not to mention special districts and SBCAG, found along the South Coast of Santa Barbara County, cooperation and coordination among all jurisdictions will be essential. Unfortunately, regional cooperation has met with limited success in recent years, due in part to fundamental differences between the South Coast and the North County.

Regional Mandates

Recent state legislation, specifically AB32 and SB375, now mandate regional governance in an effort to reduce green house gas emissions through closer transportation and land use planning. Under AB32, The California Air Resources Board (CARB) is tasked with setting emission level standards, administered through the Metropolitan Planning Organizations, which locally is the Santa Barbara County Association of Governments (SBCAG).

Similarly, SBCAG is also tasked with administering SB375, which requires that the emission standards set by the CARB be met through a new regional Sustainable Communities Strategy, which effectively coordinates the existing Regional Transportation Plan with the Housing Element Update process. As of 2010, the CARB has set initial emission targets for Santa Barbara County, based on recommendations made by SBCAG, and a timeline and rough scope of work have been established for the Sustainable Communities Strategy.

Related considerations are rational jurisdictional boundaries, addressed here for the city in its sphere of influence and annexation policies.

SPHERE OF INFLUENCE AND ANNEXATIONS

In the past, annexations have generally been considered on a case-by-case basis. The resultant City boundary line is somewhat irregular with enclosed peninsulas and even islands of County land completely surrounded by City territory. State law attempted to rationalize annexations throughout California, with the Local Government Reorganization Act adopted in 1985. Cities are now required to identify a sphere of influence at or beyond the city limits.

A sphere of influence is defined as a plan for the probable physical boundaries and service area of a local agency. The sphere's purpose is to demarcate the area which should eventually be within a city's jurisdiction. The Santa Barbara Local Agency Formation Commission (LAFCO) is responsible for establishing the City's sphere.

The City's sphere once included all land between Gaviota and Rincon. In 1987, LAFCO removed most of the Goleta Valley (excluding Hope Ranch) from the City's sphere to allow for the consideration of a Goleta incorporation effort. After that cityhood effort failed, the sphere was not returned to its original boundaries. In 1991, LAFCO reduced the City's Sphere on the east to allow for an unsuccessful Montecito incorporation effort. There have been only minor modifications to the City's sphere since that time. See the City of Santa Barbara Sphere of Influence Map (page 45).

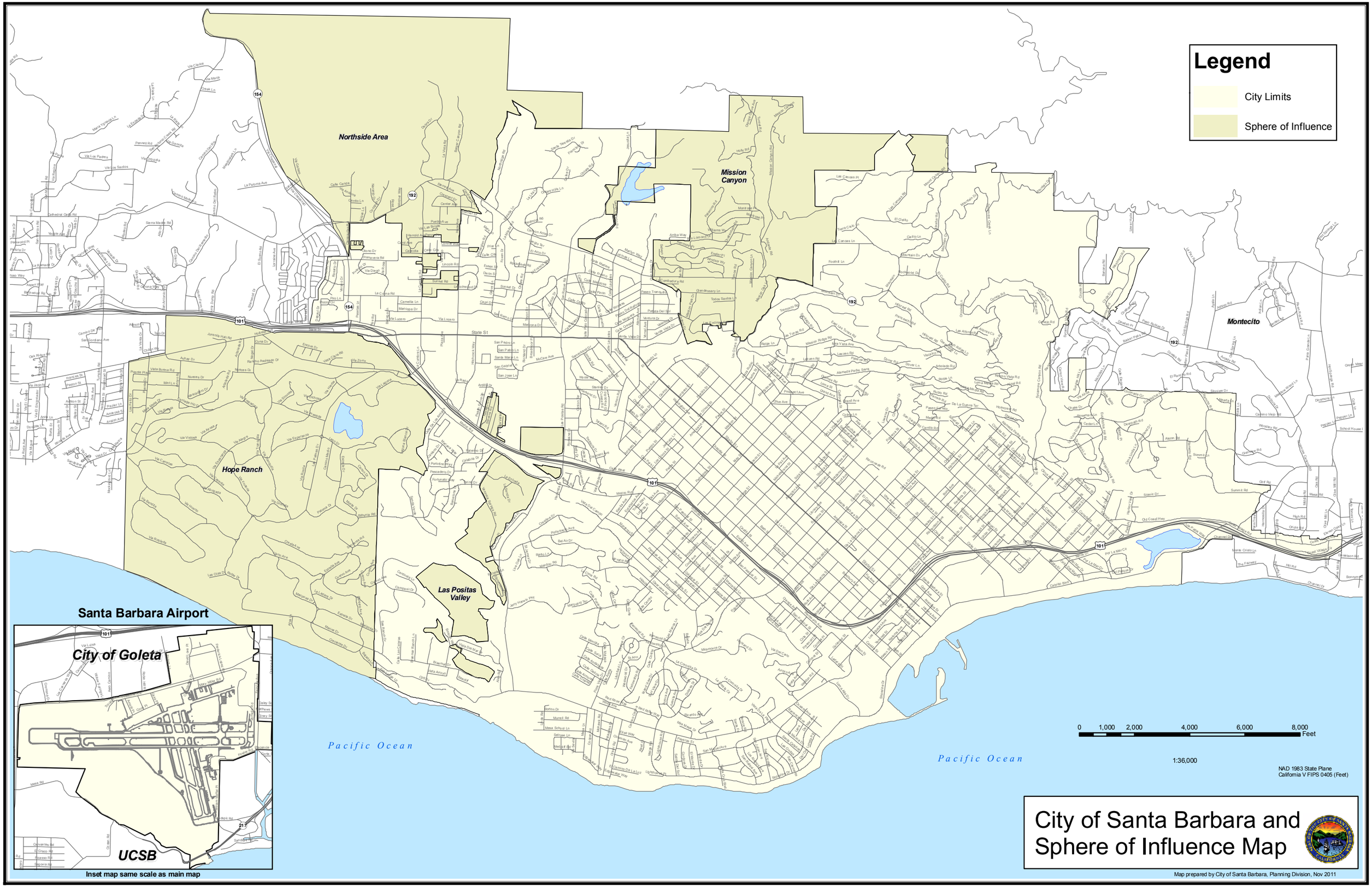
In 2000, the City passed an ordinance to set priorities and guide future annexations. The goal of that ordinance is to simplify the present city boundaries and provision of services by encouraging annexation of unincorporated islands and peninsulas of land contiguous to the City. In February, 2002, the western Goleta Valley was incorporated as the City of Goleta.

Following that, residents in the eastern Goleta Valley formed a citizens committee (The Committee for One) and applied to LAFCO to become part of the city of Santa Barbara. Their application was declined by LAFCO, and subsequently the Committee for One submitted a request directly to the city for incorporation into its sphere of influence. A sphere of influence analysis was undertaken and in 2006 the City Council voted in favor of the Committee for One. However, by then eastern Goleta Valley residents expressed more ambivalence and LAFCO declined the change to the city's sphere.

Starting in 2009, Santa Barbara County has undertaken a project to update the existing Goleta Valley Community Plan for the remaining unincorporated area. It is anticipated that Eastern Goleta Valley will remain unincorporated.

Few annexations have occurred throughout the 2000s, and essentially all have contributed to the goal to rationalize the boundaries of the city for efficient service delivery. However, even with more logical boundaries, the need to cooperate and coordinate with the County and other cities on the South Coast continues. Unincorporated land within the City's sphere of influence that could be incorporated over the next 20 years totals 5,430 acres.

Sphere of Influence Map


Legend
City Limits
Sphere of Influence
Northside Area
Mission Canyon
Montecito
Hope Ranch
Las Positas Valley
Santa Barbara Airport
City of Goleta
UCSB
Inset map same scale as main map
Pacific Ocean
Pacific Ocean
0 1,000 2,000 4,000 6,000 8,000 Feet
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NAD 1983 State Plane
California V FIPS 0405 (Feet)
City of Santa Barbara and
Sphere of Influence Map
Map prepared by City of Santa Barbara, Planning Division, Nov 2011

Goals, Policies and Implementation

GOALS

- ***Resource Allocation:*** Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.
- ***Character:*** Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- ***Design:*** Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.
- ***Historic Preservation:*** Protect, preserve and enhance the City's historic resources.
- ***Neighborhoods:*** Maintain and enhance neighborhoods with community centers where requested, and improved connectivity to daily necessities, including limited commercial activity, transit, and open spaces while protecting the established character of the neighborhood. Maintain or reduce the existing ambient noise levels in single family neighborhoods.
- ***Public Health:*** Improve public health through community design and location of resources by promoting physical activity, access to healthy foods and improved air quality.
- ***Mobility:*** Apply land use planning tools and strategies that support the city's mobility goals.
- ***Regional Approach:*** Support the establishment of the best possible government, jurisdictions, and intergovernmental working relationships for the South Coast area, from Gaviota to the City of Ventura.

Growth Management and Resource Allocation Policies

LG1. **Resource Allocation Priority.** Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development.

Possible Implementation Actions to be Considered

LG1.1 Affordable Housing. Support affordable housing consistent with Housing Element goals and requirements and develop incentives in the form of flexibility in densities or standards for affordable housing projects if supported by available resource capacities.

LG1.2 Available Resources. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods and adjust specific housing policies as necessary to further achieve the City's Housing Element goals and requirements.

LG2. **Limit Non-Residential Growth.** Establish the net new non-residential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.

The 1.35 million square feet of non-residential development potential shall be allocated to the three following categories:

Category	Square Footage
Small Additions	400,000
Vacant	350,000
Community Benefit	600,000

Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and sphere of influence annexations with existing development are not included in the 1.35 million square feet established above.

Existing permitted square footage not in the City, but in the sphere of influence, that is part of an annexation shall not count as new square footage necessitating a growth management allocation. However, once annexed, all development or developable parcels that propose net new square footage are subject to the limitations of the City's growth management ordinance.

Possible Implementation Actions to be Considered

LG2.1 Amount of Non-Residential Growth. Provided it is demonstrated that it can be supported by available resources capacities, amend the City's Development Plan Ordinance (SBMC Section 28.87.300) to limit net new non-residential growth to 1.35 million square feet. Amend the non-residential development categories and allocation amounts to reflect this new development potential.

LG2.2 Set Aside. Any square footage which is not utilized in any category shall be set aside for possible use after twenty years, or used during that twenty year period for a project approved by the voters.

LG2.3 Findings. Develop findings to assure that resources will be available and public benefit improvements will be in place at the time the project is ready for occupancy.

LG2.4 Transfer of Existing Development Rights (TEDR). Study the existing TEDR Ordinance and the disposition of future demolished non-residential square footage that is not rebuilt.

LG3. **Live Within Our Resources.** New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.

Possible Implementation Actions to be Considered

LG3.1 Adaptive Management Program (AMP). Develop a comprehensive AMP that will monitor, assess, adapt, and inform the public and decision makers about the implications to resources from the next increment of growth in order to revise General Plan policies as necessary. The program will start small with priority resources and use of existing data whenever possible.

a. Monitor resource capacities for appropriate measurable community indicators including jobs/housing imbalance and transportation mode shifts at meaningful time intervals.

b. Assess community indicators annually and conduct overall assessments every four to eight years and with a comprehensive review of goals, policies, and implementation procedures in the year 2020 and 2030.

c. Where warranted by monitoring and assessment adapt and revise policies consistent with resource capacities (e.g., water, sewer, affordable housing, traffic, etc.).

d. Inform the public and staff about current science and state-of the art technology related to sustainability, and other topics relevant to the General Plan.

Land Use Policies

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

- Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. Incorporate ideas as a result of an employee survey.
- Mix of Land Uses. Encourage a mix of land uses, particularly in the Downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy access to basic needs such as groceries, drug stores, community services, recreation, and public space.
- Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of bicycles; and reduce the need for residential parking.

Possible Implementation Actions to be Considered

LG4.1 Work with the private sector to support focused growth by conducting a survey of employees in the Central Business District to determine demographic information pertinent to workforce and affordable housing and transportation patterns of employees.

LG4.2 Capital Improvement Program (CIP). Focus transportation CIP expenditures on all mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, automobile motorists' needs, enhanced pedestrian facilities, and car and bike-share programs) that facilitate ease of movement from one form of travel to another.

LG4.3 Downtown School. Facilitate any future application of the Santa Barbara School District for a public elementary school Downtown, particularly in conjunction with childcare and other community services.

LG4.4 Corner Stores/Small Neighborhood Centers. Amend the Zoning Ordinance to enable and ease establishment of limited neighborhood-serving commercial and mixed use in residential zones.

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.

Possible Implementation Actions to be Considered

LG5.1 Affordable Housing. Develop standards and project level findings to encourage the development of Community Benefit Housing defined as:

- Rental housing;
- Housing affordable to low, moderate, or middle income households;
- Employer sponsored workforce housing;
- Limited Equity Co-operative Housing;
- Affordable Housing Downtown for Downtown Workers; and/or
- Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless, and children aging out of foster care.

LG5.2 Open Space. Develop on and off site open space standards for incorporation into the development review process to include:

- Access to adequate public open space within a ½-mile radius; and/or
- Dedication of sufficient useable open space on-site; and/or
- A contribution made toward future parks through in-lieu fees.

LG6. **Location of Residential Growth.** Encourage new residential units 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.

Possible Implementation Actions to be Considered

LG6.1 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 Average Unit-Size Density Incentive Program).

LG6.4 Public Housing and All Affordable Partnership Projects. Community Benefit projects such as public housing and partnership projects (e.g., El Carrillo, Garden Court) can be considered at higher densities on a case-by-case basis per the City's Affordable Housing Policies and Procedures.

LG6.5 High Fire Areas. Limit new residential development in the High Fire Areas by offering incentives and/or an option for property owners to transfer development rights from the High Fire Area to the High Density residential land use designations.

LG6.6 Transfer of Development Rights (TDR). Develop a TDR (or densities) program that allows transfer of residential density to sites adjacent to frequent transit, within easy walking and biking, in order to reduce commuting and to preserve open space.

Program considerations include:

a. Development transfer from residentially zoned properties with severe site constraints; or

b. Preservation of open space, within residentially zoned areas as long as there is no increase in the overall allowed densities of the area and; or

c. The regional transfer of development rights with local and regional cooperation to allow transfer of development from rural lands and important urban open spaces to higher density, urban in-fill sites.

LG6.7 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible.

LG7. **Community Benefit Non-Residential Land Uses.** Community Benefit Land Uses are determined and defined by City Council and shall include the following categories:

a. Community Priority,
b. Economic Development,
c. "Green" Economic Development,
d. Small and Local Business, or
e. Development of Special Needs

Possible Implementation Action to be Considered

LG7.1 Findings. Develop project level findings of approval for the following Community Benefit Non-residential development uses:

a. Community Priority Development. This type of project addresses a present or projected need directly related to public health, safety or general welfare including but not limited to:

- Parks and recreation facilities;
- Community centers;
- Educational institutions and uses including schools;
- Public cultural or arts facilities;
- Youth development programs and childcare facilities; and
- Community gardens and urban farming; or

b. Economic Development. This type of project enhances the standard of living for City and South Coast residents and/or strengthens the local and regional economy by expanding economic diversity, such as providing a new or under-represented service or commodity; or

c. "Green" Economic Development. Business that provides "green" products or "green-collar" jobs (e.g., sustainable water, energy and waste management facilities, or green building products, or climate change research, but not solely a green building or structure); or

d. Small and Local Business. A small and/or local business in the community that is started, maintained, relocated, redeveloped or expanded; or

e. Development for Special Needs. A project that meets the present or projected needs of people with disabilities, the workforce that provides them direct support, and the agencies or organizations providing programs and services to them.

LG8. **Manufacturing Uses.** Preserve and encourage the long-term integrity of light manufacturing uses.

Possible Implementation Actions to be Considered

LG8.1 Narrow Commercial Uses. Narrow the range of permitted commercial uses to ancillary types in the M-1 zone for protection of industrial/manufacturing and related land uses.

LG8.2 Limit Residential. Better define residential uses in the C-M Zone to both encourage priority housing and to protect existing manufacturing and industrial uses.

LG9. **Multigenerational Facilities and Services.** The City recognizes that there is an increasing need for multigenerational facilities and services. The City shall encourage development which provides for multigenerational facilities and services.

Possible Implementation Actions to be Considered

LG9.1 Facilities. Plan for community facilities to serve multigenerational needs including support services for seniors with long term care needs.

LG9.2 Use Permits. Simplify the Conditional Use Permit process to facilitate the development of day use facilities and/or services that serve children, youth and seniors.

LG9.3 Site Identification. Identify specific suitable areas and encourage the development of schools, preschools, or day care centers that are compatible with surrounding land uses and that minimize travel demand.

LG9.4 Transportation Demand Management (TDM). Include in the TDM plan a provision to encourage inclusion of on-site child care in large scale development projects as a means of reducing traffic.

LG9.5 Project Evaluation Criteria. Include child care as one of the criteria for project evaluation of proposed development projects.

LG10. **Live-Work.** Provide viable live-work opportunities throughout the City.

Possible Implementation Actions to be Considered

LG10.1 Live Work. Create a live-work land use category, zoning designation, or standards to enable viable live work opportunities including standards for home occupations in residential zones that are consistent with building codes.

LG10.2 Establish Criteria. Establish criteria and standards for Artists' live-work space in the OC or C-M zones of the City.

Community Design Policies

LG11. **Healthy Urban Environment.** Consider health in land use, circulation and park and recreation decisions.

Possible Implementation Actions to be Considered

LG11.1 Solicit Input. City staff shall conduct meetings, workshops, or public hearings with the community in order to solicit input from interested individuals and organizations on opportunities and recommendations for further integrating health concerns into local land use planning.

LG11.2 Create Guidelines. Create appropriate development guidelines to promote a healthy urban environment in which community health is considered in all land use, circulation and park and recreation decisions (e.g., similar to those developed by the Sustainable Sites Initiative in their work with the US Green Building Council and LEED site standards).

LG11.3 Report Back. City staff shall report back to the City Council with recommendations on ways that the City may amend the General Plan to further promote a healthy urban environment.

LG11.4 Audit for Community Gardens. Conduct an audit to determine if the City owns land that could be used for community gardens and encourage voluntary private development of gardens.

LG12. **Community Character.** Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.

Possible Implementation Actions to be Considered

LG12.1 Design Overlays. Create Design Overlay areas for selected non-residential and residential areas of the city through Floor Area Ratios (FARs), building setbacks, landscaping and open space requirements, and design guidelines. Commercial areas, historic districts, streets, or a single block with unique qualities can be evaluated for improved guidance to ensure compatibility in scale, bulk and size. Specific areas to receive priority evaluation for a Design Overlay area include:

1. Downtown
2. Coast Village Road
3. Upper State Street
4. Milpas Street
5. Haley/Gutierrez Streets
6. The "Funk Zone" (i.e., Yanonali and Helena Streets)

LG12.2 Building Size, Bulk and Scale. Ensure that proposed buildings are compatible in scale with the surrounding built environment.

a. Standards and Findings. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 square feet or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.

b. Floor Area Ratios (FARs). Develop a set of maximum FARs for the non-residential and High Density areas of the City, with particular attention to protecting historic resources and areas that are adjacent to single family zoned areas, maintaining Santa Barbara's small town character, and encouraging small, affordable residential units.

i) Maximums. Develop a set of maximum FARs that permit the largest structures in the center of the city (adjacent to transit and commercial services), and reduce maximum building size/FARs moving outward from the center. (This approval would be similar to the "Parking Zone of Benefit" model);

ii) Buffers. On parcels adjoining historic structures, establish "buffers" using more restrictive FAR limits;

iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and

iv) Guidelines. Consider FAR Guidelines for development models such as where parking is proposed at the ground or in basement floors.

v) Development Community. Create a working group that includes local professionals from the development community when developing FARs.

c. Development Monitoring. Develop a program to monitor the scale and pace of development within the City; take action where transformative developments may occur along a block or corridor to guide development along that corridor.

d. Community Character Preservation. Include in design guidelines that as part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.

LG12.3 Building Set-Backs. The frontage of commercial buildings Downtown should have variation in building setback along the street facades to make the streetscape more interesting.

a. Guidelines and Standards. Prepare guidelines and, as necessary, Zoning Ordinance standards for the use, design, and landscaping of the street frontage for commercial buildings in Downtown, consistent with the Pedestrian Master Plan and Urban Design Guidelines. Where suitable, the building set-back should accommodate significant trees, consistent with fire safety and protection of public views.

b. Pedestrian Environment. Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.

LG12.4 Building Height. Amend zoning standards to include special findings and super majority approval by the Planning Commission for Community Benefit projects that exceed 45 feet in height.

LG12.5 Coast Village Road. Establish a process to coordinate with the County, Montecito Association, and/or Coast Village Business Association regarding new construction in the Coast Village Road area subject to City design review and permitting.

LG13. **Multi-Family Design Guidelines.** Develop multi-family residential design guidelines and standards to address unit sizes, setbacks, open space, landscaping, building size, bulk and scale, and site planning (e.g., pedestrian-friendly design, front porches facing the street or courtyard, and parking located out of sight).

Neighborhood Policies

LG14. **Low Density Single Family Zoned Residential Areas.** Maintain and protect the character and quality of life of single family zoned neighborhoods as a low density residential community.

Possible Implementation Actions to be Considered

LG14.1 Study Lower Densities. In the steeper single family hillside areas classified as Major Hillside in the Open Space Element, study establishing densities as low as one dwelling unit for every ten or more acres due to such constraints as steep hillsides, need for excessive grading, fire, emergency access and evacuation, degradation of viewshed, ground-water recharge, and increased storm water run-off.

LG14.2 Slope Density Standards. Require new subdivisions of land classified single family and two-family with a 10 percent or greater average slope to comply with slope density standards as set forth in the City's Zoning Ordinance.

LG14.3 Clustered Development. Continue to encourage the grouping of dwelling units for preservation of open space on steeper and open hillside areas as allowed via the City's Planned Residence Development and Planned Unit Development Ordinances.

LG15. **Sustainable Neighborhood Planning**. Neighborhoods shall be encouraged to preserve and enhance the sense of place, provide opportunities for healthy living and accessibility, while reducing the community's carbon footprint.

Possible Implementation Actions to be Considered

LG15.1 Sustainable Neighborhood Plans (SNPs). Develop comprehensive SNPs through-out the City (where desired by residents). A SNP may incorporate goals, objectives, policies and implementation actions addressing the following components, as applicable:

a. A variety of housing types and affordability ranges;
b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;
c. New grocery stores in underserved areas;
d. Parks, recreational facilities, trails;
e. Community gardens;
f. Street tree planting program;
g. Watershed protection, creeks restoration, public access to creeks;
h. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
i. Walkable streets with an appealing and comfortable pedestrian environment that promote physical activity and can be used safely by people of all ages or abilities including wheelchairs;
j. Traffic calming along walkable and bicycle routes to school;
k. Reduced impervious area (such as street and parking areas);
l. Community services (e.g., schools, branch library, community center, clinics, etc.);
m. Childcare and senior serving facilities;
n. General safety (e.g., lighting); and
o. Infrastructure needs.

LG15.2 La Cumbre Plaza Specific Plan. Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future Specific Plan. Include consideration of a mixed commercial and residential village approach and possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structures.

LG15.3 Institutional Uses. Review the permitting process for government public facilities and institutional uses and strengthen the findings as needed for neighborhood compatibility in residential areas.

LG15.4 Best Practices for Institutional Uses. As part of neighborhood planning, as appropriate, initiate and conduct studies in residential neighborhoods that have various established institutional uses. The purpose of the study is to engage those who manage these institutional uses in a discussion with neighborhood representatives and City officials to develop "best practices" for the conduct of activities associated with the institutional land uses in order to improve their compatibility with their adjacent residential neighbors on a voluntary basis. Such a study should be conducted in the Upper East Neighborhood that has a unique concentration of existing institutional land uses. Subsequent to this study, and the identification of best practices, these practices should be considered citywide, as appropriate.

Regional Governance

R1. **Regional Planning.** Work cooperatively with the County and other local jurisdictions through the SB375 process to better coordinate land use and transportation planning, including the provision of affordable housing.

Possible Implementation Action to be Considered

R1.1 Regional Land Use/Transportation Plan. Actively participate with the County and other local jurisdictions to produce a Regional Land Use/Transportation plan as mandated by SB375.

R2. **Extension of Sphere of Influence.** Extend City's Sphere of Influence to include the eastern Goleta Valley, specifically:

The eastern Goleta Valley, between the existing western boundary of the city of Santa Barbara and the eastern boundary of the City of Goleta and from the northern urban line to the ocean, excluding the existing mobile home parks. Lands within this area should be retained in the land use category designated by the County of Santa Barbara.

- Should the eastern Goleta Valley be included in the City's sphere of influence, then at an appropriate time in the future with the concurrence of the County and affected property owners, the City should pursue annexation

R3. **Annexations.** Annexation of land to the City shall only be allowed if resource capacities exist to serve the additional area and population, the use of resource capacities will not jeopardize priority development (i.e., affordable housing), and the annexation will minimize impacts on service costs.

R3.1 Resource Capacity. It is the City's preference to merge under one government the city of Santa Barbara and the area within its sphere of influence. However, all proposed annexations shall be assessed for potential impacts on the costs and capacities of resources, for example, on water, wastewater treatment, public safety, and affordable housing.

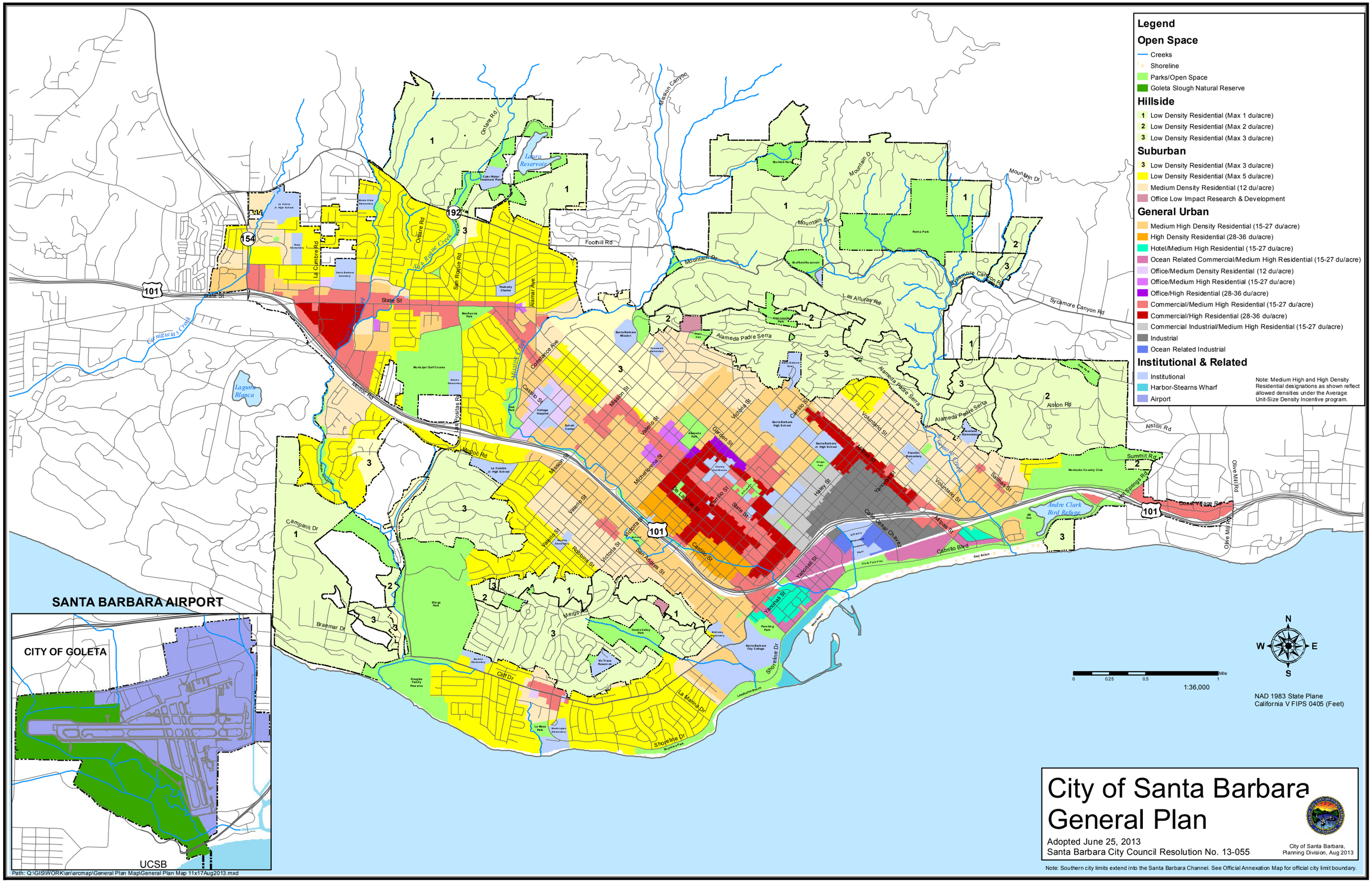
R3.2 Consistency. New residential subdivisions shall comply with established density and lot area size requirements unless the development includes affordable housing consistent with State Law and General Plan policies.

R3.3 Compatibility. Residential properties that are annexed to the city shall be designated and zoned to be compatible with adjoining residential areas of the city.

R4. **Future Annexations.** Areas of unincorporated land which should be annexed at the earliest opportunity are:

- The Las Positas Valley, extending from U.S. Highway 101 on the north, to Cliff Drive on the south;
- Apple Grove and Golf Acres subdivisions, Earl Warren Showgrounds and unincorporated territory easterly and adjacent to La Cumbre Plaza; and
- Land generally located between Hope Avenue and La Colina Junior High School south of Foothill Road in the Hope Neighborhood.

General Plan Map


Legend
Open Space
Creeks
Shoreline
Parks/Open Space
Goleta Slough Natural Reserve
Hillside
1 Low Density Residential (Max 1 du/acre)
2 Low Density Residential (Max 2 du/acre)
3 Low Density Residential (Max 3 du/acre)
Suburban
3 Low Density Residential (Max 3 du/acre)
Low Density Residential (Max 5 du/acre)
Medium Density Residential (12 du/acre)
Office Low Impact Research & Development
General Urban
Medium High Density Residential (15-27 du/acre)
High Density Residential (28-36 du/acre)
Hotel/Medium High Residential (15-27 du/acre)
Ocean Related Commercial/Medium High Residential (15-27 du/acre)
Office/Medium Density Residential (12 du/acre)
Office/Medium High Residential (15-27 du/acre)
Office/High Residential (28-36 du/acre)
Commercial/Medium High Residential (15-27 du/acre)
Commercial/High Residential (28-36 du/acre)
Commercial Industrial/Medium High Residential (15-27 du/acre)
Industrial
Ocean Related Industrial
Institutional & Related
Institutional
Harbor-Stearns Wharf
Airport
Note: Medium High and High Density Residential designations as shown reflect allowed densities under the Average Unit-Size Density Incentive program.
SANTA BARBARA AIRPORT
CITY OF GOLETA
UCSB
Laguna Blanca
Andre Clark Bird Refuge
Lauro Reservoir
State St
Cabrillo Blvd
Shoreline Dr
Mission Canyon
Foothill Rd
Mountain Dr
Las Alturas Rd
Alameda Padre Serra
Sycamore Canyon Rd
Alston Rd
Summit Rd
Olive Mill Rd
Coast Village Rd
Hot Springs Rd
Cliff Dr
Meigs Rd
Mesa Rd
Campanil Dr
Braemar Dr
La Marina Dr
Cesar Chavez
Castillo St
Yanonali St
Milpas St
Salinas St
Voluntario St
Garden St
Victoria St
Cathedral Oaks Rd
Hollister Ave
Modoc Rd
Ontare Rd
San Roque Rd
Las Positas Rd
Calle Real
Mission Ck
Arroyo Burro Creek
Cieneguita Creek
Sycamore Creek
Mission Creek
Cieneguita Creek
Mission St
Valerio St
Micheltorena St
De La Vina St
Santa Barbara St
Anacapa St
Chapala St
Bath St
Nopal St
Hitchcock Way
Hitchcock Way
Meigs Rd
Cliff Dr
Shoreline Dr
Shoreline Dr
Cabrillo Blvd
East Beach
West Beach
Mission Ck
Mission Creek
Sycamore Creek
Arroyo Burro Creek
Cieneguita Creek
Laguna Blanca
Andre Clark Bird Refuge
Lauro Reservoir
Skofield Reservoir
Skofield Park
Parma Park
Mountain Drive Elementary
Montecito Country Club
Santa Barbara Mission
Santa Barbara Cemetery
Municipal Golf Course
MacKenzie Park
Peabody Charter
Cottage Hospital
Santa Barbara High School
Santa Barbara Jr. High School
Franklin Elementary
Cleveland Elementary
Santa Barbara City College
Pershing Park
Ortega Park
Alameda Park
Hondo Valley Park
Elings Park
Douglas Family Preserve
Vera Cruz Park
Washington Elementary
Monroe Elementary
Hoover Elementary
Adams Elementary
Roosevelt Elementary
Franklin Elementary
Hope Elementary
Monte Vista Elementary
La Colina Jr. High School
La Cumbre Jr. High School
Santa Barbara Junior High
Cater Water Treatment Plant
Wastewater Treatment Plant
Chase Palm Park
Stearns Wharf
Santa Barbara Zoo
County Courthouse
Santa Barbara Bowl
Sheffield Reservoir
Franciscan Park
Oak Park
Schott Center
Mission Ridge Golf Course
Montecito Country Club
Mission Canyon
Foothill Rd
Mountain Dr
Las Alturas Rd
Alameda Padre Serra
Sycamore Canyon Rd
Alston Rd
Summit Rd
Olive Mill Rd
Coast Village Rd
Hot Springs Rd
Cabrillo Blvd
East Beach
West Beach
Cesar Chavez
Milpas St
Salinas St
Voluntario St
Yanonali St
Castillo St
Garden St
Victoria St
Cathedral Oaks Rd
Hollister Ave
Modoc Rd
Ontare Rd
San Roque Rd
Las Positas Rd
Calle Real
Mission St
Valerio St
Micheltorena St
De La Vina St
Santa Barbara St
Anacapa St
Chapala St
Bath St
Nopal St
Hitchcock Way
Meigs Rd
Cliff Dr
Shoreline Dr
La Marina Dr
Braemar Dr
Campanil Dr
La Cumbre Rd
State St
Cieneguita Creek
Arroyo Burro Creek
Mission Ck
Sycamore Creek
Mission Creek
Cieneguita Creek
101
154
192
0
0.25
0.5
1
Mile
1:36,000
N
S
E
W
NAD 1983 State Plane
California V FIPS 0405 (Feet)
City of Santa Barbara
General Plan
Adopted June 25, 2013
Santa Barbara City Council Resolution No. 13-055
City of Santa Barbara,
Planning Division, Aug 2013
Note: Southern city limits extend into the Santa Barbara Channel. See Official Annexation Map for official city limit boundary.
Path: Q:\GIS\WORK\an\arcmap\General Plan Map\General Plan Map 11x17Aug2013.mxd