

THE CITY OF SANTA BARBARA



LOCAL COASTAL PLAN

MAY, 1981

Amended July, 1994

Amended November, 2004

ACKNOWLEDGEMENTS

Lt. K. Adie, Commander, U.S. Coast Guard.

Richard Aleshire, Central Coast Regional Water Quality Control Board, State of California.

Walt Alves, Assessor's Office, County of Santa Barbara.

Shane Anderson, Naturalist, Marine Science Institute, UCSB.

W. A. Anikouchine, Oceanographer, Oceanographic Services, Inc..

Nona Armstrong, Real Property Agent, City of Santa Barbara.

John Atha, Department of Housing and Community Development, State of California.

Clare Bailey, Assistant Airport Director/Property Manager, Municipal Airport, City of Santa Barbara.

Rod Barrette, Parks Department, Santa Barbara County.

Jerry Bastian, Resident of Braemar Ranch.

Fred Benko, Operator of Sport Fishing Boat, Sea Landing, Santa Barbara Harbor.

H. A. Berry, Department of Real Estate, State of California.

Clarence Blakeboro, Secretary, Board of Directors, Santa Barbara Resource Conservation District.

R. E. Blanton, General Manager, Goleta Sanitary District.

Catherine Boeddeker.

J. L. Bostwick, Mesa Resident.

Terri Bressler, Department of Housing and Community Development, State of California.

Bruce Browning, Department of Fish and Game, State of California.

Wil Bruhns, Assistant Engineering Specialist, Regional Water Quality Control Board, Central Coast Region.

Floyd Campbell, Ranger, Department of Parks, County of Santa Barbara.

Amado Carrasco, Humane Officer, City of Santa Barbara, Animal Control.

Ed Cederberg, Manager, Greyhound Bus Lines.

Peter Chapman, Architects and Engineers, UCSB.

Betsy Chase, Chairperson, Environmental Review Committee, City of Santa Barbara.

James Choun, District Entomologist, Goleta Valley Mosquito Abatement District.

Fran Cloud, Department of Geological Sciences, UCSB.

Charlie Cooke, Southern Chumash of California.

David Coon, Marine Information Coordinator, Marine Science Institute, UCSB.

Bill Costello, Santa Barbara Cable TV.

Gordon Cota, Santa Barbara Commercial Fishermen, Inc..

Ray Coudray, Geologist, County of Santa Barbara.

Steve Craig, Graduate Student, Anthropology, UCSB.

A. G. Cram, Mesa Resident.

Don Cross, Property Management Supervisor, Department of Transportation, District 5, State of California.

Darwin Cudney, Southern California Edison.

Bob Cummings, Instructor, Biology Department, Santa Barbara City College.

Don Detwiler, Santa Barbara County Health Department, County of Santa Barbara.

Don Didier, Buena Engineers, Inc.

Larry Dossey, Engineer, Santa Barbara County Flood Control and Water Conservation District.

Bob Douglass, Emergency Operations, U.S. Army Corps of Engineers.

Charles Dreier, Building Official, City of Santa Barbara.

Peter Ehlen, Structural Engineer.

Bert Ellsworth, Health Department, State of California.

Dara E. Emery, Horticulturalist, Santa Barbara Museum of Natural History.

John B. English, Director, Air Pollution Control District.

Chuck Evans, Water Resources Manager, Department of Public Works, City of Santa Barbara.

Jack Fertig, Operations Chief, Santa Barbara County Flood Control and Water Conservation District.

Anthony Fischer, Assistant City Attorney, City of Santa Barbara.

Dick Fischer, Department of Public Works, City of Santa Barbara.

Robert Fordice, Assistant Wildlife Manager-Biologist, Department of Fish & Game, State of California.

George Foreman, California Indian Legal Services.

Maeton Freel, Fish & Wildlife Service, U. S. Department of Interior.

Larry Friesen, Instructor, Biology Department, Santa Barbara City College.

John Fritsche, Chairperson, Citizens' Housing Task Force, City of Santa Barbara.

Carol Galante, Housing Coordinator, City of Santa Barbara.

Frank Gallagher, Radiation Protection Officer, Environmental Health & Safety Department, UCSB.

S. L. Gane, Mesa Resident.

Fred Gillard, Engineer, Department of Architects and Engineers, UCSB.

Michael Glassow, Associate Professor of Anthropology, Department of Anthropology, UCSB.

Dave Gorbet, Transportation Division, Public Works Department, City of Santa Barbara.

Jeremy Graves, Air Quality Planning, County of Santa Barbara.

David Gregorich, Coastal Conservancy, State of California.

Victor Gutierrez, Leader of Quabajai.

Joseph Hannan, U.S. Army, Spokane, WA.

Donald M. Hansen, District Conservationist, Soil Conservation District, U.S. Department of Agriculture.

Mary Harter, Transportation Division, Department of Public Works, City of Santa Barbara.

Barry Hartley, Santa Barbara Boat Rentals.

Halrey Hastings, Park Ranger, Parks Department, County of Santa Barbara.

John W. Helmer, Environmental Analyst, City of Santa Barbara.

Bill Hill, Administrative Aide, Department of Public Works, City of Santa Barbara.

Edward Hill, Port of Los Angeles.

Eric Hochberg, Curator of Invertebrate Zoology, Santa Barbara Museum of Natural History.

Charles Holt, Chief of Permits Branch, U.S. Army Corps of Engineers.

Mike Hopkins, Assistant Manager, Wastewater Treatment Plant, Public Works Department, City of Santa Barbara

Ann Howald, Lecturer in Botany, Environmental Studies, UCSB.

Travis Hudson, Curator of Anthropology, Santa Barbara Museum of Natural History.

James Hurley, Attorney.

Rich Jacobs, Department of Justice, State of California.

Keith Johnson, Montecito Water District.

Bill Jorgensen, Instructor, Biology Department, Santa Barbara City College.

John C. Jostes, President, Interface Planning & Counseling.

Jim Kahan, Deputy City Attorney, City of Santa Barbara.

George Kanuner, Senior Planner, Planning Department, County of Santa Barbara.

Bob Karmen, Public Works Department, City of Santa Barbara.

Art Keithley, General Telephone.

Steve Keller, Amtrak.

Mike Kennedy, DeLeuw, Cather & Co..

Jack King, Engineer, Western Pacific Dredging Company.

Darwyn Knochenmus, Water Resources, U. S. Geological Survey.

Lisa Knox, Planning Department, County of Santa Barbara.

LaRonna Kueny, Parks Commissioner.

Steve Larson, Energy Resources Conservation & Development Commission, State of California.

Earl Lauppe, Associate Wildlife Manager-Biologist, Department of Fish and Game, State of California.

Robert H. Lewis, Liaison, Water Resources Control Board, State of California.

Steve Lewis, Harbor Department, City of Santa Barbara.

Jack Loman, Acting Airport Director, Municipal Airport, City of Santa Barbara.

Kote Lotah, Chumash Representative.

Milton Love, Graduate Student, Ichthyology, UCSB.

Keith Macdonald, Environmental Analyst.

Marta Machacek, Planning Department, County of Santa Barbara.

Sharon MacMahan, Western Pacific Dredging.

Laura Macolm, Engineer, Goleta County Water District.

Rolf Mall, Department of Fish and Game, State of California.

Dorothy Martone, Audubon Society.

Jim Matsueda, Department of Navigation and Ocean Development, State of California.

Al McCurdy, Department of Environmental Resources, County of Santa Barbara.

Stan Mendes, Structural Engineer.

Milt Michelson, Office of Emergency Services, City of Santa Barbara.

Burton Miller, Administrative Assistant, Santa Barbara City College.

Edgar Monroy, Associate Transportation Engineer, Public Works Department, City of Santa Barbara.

Mike Montoya, Planning Division, City of Santa Barbara.

James Morris, Penfield and Smith Engineers, Inc..

Andy Moser, Fish & Wildlife Services, U.S. Department of Interior.

John Norberg, Department of Housing and Community Development, State of California.

Robert M. Norris, Department of Geological Sciences, UCSB.

Edward Olivas, Director, Santa Barbara Urban Indian Health Project.

Richard A. Oliver, Director, Community Development Department, City of Santa Barbara.

Fred Olson, Engineering Division, Public Works Department, City of Santa Barbara.

Dave Ono, Department of Fish and Game, State of California.

Jim Page, U.S. Army Corps of Engineers.

Cliff Pauley, Research Analyst, Planning Department, County of Santa Barbara.

Robert Pearson, Community Development Officer, Community Development Department, City of Santa Barbara.

Jim Perry, Redevelopment Agency, City of Santa Barbara.

Ralph Philbrick, Director, Santa Barbara Botanic Gardens.

David W. Pierce, Landscape Architect, Park Planner, City of Santa Barbara.

Art Pion, Associate Civil Engineer, Department of Public Works, City of Santa Barbara.

A. P. Pizano, District Manager, Southern California Gas Co.

Janice Potter, Legal Counsel, California Coastal Commission.

Dennis Power, Director, Santa Barbara Museum of Natural History.

Mike Powers, Planner, Santa Barbara County-Cities Area Planning Council.

Pete Ramsdell, Fire Master Plan Staff, City of Santa Barbara.

Beth Rawlins, Federal Aviation Administration.

John Richards, Area Marine Adviser, Cooperative Extension.

Donald Riley, Officer, Harbor Department, City of Santa Barbara.

Don Roberson, Chief Treatment Superintendent, Public Works Department, City of Santa Barbara.

Rory Robinson, Fire Master Plan Staff, City of Santa Barbara.

Jan Rohrbach, Fire Marshall, City of Santa Barbara, Fire Department.

John Ruiz, Quabajai Chumash.

Alvin E. Rutsch, Wildlife Conservation Board, State of California.

Don Sathre, Harbormaster, City of Santa Barbara.

Rich Sauve, Transportation Engineer, DeLeuw, Cather & Co.

John Savage, Resident of Braemar Ranch Neighborhood.

Jan Schienle, Industrial Hygienist, Industrial Hygiene Laboratory Safety, Environmental Health & Safety Department, UCSB.

James A. Schuler, Department of Fish and Game, State of California.

Don Scott, Biological Oceanographer, Oceanographic Services, Inc.

Joan Seabold.

Bill Seidel, Office of Historic Preservation, State of California.

Sespi, Leader of Brotherhood of the Tomolo.

Tom Shurch, Graduate Student, Environmental Architecture, California Polytechnic, Pomona.

Jane Silberstein, Former Associate Planner, City of Santa Barbara.

Daryl Skare, Sergeant, Police Department, City of Santa Barbara.

James Slawson, Fishery Biologist, National Oceanic and Atmospheric Administration, U.S. Department of Commerce.

Clifton Smith, Botany Taxonomist, Santa Barbara Museum of Natural History.

Richard Stadtfeld, Housing Authority, City of Santa Barbara.

James Stannard, District Foreman, Goleta Valley Mosquito Abatement District.

William Steinmetz, Environmental Officer, Environmental Health & Safety Department, UCSB.

Frank Stevens, Isla Vista Sanitary District.

Leland R. Steward, Director, Transportation Department, County of Santa Barbara.

Lyle Stewart, Planning Consultant.

Kathy Stone, Attorney General's Office, State of California.

James Stubchaer, Flood Control Engineer, Santa Barbara County Flood Control and Water Conservation District.

Jean Sutliff, Monterey Harbor.

David Sweger, Project Manager, Water Resources Branch, U.S. Army Corps of Engineers.

Robert Tague, Development Coordinator, Redevelopment Agency, City of Santa Barbara.

Bruce Thompson, Former Planning Director, City of Santa Barbara.

Frank Thompson, Planning Department, County of Santa Barbara.

Hal Thorton, Deputy Director, Housing Authority, City of Santa Barbara.

Gail Trent, Senior Appraiser, Assessor's Office, County of Santa Barbara.

Sue Trescher, Mesa Resident.

James Valentine, Department of Geological Sciences, UCSB.

Bill Van Vreesyk, Engineering Division, Public Works Department, City of Santa Barbara.

John Warden, Federal Aviation Administration.

Charles Wasserman, Santa Barbara County Water Agency.

Lawrence Weirum, Engine Company 12, Fire Department, County of Santa Barbara.

Rod White, Rod's Shipyard.

Larry Wilcoxon, Department of Anthropology, UCSB.

Ron Wolfe, District Manager, Goleta Valley Mosquito Abatement District.

John Wood, U.S. Army Corps of Engineers.

Charles D. Woodhouse, Jr., Assistant Director, Santa Barbara Museum of Natural History.

Michael Wootton, District Assistant to Congressman Robert J. Lagomarsino.

Robert Yaco, Manager, Santa Barbara Metropolitan Transit District.

Ella Young, West Beach Marine Co.

TABLE OF CONTENTS

ACKNOWLEDGEMENTS	i
TABLE OF CONTENTS	x
INTRODUCTION	
THE LOCAL COASTAL PROGRAM	1
FROM PROPOSITION 20 TO THE COASTAL ACT	1
THE COASTAL ACT	2
METHODOLOGY	3
LOCAL COASTAL PLAN PROCESS	5
ORGANIZATION OF THE PLAN	6
SANTA BARBARA’S COASTAL ZONE	7
THE CITY’S ZONE AND SUB-AREA COMPONENTS	7
Component 1: Western City Limit to Arroyo Burro Creek	7
Component 2: Arroyo Creek to Westerly Boundary of Santa Barbara City College	8
Component 3: Santa Barbara City College to Chapala Street	9
Component 4: Chapala Street to Santa Barbara Street	9
Component 5: Santa Barbara Street to Punta Gorda Street	10
Component 6: Punta Gorda Street to City Limit (Cabrillo at U.S. 101).....	10
Component 7: North of U.S. 101 (between Pitos/Salinas/Ocean View and Olive Mill Road)	11
Component 8: The Waterfront (from Leadbetter Beach to the east end of East Beach)	11
Component 9: The Municipal Airport Property.....	12
SUMMARY OF COASTAL ZONE ISSUES AND POLICY GROUPS	13
Shoreline Access.....	13
Recreation and Visitor Serving Facilities	14
Housing.....	14
Water and Marine Resources	14
Diking, Dredging, Filing, and Shoreline Structures	14
Commercial Fishing and Recreational Boating	14
Environmentally Sensitive Habitat	14
Hazard	15
Locating and Planning New Developments.....	15
Coastal Visual Resources and Special Communities.....	15
Public Works.....	15
Industrial Development and Energy Facilities.....	15
GENERAL POLICIES	17
INTRODUCTION	19
GENERAL POLICIES	19

TABLE OF CONTENTS (Cont.)

SHORELINE ACCESS	21
INTRODUCTION	23
LOCAL RESOURCES AND ISSUES	24
Resources	24
Arroyo Burro County Beach Park.....	27
Wilcox Property	28
Mesa Lane Trail	29
Oliver Road.....	30
Coast Guard Lighthouse	31
Camino al mar.....	32
Shoreline Park Stairway.....	32
Issues.....	34
PLANS AND EXISTING POLICIES	35
GENERAL POLICY EVALUATION	36
LCP POLICIES.....	36
RECREATION	41
INTRODUCTION	43
LOCAL RESOURCES AND ISSUES	44
Resources	44
Issues.....	47
Issue Discussion.....	47
Existing Zoning.....	47
Parking and Circulation	48
Coastal Dependent Recreational Uses	48
Recreational Uses and Environmentally Sensitive Areas	49
Expanding Recreational Opportunities	50
Impacts of Highway 101	53
Recreational Uses and Needs.....	54
EXISTING PLANS AND POLICIES	55
PROPOSED LCP POLICIES	55
VISITOR-SERVING COMMERCIAL USES	59
INTRODUCTION	61
LOCAL RESOURCES AND ISSUES	61
Resources	61
Overnight Accommodations	61
Restaurants.....	63
Other Commercial Visitor-Serving Facilities	64
Issue Discussion.....	64
EXISTING PLANS AND POLICIES	64
General Plan.....	65
Zoning.....	66

TABLE OF CONTENTS (Cont.)

Size, Scale and Impact on Public Service	67
Preserving Lower Cost Visitor-Serving Uses	67
PROPOSED LCP POLICIES	67
HOUSING	71
INTRODUCTION	73
LOCAL RESOURCES AND ISSUES	73
Housing Conditions	73
Housing Needs	74
New Residential Development Potential	74
Housing Issues	74
EXISTING HOUSING PLANS AND POLICIES	76
The First Amended Redevelopment Plan for the Santa Barbara Central City Redevelopment Project, adopted August 1977	76
The City of Santa Barbara’s Three Year Community Development and Housing Plan Summary, February 1979	76
Housing Element of the City of Santa Barbara’s General Plan, February 1977.....	76
GENERAL POLICY EVALUATION	77
LCP POLICIES.....	77
WATER AND MARINE ENVIRONMENTS	81
INTRODUCTION	83
LOCAL RESOURCES AND ISSUE	84
Marine Habitats.....	85
Creek Environments.....	87
Andree Clark Bird Refuge	88
EXISTING PLANS AND POLICIES	89
Marine Resources.....	89
Creek Environments.....	90
Andree Clark Bird Refuge	92
GENERAL POLICY EVALUATION	92
LCP POLICIES.....	94
General Biotic Resources.....	94
Creek Environments.....	95
Andree Clark Bird Refuge	96
OCEAN DEPENDENT ACTIVITIES	97
INTRODUCTION	99
LOCAL RESOURCES AND ISSUES	99
Harbor	99
Stearns Wharf.....	106
EXISTING PLAN AND POLICIES	108
General Plan.....	108
Redevelopment Plan	108

TABLE OF CONTENTS (Cont.)

Shoreline Master Plan.....	108
Santa Barbara Waterfront Area – Harbor Committee Task Force Report.....	109
LCP POLICIES.....	113
HAZARDS	117
INTRODUCTION	119
LOCAL RESOURCES AND ISSUES	119
Seismic Activity.....	119
Seacliff Retreat.....	121
High Groundwater	122
Flooding	122
Fire	123
EXISTING PLANS AND POLICIES	125
Fault Displacement	125
Ground Shaking	125
Liquefaction	126
Landslides	126
Erosion	126
High Groundwater	127
Tsunami.....	127
Seiche.....	127
Seacliff Retreat.....	127
Flooding	129
Fire	130
Disaster Preparedness	131
GENERAL POLICY EVALUATION	132
LCP POLICIES.....	132
VISUAL QUALITY	133
INTRODUCTION	135
LOCAL RESOURCES AND ISSUES	135
EXISTING PLANS AND POLICIES	137
Conservation Element.....	137
Scenic Highways Element	139
Street Tree Master Plan.....	141
Landscaping and Planting	142
Redevelopment	142
Grading	143
Zoning Ordinance	143
Sign Ordinance.....	143
Historic Structures Ordinance.....	143
GENERAL POLICY EVALUATION	144
LCP POLICIES.....	144

TABLE OF CONTENTS (Cont.)

CULTURAL RESOURCES	151
INTRODUCTION	153
LOCAL RESOURCES AND ISSUES	153
Paleontological Resources	153
Archaeological Resources.....	153
Historical Resources	154
EXISTING PLANS AND POLICIES	154
General Plan.....	154
Historic Structures Ordinance.....	156
LCP POLICIES.....	157
PUBLIC SERVICES	159
INTRODUCTION	161
LOCAL RESOURCES AND ISSUES	161
Water Supply	161
Wastewater Treatment	162
Other Public Utilities	163
Circulation and Parking	163
EXISTING PLANS AND POLICIES	172
LCP POLICIES.....	173
Freeway.....	173
Local Streets.....	173
Parking.....	174
Public Transit.....	176
LOCATING NEW DEVELOPMENT	181
INTRODUCTION	183
SUB-COMPONENT ANALYSIS.....	184
Component 1: Western City Limit to Arroyo Burro Creek	184
Component 2: Arroyo Burro Creek to Westerly Boundary of Santa Barbara City College	185
Component 3: Santa Barbara City College to Chapala Street	186
Component 4: Chapala Street to Santa Barbara Street	187
Component 5: Santa Barbara Street to Punta Gorda Street	190
Component 6: Punta Gorda Street to City Limit (Cabrillo Boulevard at U.S. 101)	192
Component 7: North of U.S. 101 (between Pitos/Salinas/Ocean View and Olive Mill Road)	193
Component 8: The Waterfront (Leadbetter Beach to the East Beach)	193
WATERFRONT AREA CONSTRAINTS.....	198
Circulation and Parking Constraints	198
Development Priorities	200
Intensity of Development.....	202

TABLE OF CONTENTS (Cont.)

LAND USE MAP	204
LAND USE MAP DESIGNATIONS	206
APPENDICES	209
APPENDIX A – PUBLIC PARKS	209
APPENDIX B – PARKS AND RECREATION MASTER PLAN SURVEY COMMENTS	221
APPENDIX C - BIRD REFUGE – HABITAT CONDITIONS TO BE DETERMINED	231
APPENDIX D – HISTORIC AND ARCHITECTURAL RESOURCES LOCATED IN SANTA BARBARA COASTAL ZONE.....	233
APPENDIX E – ANALYSIS OF THE REGIONAL COMMISSION STAFF REPORT ON THE CITY’S LAND USE PLAN	235
BIBLIOGRAPHY	257
RESOLUTION of City Council amending the Local Coastal Program June 22, 2004	273

TABLES AND FIGURES

TABLES

TABLE 1: OCEAN FRONTAGE - Distance and Ownership.....	25
TABLE 2: PUBLICLY OWNED PARK AND RECREATION AREAS IN THE COASTAL ZONE PUBLICLY OWNED SPECIAL FACILITIES	45
TABLE 3: RECREATIONAL SITE SUITABILITY CHECKLIST.....	51
TABLE 4: POTENTIAL RECREATION SUITABILITY	52
TABLE 5: AVERAGE PRICE RANGES FOR HOTEL/MOTEL ESTABLISHMENTS IN THE COASTAL ZONE.....	62
TABLE 6: PRICE RANGES FOR HOTEL/MOTEL ROOMS IN THE COASTAL ZONE	63
TABLE 7: RESTAURANT SEATING CAPACITY BY PRICE RANGE	63
TABLE 8: VISITOR-SERVING	65
TABLE 9: GROSS TONNAGE (IN POUNDS)	105
TABLE 10: COASTAL ZONE COMPONENT.....	120
TABLE 11: FIRE HAZARD	124
TABLE 12: TRAFFIC AND PARKING GENERATION.....	168
TABLE 13: DEVELOPMENT SCENARIOS.....	195
TABLE 14: DECISION MATRIX Diverted Traffic	199
TABLE 15: TYPE OF LAND USE.....	200
TABLE 16: DEVELOPMENT (SITE NO.)	201
TABLE 17: PARK FACILITIES INVENTORY	210

FIGURES

FIGURE 1: LOCAL COASTAL PLAN PROCESS	5
FIGURE 2: PRESENT & FUTURE BEACH LANDING SANTA BARBARA HARBOR.....	107

INTRODUCTION

THE LOCAL COASTAL PROGRAM

With ratification of the Coastal Act in 1976, the California legislature mandated that all local governments lying wholly or in part within the State's coastal zone were to prepare coastal programs. A local coastal program is a local government's land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of and implement the provisions of the Coastal Act at the local level. The precise content of each program is to be determined by the local jurisdiction in full consultation with the California Coastal Commission and with full public participation.

Local coastal programs will determine future development on the coast. Where public access and urbanization will occur, where industrial facilities will be placed, and how wildlife, open spaces, and recreational areas will be protected are among the determinations local coastal programs must make. Uses that are of more than local importance are to be considered in preparing LCPs.

Presently, the Coastal Commission regulates coastal development. Once State certification of local coastal programs is accomplished, development control within the local coastal zone will revert to the local government. Certified coastal programs become legally binding on local jurisdictions and provide permanent systems of guidelines and strategies for protecting and managing the coastal environment.

FROM PROPOSITION 20 TO THE COASTAL ACT

The California Coastal Zone Conservation Act (Proposition 20), the citizen's coastal initiative passed in November 1972, called for a comprehensive plan to preserve, protect, restore, and enhance California's remaining coastal resources for present and future generations. Prior to 1972, the absence of any coordinated State or regional policy regarding California's coastal resources was manifested in the progressive decline of the coastal environment. Some of the significant concerns leading to the referendum included:

- The degradation and reduction of coastal wetlands
- A rapid growth in urban density
- Blockage of public vistas
- Imbalanced and inappropriate utilization of land resources
- Overuse of marine resources
- Disregard for the long-term social and economic impacts from indiscriminate development.

Passage of the initiative was the first step on the road to halting wasteful, piecemeal coastal development. The principal provisions were to:

1. Create a state and six regional commissions,
2. Require a comprehensive study of the coastal zone and its resources,
3. Require the preparation of a plan for the orderly, long-range management of the coastal zone,
4. Regulate development by a permit system during preparation of the plan.

The plan was to include recommendations with respect to:

- Public access, recreation, marine resources,
- Ecology, land use, and maximum desirable population densities,
- Transportation, public services and facilities,
- Methodology for implementation of the plan.

Moreover, the initiative mandated that, “No development permit shall be issued unless the regional commission, or the state commission on appeal, has found that the development will not have any substantial adverse environmental or ecological effect and will be consistent with the objectives of the initiative which specify orderly, balanced preservation and utilization of coastal zone resources...”

From early 1973 to the fall of 1975, the eighty-four regional and State commissioners conducted hundreds of meetings and hearings in a major effort to involve the general public in the development of the California Coastal Plan. The completed Plan was presented to the California Legislature on December 1, 1975. The document’s letter of transmittal informed the legislature and the people of California that the Plan had been designed to consider two overriding objectives:

1. Protect the California coast as a great natural resource for the benefit of present and future generations,
2. Use the coast to meet human needs in a manner that protects the irreplaceable resources of coastal lands and waters.

From that prodigious work evolved the California Coastal Act of 1976, the pivotal legislative element of the California Coastal Management Program.¹

THE COASTAL ACT

The State’s basic coastal program goals are declared in Section 30001.5:

1. Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
2. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
3. Maximize public access to and along the coast and maximize recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
4. Assure priority for coastal-dependent development over other development on the coast.
5. Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Chapter 3 of the Coastal Act promulgates the standards by which the adequacy of local coastal programs and the permissibility of proposed developments will be determined. It does so in the form of policies relating to coastal resources, planning, and management. The policies are grouped into six general categories: access, recreation, marine environment, land resources, development, and industrial development.

The Act mandates that where conflicts occur between policies or where opposing uses may contend for limited coastal land, such differences are to be resolved in a manner which on balance is most protective

¹ The other principal elements are the California Coastal Conservancy Act of 1976, the California Urban and Coastal Bond Act of 1976, and the California Coastal Commission Regulations.

of significant coastal resources. The Act further establishes that the preservation and protection of natural resources (including environmentally sensitive habitats), agricultural production, and development of coastal dependent uses shall have priority over public recreational, visitor serving, private residential, general industrial, and general commercial development.

METHODOLOGY

A local government may submit its entire local coastal program (LCP) at one time or in components. The two basic components are the land use plan and the ordinances and other measures which implement the plan. The land use plan, while required to be sufficiently detailed to indicate the kinds, location, and intensity of land uses, sets the policies, standards, and objectives to be applied in guiding coastal zone land use decisions. A local government has the additional option of submitting its LCP on the basis of separate geographical units provided that it can be found that the area(s) proposed for separate review can be analyzed for the potential cumulative impacts of development on coastal resources and access independently of the remainder of the affected jurisdiction.

During the preparation, approval, certification, and amendment of the land use plan and the implementation component, the public, as well as all affected governmental agencies, including special districts, are to be provided with maximum opportunities to participate. Upon adoption, the components are submitted by the local government to the Regional Coastal Commission for approval and subsequently to the State Commission for certification. Each segment submitted for State approval and certification must be accompanied by the local entity's resolution to carry out the program in full conformity with the Coastal Act.

In its preparation of the local coastal program, the City of Santa Barbara chose to submit its program in components. Moreover, it exercised its option to prepare an LCP for the Municipal Airport separate from the plan for the main body of the City's coastal zone. (On May 29, 1979, the City Council applied for and received permission from the State to prepare an LCP for that portion of the coastal zone encompassing the Santa Barbara Municipal Airport on the basis that a master plan for the future development of the Airport was in preparation and that the master plan and the LCP should be integrated.)

Prior to embarking on development of the land use plan, LCP staff identified key coastal zone issues and prepared a Phase II work program designed to address the issues identified and resolve conflicts between Coastal Act policies and local policies. Phase II of the LCP (the land use plan phase) was divided into two general tasks, analyses of local resource conditions and preparation of the land use plan. During the period in which resource conditions were investigated, the results of the studies were reported on in a series of working papers. Public meetings and hearings were held to discuss the issues addressed in the papers. Phase III will focus on preparing the zoning ordinance and other implementing measures which will carry out the land use plan. Figure 1, page 5, summarizes the City's LCP process.

FIGURE 1

LOCAL COASTAL PLAN PROCESS

Phase I

Issue Identification/Phase II Work Program
Local/Regional/State Hearings
Approval

Phase II

Resource Analyses; Distribution of Working Papers; Local Public Meetings/Hearings
Preparation of Preliminary Draft Land Use Plan; Local Public Workshops/Meetings
Preparation of Hearing Draft of Land Use Plan
Local Public Hearings
Local Adoption of Land Use Plan
Regional Coastal Commission Hearings; Approval of Land Use Plan
State Coastal Commission Hearings; Certification of City's Land Use Plan
Phase III Work Program; Local/Regional/State Hearings

Phase III

Preparation of Draft Implementation Plan; Local Public Workshops/Meetings
Preparation of Hearing Draft of Implementation Plan
Local Public Hearings
Local Adoption of Implementation Plan
Regional Coastal Commission Hearings; Approval of Implementation Plan
State Coastal Commission Hearings; Certification of Implementation Plan
Certified Local Coastal Program

With the return of final permit authority to local governments will come the phasing out of regional commissions (scheduled for July 1, 1981). The State commission will continue to hear appeals and review LCP amendments and to monitor the progress of local jurisdictions in carrying out the LCP mandates. After certification of its local coastal program, an action taken by a local government on a coastal development permit application may be appealed to the commission for any of the following kinds of development:

1. Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is not beach, whichever is the greater distance.
2. Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.
3. Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation on appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.
4. Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).
5. Any development which constitutes a major public works project or a major energy facility.

ORGANIZATION OF THE PLAN

Chapter Two of the Land Use Plan for the Coastal Zone provides a description of the various sub-areas of the City's coastal zone. This is succeeded by a summarization of local coastal issues and relevant Coastal Act policy groups.

Chapter Three is the pivotal element of the land use plan. Resources, planning, and management policies are proposed, following accounts of existing coastal zone conditions and resource issues. Each section of the chapter contains a statement of Coastal Act policies which pertain to the discussion of resource issues and analyses of whether existing policies and plans conform or meet the intent of Coastal Act policies.

Chapter Four describes the essential parameters relative to development potential for the City's coastal zone, and provides the textual backdrop for the uses designated on the land use plan map.

SANTA BARBARA'S COASTAL ZONE

THE CITY'S COASTAL ZONE AND SUB-AREA COMPONENTS

The coastal zone of the City of Santa Barbara is bounded by the westerly and easterly city limits. From the westerly City limit to Las Positas Road, the zone extends inland approximately 1000 yards paralleling the mean high tide of the sea. At Las Positas Road the inland boundary shifts seaward to Cliff Drive, and from that point easterly along Cliff Drive to Rancheria Street. From Rancheria Street to Chapala Street, the land boundary is formed by Montecito Street. Easterly from Chapala Street to Salinas Street, to the easterly City limit, the zone widens again to 1000 yards parallel to the mean high tide line. Another portion of the City, four miles west of the City proper, is the Municipal Airport, an enclave of approximately 950 acres which is almost wholly within the coastal zone (see map).

Santa Barbara's coastal zone has six miles of shoreline (approximately half of which is in public ownership), and a total area of 4.17 square miles (including 1.5 square miles at the Airport). In 1976 the population of the City's coastal zone was estimated to be slightly in excess of 9000 persons.

A variety of natural features and land uses exist in the City's coastal zone. The Municipal Airport is located within a portion of what was once part of the Goleta Slough and the remaining wetland area there is a significant estuarine habitat.

The western portion of the City's shoreline is lined with steep bluffs and the predominant use is single family residences. Further in the easterly direction, the terrain is more even and sandy beaches prevail. In this portion of the shoreline, there is a complex pattern of uses including: residences (single family and multiple dwellings, hotels and motels), institutions, commercial uses, public transportation facilities, and light industrial uses. Visitor and recreation facilities are concentrated along Cabrillo Boulevard near the Harbor.

A variety of natural features and land uses form a complex picture that is Santa Barbara's coastal zone. The coastal zone has been subdivided into nine geographical components. Each of these components is discussed below as to its location, topography, zoning, general plan designation, and present use.

Component 1: Western City Limit to Arroyo Burro Creek

That portion of the coastal zone stretching from the city's westerly boundary, adjacent to Hope Ranch, east to Arroyo Burro Creek, and extending inland 1000 yards, is a low-density residential area. Characteristic of this region, and the entire western half of the City's coastal zone, are the bluffs which rise abruptly from the water's edge to a height of approximately 150 feet. Inland from the bluffs' edge, the topography continues to gradually slope upward to an elevation of approximately 500 feet at the periphery of the coastal zone.

The bulk of this area is zoned A-1 which requires minimum lot size of one acre per dwelling unit. The General Plan also indicates a residential density of one unit per acre. (Additionally, deed restrictions in part of this A-1 territory mandate minimum lot size of 1¼ acres.) The entire length of the shore at the foot of the bluffs in this area is indicated for public use on the General Plan map; at this time private ownership extends to the mean high tide line.

Cliff Drive separates a series of new homes on one acre sites, overlooking the surf, from older, ranch-style houses on larger, often multi-acre, parcels. An exception to the predominant, large lot configuration of this neighborhood is the Braemar Park Tract located in the eastern end of this area. This tract was developed while under County jurisdiction. It was annexed in 1956 and placed in an E-3 single family

residence zone designation which requires 7500 sq. ft. minimum lot size. This development (approximately 120 houses), on a relatively steep topography, is noted in the City's General Plan as presenting "a vivid picture of improper subdivision techniques" (GP p. 65). Density (dwellings per acre) in this portion of the neighborhood is approximately four times greater than that of most of this area.

Arroyo Burro County Beach Park is in the southeasterly part of this component. Arroyo Burro Creek provides a natural break in the bluffs and the park occupies this leveled gap. The park functions as an important space for recreational activities. Because it is somewhat removed from the center of Santa Barbara's tourist activities, the park serves community residents as primary users. It provides convenient public access and is the only land in this portion of the City's coastal zone currently in public ownership.

Component 2: Arroyo Burro Creek to Westerly Boundary of Santa Barbara City College

The three mile long section of the City's coastal zone between Arroyo Burro Creek and the campus of the City College south of Cliff Drive is, with few exceptions, a single family residential neighborhood zoned E-3 (7500 sq. ft. minimum lot size). This area, appropriately referred to as "the Mesa," is situated on relatively level, continuous bluffs which vary in elevation but average 150 feet. (From the bluffs' edge inland the terrain has an approximate 5% slope which affords some inland ocean views). Private homes line the cliffs, varying in setback distance from the precipice. The city has no minimum setback from the cliffs' edge required in the Zoning Ordinance. Erosion and cliff retreat have resulted in damage to some structures in this neighborhood. Tide pools exist at scattered locations along the base of the Mesa bluffs and are revealed at low tide.

Directly east of Arroyo Burro Creek, a vacant fifty four acre site known as the Wilcox Property occupies the westernmost portion of the Mesa. The General Plan indicates three units per acre and the land is zoned E-1-PUD. This zoning calls for a single family residential zone (15,000 sq. ft. minimum lot size) with a Planned Unit Development overlay which is intended to allow clustering of dwellings to achieve the most environmentally beneficial site layout and maximum open space. Adjacent to this site is an eleven acre unimproved parcel zoned E-3-PUD which is also part of the Wilcox Property.

At Cliff Drive and Meigs Road is an area of commercial development serving the residents of the Mesa neighborhood. The zoning is R-2-C-P, reflecting multiple family residential (duplex), and restricted commercial (C-P). The area zoned in this manner has been almost fully developed. The adjacent area to the south, around Elise Way, is zoned for duplexes. Thirty four units of public housing are in the R-2 area. The R-2 zone requires: 7000 sq. ft. minimum lot size, at least 15 ft. between buildings, and an open yard area of a minimum 1250 sq. ft. Almost all the R-2 area has been developed. To the east, the area around Oceano Avenue also has the designation of R-2, and although there is some fill-in development capability, the area is essentially developed.

Much of the westerly portion of the Mesa was developed under an R-1 zone classification. Consequently, density is about 6 to 7 dwellings per acre due to the R-1 minimum lot size of 6000 sq. ft. The vast majority of the Mesa area is currently zoned E-3 and has very little development potential. Roughly 90% of the allowable development has been achieved. The General Plan calls for 5 units per acre except around the commercial area where 12 units/acre are indicated.

Two City parks are located in the Mesa area. La Mesa Park on Meigs Road, adjacent to a public housing development, is currently experiencing some abuse; off-street parking is not available. La Mesa Park, in conjunction with Washington Elementary School and the Coast Guard Lighthouse station, is shown as a park facility in the General Plan. Shoreline Park (14.6 acres) occupies the bluffs along Shoreline Drive overlooking the sea. There is access to the beach from Shoreline Park down a wooden stair erected and maintained by the City.

Elsewhere in this neighborhood, access down the bluffs is achieved at the end of Mesa Lane and at Thousand Steps (at the end of Santa Cruz Boulevard). Other informal access down the face of the bluffs

is achieved crossing private property—some of these pathways appear to be damaging the bluffs.

The easternmost section of this component is zoned R-2 (two family residential).

Component 3: Santa Barbara City College to Chapala Street

This component of the City's coastal zone is bounded by the westerly end of the City College campus and Chapala Street on the east, between Cliff Drive/Montecito Street and Shoreline Drive/ Cabrillo Boulevard.

The bluffs terminate abruptly at the easterly boundary of the Santa Barbara City College campus where the elevation drops from approximately 100 ft. to 10 ft. The campus of the community college occupies approximately 76 acres and the two parts of the campus are separated by Loma Alta Drive.

Parking available on campus is not adequate to the demand and many students use the Leadbetter Beach parking area south of Shoreline Drive.

The west campus (westerly of Loma Alta Drive) is zoned for two-family residential (R-2) use. The General Plan shows institutional uses for the campus area; public use is indicated for the parks adjacent to the City College. Ambassador Park, a narrow, tree-lined open space between motels on Cabrillo Boulevard, and the Moreton Bay Fig Tree, at U.S. 101 and Chapala, are other park lands in this area. (All of these park areas are in R-4 zones, except the Fig Tree which is in a C-2 zone.)

The northeasterly section of the component, known as the Ambassador Tract, is zoned R-4. This classification allows single and multiple family dwellings, hotels, and motels. This area is the focal point for tourist-related facilities and the General Plan encourages this with a "Hotel and Residential" classification. Between Castillo and Chapala Streets, existing conditions reflect the mixed use and an R-4 designation. Motels and apartment buildings predominate; thirty motels have in excess of 650 units and 68 apartment buildings have over 400 units. There are sixteen duplexes and twenty-four single family dwellings. Restaurants, gift shops, and other visitor-oriented businesses are interspersed with the motels along West Cabrillo Boulevard (between Castillo and Chapala, Cabrillo frontage has a Restricted Commercial zoning). At Castillo and Montecito Streets is a neighborhood shopping area to serve the needs of local residents and visitors. Several gasoline stations are located at this intersection and are convenient to the Castillo-U.S. 101 undercrossing which is a major route to the waterfront. This commercial area is zoned C-2 and the General Plan also indicates it as a neighborhood shopping area.

A portion of Mission Creek touches the northeast periphery of this component. This creek is discussed in the description of components 4 and 8. The major development potential in this area is the proliferation of motels. Currently, the pleasant appearance and character of this area is a result of a unique combination of uses (residential, visitor-serving, commercial, recreation) and styles (the Spanish "flavor" architecture typical of Santa Barbara predominates) and economic levels served. The existing mix of uses in the West Beach "Ambassador" neighborhood could be threatened by continued development of motels displacing single and multiple family dwellings.

Component 4: Chapala Street to Santa Barbara Street

This component is bordered by U.S. 101, Chapala Street, Cabrillo Boulevard, and Santa Barbara Street. This is a wholly urbanized area built upon relatively flat terrain in the flood plain of Mission Creek. Mission Creek runs through the southwestern portion of this area to the ocean, just east of Stearns Wharf. Many structures are built up to, and in some cases within, the creek banks. At the State Street Bridge, the waters are still and stagnant, presenting an unpleasant and unkempt appearance.

This area, a part of what is known as the Lower State Street Neighborhood, is occupied primarily with commercial-manufacturing uses. Body shops, auto dealerships and repair, fish processing facilities,

wholesalers, and similar businesses prevail. Low-cost hotels and a rescue mission are also in this area. Scattered low-income dwellings are present in the northeasterly sector, and visitor-serving accommodations (restaurants and a motel) are in the south and southwest part of this area. The railroad depot is located at Chapala and Yanonali Streets; the tracks isect this area on a diagonal line running from the northwest to the southeast. The depot was built in 1905 and has historical and architectural significance. The passing of trains through the neighborhood produces substantial noise and traffic interruptions which contribute to the generally depressed appearance of this area.

The zoning is C-M (commercial-manufacturing) which allows for a variety of light manufacturing as well as commercial endeavors permitted in general and restricted commercial zones. The C-M designation in the Zoning ordinance prohibits structures taller than 60 feet and has no prescribed yard, frontage, or setback requirements. The General Plan calls for "Hotel and Residential" and "Ocean-Oriented Commercial" uses on the General Plan map. The train depot and surrounding area is specifically designated as a Transportation Center.

The amount of vacant land in this portion of the coastal zone is negligible. However, there is substantial potential for modification of both structures and uses due to the changes which could be encouraged by the City's Redevelopment Plan. The Redevelopment Plan in the shoreline concentrates on that area easterly of State Street and would encourage and/or help facilitate those uses prescribed in the General Plan (i.e., tourist-related commercial use, Transportation Center, and residential uses).

Component 5: Santa Barbara Street to Punta Gorda Street

The area south of U.S. 101 and north of Cabrillo Boulevard, between Santa Barbara and Punta Gorda Streets, is a low-lying area which was once an estero and was filled with debris from structures destroyed in the 1925 earthquake. The Eastside Drain, a drainage course for the City's east side, runs through the westerly portion of this area. Geologic hazards in this section of the City's coastal zone are especially significant as liquefaction, tsunami, and flooding are potential problems, in addition to the earthquake hazard which is present throughout the City's downtown area.

A sizeable portion of the land in this component is held by the Southern Pacific Transportation Company. Building supply firms and storage facilities are major uses, and a large land area is occupied by the City's Wastewater Treatment Plant. The existing zoning is primarily M-1, light manufacturing; C-2, commercial zoning, flanks Milpas Street. Uses permitted in the M-1 zone include a variety of manufacturing types (e.g., cement products, wood products, electrical equipment manufacturing, etc.). All buildings are limited to 60 feet in height and the Zoning Ordinance stipulates that no establishment may be "obnoxious by reason of emission of odor, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, disturbances or other similar causes which may impose a hazard to life or property" (Section 28.72-030.2).

Although there are no residential uses permitted in an M-1 zone, there are approximately two dozen dwellings which have existed in the northwest portion of this area for many years. These older structures house families of lower income.

Component 6: Punta Gorda Street to City Limit (Cabrillo at U.S. 101)

U.S. 101 marks the northerly border of this component which extends from Punta Gorda to the City limit at the point where U.S. 101 and Cabrillo Boulevard meet. Sycamore Creek runs through this portion of the coastal zone. While in a generally low-lying terrain, the elevation rises to about 65 feet in that area known as "A Child's Estate," and on the shoreline the Clark Estate is approximately 90 feet above sea level.

The Cabrillo Ball Park occupies a triangular shaped parcel at the westernmost end of this area. Easterly

of Milpas Street, the primary use is visitor-related, with single family and multiple family dwellings scattered through this R-4 area. Between Por La Mar and Ninos Drive is Dwight Murphy Field, a City park which is equipped with lighted baseball and soccer fields, children's play area, picnic areas, and restrooms. The R-4 area directly east of Sycamore Creek is fully developed in multiple family dwellings. A public zoo oriented to youngsters, named "A Child's Estate," occupies 16 acres of what once had been a hilltop estate. The Andree Clark Bird Refuge, at the easterly end of this component, is a wild bird refuge. The Bird Refuge was reclaimed from a salt marsh, and deed restrictions provide for exclusive wildlife refuge use. All the public park areas mentioned, Cabrillo Ball Park, Murphy Field, Child's Estate, and the Bird Refuge are zoned R-1 (single family residential; 6000 sq. ft. minimum lot size). The General Plan indicates public facilities for all these park areas. The easternmost end of this component is zoned for commercial use (C-2); two restaurants and some apartments are currently located there.

Development potential in this area is limited. The subdivision of the Clark Estate would cause significant alteration of the present character of the area. The R-4 portion at the west end of this component appears headed toward continued conversion from apartments to motels. The small area of C-2 property adjacent to the Bird Refuge also could be developed to more intense use.

Component 7: North of U.S. 101 (Between Pitos/Salinas/Ocean View and Olive Mill Road)

This component has an irregular westerly boundary formed by Pitos/Salinas/Ocean View; the easterly boundary is at Olive Mill Road (corresponding with the eastern City limits). The northern border of the coastal zone is 1000 yards inland and the southerly border is formed by the City limit (at U.S. 101).

The western section of this area is residential neighborhood with single and multiple family dwellings and a few trailers. Some of these dwellings are part of the City's housing stock for low and moderate-income families. The residential zones include: R-2 (duplexes; 7000 sq. ft. minimum), R-4 (multiple family dwellings and motels), and R-4T (a trailer park zone).

The municipal tennis courts, located between U.S. 101 and Old Coast Highway, provide lighted courts open to the public. On the northerly side of Old Coast Highway is the Montecito Country Club, a private golf course, which represents significant open space. The municipal tennis courts are zoned E-1 and the Country Club is zoned A-2. The General Plan has designated both these recreation areas for "Major Park and Institutional Uses."

The region of City jurisdiction which flanks Coast Village Road, extending into unincorporated Montecito, is zoned for commercial uses (C-1). At Hot Springs Road and Old Coast Highway is a shopping center serving local residents. The remainder of Coast Village Road (from Butterfly Lane to Olive Mill Road) is lined with retail establishments and offices. Some apartments exist in combination with commercial uses. The General Plan map shows "Hotel and Related Commerce", with the addition of a "Highway Service Center" designation. This latter designation indicates the intention to provide service for visitors and freeway travelers (GP p. 81).

There is residential development potential if the Montecito Country Club were to be developed for that use. In the Coast Village Road/Coast Village Circle area, continued in-filling of retail commercial and personal service-office establishments is anticipated.

Component 8: The Waterfront (from Leadbetter Beach to the east end of East Beach)

Component 8 is that portion of the City's coastal zone south of Cabrillo Boulevard, stretching from the westerly end of Leadbetter Beach to the easterly end of East Beach. This entire area is in public ownership (including three miles of sandy beaches with a total of over 90 acres). The following are the public facilities from west to east, which are present in the waterfront area: Leadbetter Beach, the Harbor, West Beach, Stearns Wharf, Palm Park, and East Beach. The City has no public park/open space zoning

classification, and the waterfront area is zoned R-1, except the Harbor which has a commercial manufacturing classification. The General Plan map shows the waterfront as a “Major Public and Institutional Use.”

Leadbetter Beach begins at the easterly end of the foot of the Mesa bluffs (the end of Shoreline Park). Leadbetter is a popular beach for both residents and tourists. Parking is provided but many spaces are needed during the week by City College students whose demand for parking is not met on campus.

The Harbor² serves the commercial fishing industry, pleasure boaters, and others who enjoy the waterfront atmosphere. The Naval Reserve has a large building at the Harbor. Marine-related commercial uses, seafood restaurants, and a yacht club are among the uses which occupy the harbor area. Slips are available for approximately 1000 private boats; launch and boat ramp facilities are available at the easterly end of the Harbor. The quiet-water harbor is provided by the breakwater, sand spit, and groin. Regular dredging is required to provide sufficient depth for the passage of boats in and out of Harbor waters, but has not been adequate to prevent the buildup of sand in formerly open water portions of the Harbor. This condition will ultimately close down the Harbor and the portion of the Wharf serving ocean vessels unless more protection is provided in the Harbor area in terms of breakwaters on east and southerly sides.

West Beach, extending from the groin at the easterly end of the Harbor to Stearns Wharf, is perhaps the least popular of the City’s beaches. West Beach’s lack of popularity as a beach is due to continued buildup of sand to the beach in the Harbor area, thus making water access more difficult and the beach’s close proximity to boat mooring and docks with their attendant pollution. At the foot of Castillo Street (at Cabrillo Boulevard) is Los Banos del Mar Pool, the largest of the City operated swimming pools. The Los Banos facilities include a 50 meter pool, showers, and locker rooms. A wading pool is adjacent to the Los Banos building.

Stearns Wharf, at the end of State Street, historically was used for commercial operations. Currently, it is in a state of disrepair and closed to public access.

Palm Park is that strip of beachfront which extends from the easterly side of Stearns Wharf to approximately the foot of Milpas Street. Along Cabrillo Boulevard, the park consists of a linear turf strip lined with tall Washingtonian Palms. A portion of the turf area at the west end of the park is used for soccer and a City-owned building, the site of a variety of recreational activities. Parking is available on-street and at a City lot at the westerly end of the park, but this facility cannot meet the weekend demand (especially on Sundays when the Arts and Crafts show is held along the park’s turf area). The sand beach portion of the park is used for the usual beach related activities. The terminus of Mission Creek, just easterly of Stearns Wharf, is often in a highly degraded state as the flow of the waters is not sufficient to clear the sand “plug” at the mouth, and debris accumulates in the stagnant creek waters along its lower reaches.

East Beach begins at the end of Palm Park and terminates at the Clark Estate. The focal point of activity at East Beach is the Cabrillo Pavilion which houses a snack bar, beach equipment rental, public bathhouse, and arts center. Two large parking lots are available. Volleyball is a favorite activity at this beach. Off-street parking is not available beyond the easterly lot at the Bath house.

Component 9: The Municipal Airport Property

The Municipal Airport is a section of City held land located four miles westerly of the principal community. That land north of Hollister Avenue under City jurisdiction is not within the coastal zone.

The Airport and aviation support facilities cover approximately 600 acres and another 300 acres encompass the Goleta Slough.

² The Harbor is defined in the Municipal Code, Title 17, Section 17.04.6030.

The area northerly of Hollister Avenue is zoned for, and is devoted to, non-aviation, commercial purposes. Airport property is separated from the shoreline by Ward Memorial Boulevard. A large portion of the Airport's southern boundary is the northerly limit of the University campus.

Shortly after the City purchased these lands in 1941, the United States Marine Corps leased the entire territory for pilot training purposes. When reacquisition occurred in 1949, the City fell heir to a fully operational airfield including ninety-six buildings. The terminal annually processes 400,000 passengers who arrive and depart on approximately 9000 commercial flights. The instrument runway can accommodate aircraft up to and including 727 jetliners. There has been recent remodeling and expansion of the terminal building and improvement of the runway.

Current zoning includes provisions for protecting the Slough. Although it is zoned A-F for "Airport Facilities" (i.e., those uses which are airport or aircraft related operations), the ordinance clearly states that nothing can be done in the Slough except that which would preserve or improve the area "as a natural preserve" (Section 5.08). The land northerly and easterly of the Slough (south of Hollister Avenue) is also zoned A-F. Current uses of these areas include airport related (e.g., F.A.A. offices, airport administration, charter plane service) and some non-airport related businesses which lease building space. Along Hollister, at the northwesterly section of the airport, the zone designation is A-C which allows commercial use. This classification permits hotels, motels, theaters, banks, auto shops, and commercial recreation facilities. The commercial zone has performance standards affixed to its provisions in order to help mitigate potentially adverse effects of development. These standards spell out certain restrictions applicable to the various possible operations. For example, noise, odors, outdoor storage, incineration, etc. may either be expressly forbidden or must be maintained at or below stipulated levels.

The Goleta Slough is composed of salt marsh, seasonal fresh water, and upland habitats. The Goleta Slough is one of California's few remaining wetland habitats and it is a regular and/or seasonal feeding/nesting area for many species of birds. The Slough is not open to the public, but serious study groups do visit and observe with the permission of the Airport Manager.

SUMMARY OF COASTAL ZONE ISSUES AND POLICY GROUPS

During the initial phase of the LCP's development, key coastal zone issues were identified. A summary of those issues is organized below in terms of the policy groups which represent the Coastal Act policies applicable to the City. Issues relating to the Municipal Airport and the Goleta Slough are not addressed in this document. The City was granted permission to treat that section of City owned property as a geographical unit separate from the rest of the City's coastal zone. Consequently, the land use plan for the Santa Barbara Municipal Airport will be prepared and submitted for certification at a future date.

Shoreline Access

1. The City's General Plan does not have a definitive statement indicating that the public has the right of access and that this right is to be protected in new developments, and the City's parks and sandy beaches are not zoned for public use. (Also see Policy Group B.)
2. The legal status of both lateral and vertical access, especially in the Mesa bluffs area, needs to be defined (i.e., where prescriptive rights and/or public easements exist). Also, there is no *adopted* program of shoreline bluff acquisition and providing environmentally non-injurious accessways.
3. The waterfront area, although in public ownership, has "access" complicated by the many uses which are competing for limited space and by transportation/circulation/parking situation. The issue of competing uses in this area is probably the most complex and difficult local coastal planning issue and has ramifications in other policy groups (i.e., Policy Groups B, D, F, I, K, L, M, and N).

Recreation and Visitor Serving Facilities

1. The concentration of recreation and visitor serving facilities in the waterfront area (components 3, 4, 5, 6, and 8), although generally desirable, indicates a potential for problems due to competing uses and transportation/parking demands. (Also see Policy Groups A, D, F, I, K, L, M, and N.)
2. Current zoning and land use designation in the waterfront area (components 4 and 5) does not *promote* recreational uses. The extent of lower cost visitor facilities has not been determined and no provisions exist to encourage such facilities.
3. Public beaches and parks are not zoned for public use and certain facilities (e.g., La Mesa Park, the Bird Refuge, Palm Park, Stearns Wharf) are currently in need of improvements or could require modifications in light of future demand.

Housing

1. There is no adopted land use designation, ordinance, plan, or program which can effectively implement the City's established goal of adequate housing for all segments of the community (i.e., low to moderate-cost housing). Also, the extent of the low to moderate income housing resource in the City's coastal zone needs to be determined.

Water and Marine Resources (The Goleta Slough is Addressed Under Policy Group "G.")

1. There is no adopted land use designation, ordinance, plan, or program which would serve to effectively restore, enhance, and maintain the City's creeks or the Andree Clark Bird Refuge. The land use plan needs to address this topic and the eligibility as a Coastal Conservancy project is to be investigated.
2. The level of usage and activity which can occur without significant adverse impact on coastal waters and marine resources (e.g., harbor waters, tide pools) needs to be examined.

Diking, Dredging, Filling, and Shoreline Structures

1. The extent of dredging at the Harbor, creek mouths, and the Slough necessary to maintain or enhance the functional capacities of those resources needs to be determined and reflected in the land use plan. Policies regarding the disposal of spoils and the placement of shoreline structures also need to be formulated.

Commercial Fishing and Recreational Boating

1. The commercial fishing and recreational boating interests compete with each other and with other coastal-related interests for the limited space of the Harbor area. All the growing and competing demands cannot be met, and the answer to what represents "the best balance between interests" needs to be addressed in the land use plan.

Environmentally Sensitive Habitat (Near Coastal Waters, Creeks, Bird Refuge, and Tidepools are Addressed Under Policy Group "D.")

1. The key issue in the preservation and enhancement of the Goleta Slough is, that although it is protected by ordinance, there is no *positive* plan to maintain the Slough in an environmentally sound manner as an educational, recreational, and open space resource.
2. Development at the Municipal Airport could have adverse impacts on the Slough. The nature and extent of development which is compatible with preservation and enhancement of this wetland habitat needs to be determined and incorporated into the land use plan.

Hazard

1. The basic issue is what type and intensity of development should be permitted in components 3, 4, and 5 in view of the overlapping hazards that exist there.
2. There is no regulation specifying minimum bluff setback or establishing bluff protective measures.

Locating and Planning New Developments

1. The key issue regarding new developments is determining what concentration of tourist-oriented and recreational facilities and amenities in the waterfront (primarily components 4 and 5) is compatible with natural and public service resources.
2. Development at the Municipal Airport must consider impacts on the Goleta Slough (see Policy GroupG-2).

Coastal Visual Resources and Special Communities

1. Much of components 4 and 5 is undeveloped or inappropriately developed. Any plans for this portion of the zone must include thoughtful consideration for the effects development will have on the scenic and visual qualities of this coastal area including the condition of Mission Creek. The adequacy of existing regulations to ensure the protection of public visual resources and neighborhood compatibility needs examination.
2. Upgrading of Airport grounds and structures should be carried out in a manner compatible with Slough and channel visual resources.

Public Works

1. The ability of non-municipal water purveyors to serve new development in components 1, 7, and 9 is restricted or in doubt. The question of water availability must be resolved before any development can proceed.
2. The waterfront portion of the coastal zone (components 3, 4, 5, 6, and 8) has many uses, both existing and proposed, which compete for space and compound the circulation/parking situation. The key issue revolves around how much and what kind of development is within the capacity of the circulation, transit, and parking systems, and how the systems can be modified in order to be more efficient within the parameters of Coastal Act conformity. Capacities need to be evaluated in terms of potential demands relative to full build-out.

Industrial Development and Energy Facilities

1. Locating ocean-oriented industries in the City's coastal zone (component 5), although substantially in conformity with the Coastal Act, could contribute to the land use/circulation/parking problem in that area and needs to be viewed as a part of that larger situation which is a key issue to be resolved by the land use plan.

GENERAL POLICIES

POLICIES

INTRODUCTION

This chapter contains several sections, each of which considers a set of related policy issues. The applicable Coastal Act policies are presented in the introductory paragraphs of each section. Local resource conditions and issues are then described, followed by a brief description of existing, subject-related plans and policies.

An evaluation of whether existing local policies do or do not meet the intent of the Coastal Act is included next. A reference is provided at the end of this discussion to summarize where there is and is not conformity. Local conformance to applicable Coastal Act policies is measured in terms of the following parameters:

1. *Existing Conditions* refers to the present utilization of coastal zone resources;
2. *Local Policy* means the position adopted by City Council, as represented by explicit General Plan statement(s) or as implied by adopted local ordinance;
3. *Local Land Use* is reference to the City's General Plan Land Use Map designations. In some instances, the Map does not reflect General Plan policy statements;
4. *Local Zoning* pertains to current zoning ordinance classifications as applied to the coastal zone resource areas.

The symbols used to depict adequacy of conformance with each applicable Coastal Act policy are:

- Conforms to Coastal Act
- Not Presently Addressed or Partially Conforms
- Conflicts with Coastal Act

The final segment of the Chapter Three policy group sections presents proposed LCP policies designed to protect coastal resources not currently protected by local policy, and to regulate coastal zone development in conformance with the Coastal Act.

GENERAL POLICIES

The general policies of the Land Use Plan for the City's coastal zone are as follows:

Policy 1.1

The City adopts the policies of the Coastal Act (Public Resources Code Sections 30210 through 30263) as the guiding policies of the land use plan.

Policy 1.2

Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e. land, water, air, etc., shall take precedence.

Policy 1.3

Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the land use plan take precedence.

ACCESS

SHORELINE ACCESS

INTRODUCTION

The Coastal Act policies related to shoreline access include the following sections:

Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211. Development shall not interfere with the public's right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and coastal beaches to the first line of terrestrial vegetation.

Section 30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1-66478-14, inclusive, of the Government Code and by Section 4 of Article X of the California constitution.

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Article X, Section 4 of the California Constitution reads as follows: "No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people."

Sections 66478.1 to 66478.14, inclusive, of the Government Code refer to portions of the Subdivision Map Act. Relevant portions can be summarized as follows:

- No local agency shall approve coastal or oceanfront subdivisions or subdivisions involving waterways, lakes or reservoirs, unless public access is provided by fee or easement from a public highway to "land below the ordinary highwater mark on any ocean coastlines or bay shoreline within or at a reasonable distance from the subdivision," or to "that portion of the bank or stream bordering or lying within the proposed subdivision."
- Additionally, no local agency shall approve a subdivision that does not provide for dedication of public easement (designed in extent, width, and character to achieve public use of the waterway) along a portion of the waterfront bordering or within the proposed subdivision.

- Reasonable access is to be determined by the local agency, considering: (1) mode of access; (2) size of subdivision; (3) common uses of bank or stream, or type of coastline or shoreline and appropriate uses; (4) likelihood of trespass and means of avoiding trespass. The subdivision need not be disapproved if access is not provided and the local agency finds that reasonable access is available nearby.
- The subdivider is not required to improve access route(s) that benefit non-residents of the subdivision. Access route(s) may be conveyed or transferred to other governmental agencies.

LOCAL RESOURCES AND ISSUES

Resources

There are 6.3 miles of shoreline in the City's coastal zone. 60% (3.78 miles) is in some form of public ownership (see Table 1, page). The City holds title to all lands between Cabrillo Boulevard and the mean high tide line from the western boundary of Shoreline Park through East Beach. 2.8 miles of broad sandy beaches, popular recreational areas for both local residents and visitors, are included in that stretch of coastlines.

Table 1**OCEAN FRONTAGE****Distance and Ownership**

NAME OF AREA & DEFINITION OF LIMITS Source: LCP Staff Compilation (April, 1978)	PUBLIC		PRIVATE		Cum. Distance
	Feet	Miles	Feet	Miles	
Clark Estate ³ (72 to 100' of 75)			925	0.175	0.175
East Beach (100' w. of 75 to 600' w. of 90)	2937.5	0.556			0.731
Palm Park (600' w. of 90 to e. side of wharf)	5412.5	1.025			1.756
West Beach (e. side of wharf to 50' w. of 121)	2512.5	0.476			2.232
Leadbetter Beach (50' w. of 121 to 100' e. of La Marina)	3800.0	0.720			2.952
Shoreline Park (100' e. of La Marina to 88' w. of 181)	3600.0	0.682			3.634
Shoreline Drive (88' w. of 181 to 112' w. of 190)			2450	0.464	4.098
Coast Guard-Lighthouse ⁴ (112' w. of 190 to 150' e. of 194)	1087.5	0.206			4.304
Mesa neighborhood (150' e. of 194 to Arroyo Burro Park)			6750	1.278	5.582
Arroyo Burro County Beach Park ⁵ (100' e. of 217 to 62' w. of 222)	612.5	0.116			5.698
Braemar neighborhood (62' w. of 222 to 233)			3300	0.625	6.323
TOTALS	19,962.5	3.781	13,425	2.542	6.323

³ Distances were calculated by measuring between the coordinates indicated on the State Lands Commission's map of the "Survey of the Mean High Tide Line", February, 1958. The numbers used to define the various limits refer to the survey coordinates shown on that map.

⁴ Coast Guard-Lighthouse property is federally owned and access is restricted.

⁵ Arroyo Burro is a County Park.

Bluffs line the shore beginning at the easterly boundary of Shoreline Park extending to the western City Limits.⁶ The beaches below the bluffs are narrow, particularly from Shoreline Park to Arroyo Burro Creek. High tide very often inundates all of the sand and rock areas up to the base of the bluffs along that section. Access down to the beach is accomplished at several locations. Although opportunities for direct physical access to and along the City shoreline are excellent, there are important issues which pertain to access in the waterfront area, where the public beaches are located, and in the area of the bluffs. Many competing uses and transportation-related problems complicate the issue of access in the waterfront area. There is an intense concentration of beach-related activities and visitor serving facilities located there. These issues are addressed in the “Recreation,” “Visitor Serving,” and “Public Services” sections of this chapter.

The subject of access in the Mesa bluffs portion of the zone focuses principally on protection of habitat values, geographical constraints, and safety. Three forms of access exist along the 3.4 miles distance: vertical, bluff top, and lateral. The following discussion describes access locations utilized to varying degrees and in a variety of ways by the public.

⁶ The easternmost 925 feet of shoreline within the City Limits is also marked by bluffs (this represents one parcel known as the Clark Estate).

ARROYO BURRO COUNTY BEACH PARK

Location:

Cliff Drive, west of the Las Positas/Cliff Drive intersection.

Ownership:

Santa Barbara County (Parks Department).

Topography:

The park is situated in a relatively wide gap in the Mesa.

It is here that Arroyo Burro Creek empties into the ocean.

Nature of Accessway:

The park has 600 ft. of beach frontage.

Parking:

The parking lots can accommodate 160 vehicles.

Comments:

Because of its great popularity and limited parking area, overflow parking conditions are not uncommon. A few years ago the County blacktopped over a nearby riparian habitat in order to provide expanded parking facilities (for more discussion of this issue and related Coastal Act protective measures, see the "Water and Marine Resources" section of this chapter). The privately owned strip of land is located within the City along the north bank of Arroyo Burro Creek. Upon termination of the lease in 1978, the County abandoned the lot. The public continues to utilize it during high attendance periods. Under present conditions, use of the paved strip does not impact on the undisturbed riparian environment on the other side of the creek. There are, however, impacts on the creek itself because of the design and condition of the lot.

The existing parking facilities at the park cannot accommodate the demands placed upon them throughout the summer. They are filled to capacity on summer weekdays and beyond capacity on weekends. (Even with utilization of the abandoned strip, summer weekends find double parking conditions, parking on shoulder areas not intended for parking, and parking in illegal areas.) There is no reason to expect the popularity of the park to decline in the near future, therefore the need for parking beyond that which is presently afforded by the County Parks Department should continue. Thus under the circumstances, acquisition of the abandoned lot for public parking could be appropriate provided that development of an improved facility would minimize impacts on the creek environment. The parking lot may be expanded landward with additional fill, but no expansion into Arroyo Burro Creek or its adjacent habitat can occur.

The area just in front of the park entrance requires upgrading. It is unsafe, unkempt, and inefficient in design. Also, a bike and/or pedestrian way is needed from the City's western limits to the park. Cliff Drive is very narrow in this sector; safe passage for bicyclists and pedestrians is not provided under present conditions.



WILCOX PROPERTY

Location:

South of Cliff Drive/Las Positas intersection.

Ownership:

Private.

Topography:

Relatively flat area, 150 ft. above sea level.

Nature of Accessway:

Unimproved roadway descends down north face of property to intersection of Cliff Drive and Las Positas Road.

Parking:

Not open to auto traffic.

Comments:

The property is presently undeveloped. The City recently approved a Tentative Tract Map for a residential subdivision of the property into 72 lots, including 69 lots designated for residential units and 3 open space lots. The open space lots encompass all of the beach, creek, bluff, bluff setback, and oak woodland areas. The development area is limited to the flat mesa area of the site.

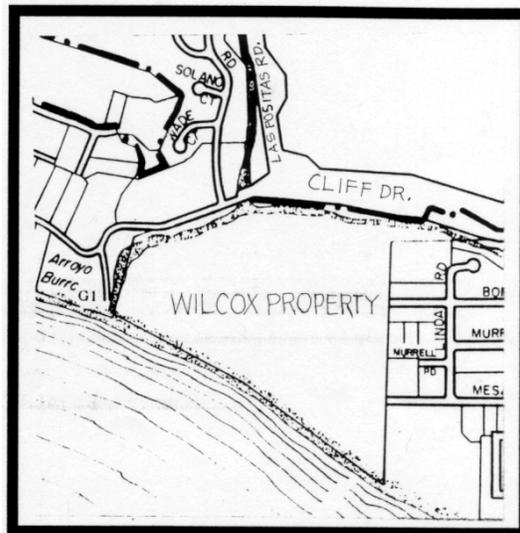
Over the years some entry to the property has been accomplished by way of an unimproved road ascending from Cliff Drive. Because of the road's adverse condition, and the ease of accessibility from the top, it is rarely used now for automobile ingress. There is some pedestrian use by west Mesa residents en route to the County beach park.

The south face of the bluffs, rising above the surf to 150 ft., has not been subjected to climbers because of the extreme steepness of the bluff wall. The west and northwest faces have suffered little intrusion owing to the terrain and the almost impenetrable growth of native vegetation. In the event of Wilcox property development, no trails or paths of any kind should be established on the south, west, or northwest faces of the bluffs. Fragile natural habitats would be imposed upon by trail development; not only would this significantly impact on the unique bluff ecosystem, but the indigenous vegetation environments would be forced to sustain themselves under human traffic conditions. Furthermore, the pristine grove at the bottom of the northwest bluff is an important archaeological resource area. This was the site of a Chumash community and must be preserved as an irreplaceable source of human record. Finally, trail development, particularly down the southern face, could needlessly jeopardize the lives and well-being of potential users.

Traffic conditions at the Las Positas Road/Cliff Drive "T" intersection are excellent. Stop signs control the three directions of flow. Development of the Wilcox property under existing zoning would not be expected to impact on the intersection to the point that coastal access would be impeded. Development of the proposed park complex on Las Positas Road and residential development of the large undeveloped acreage near the Cliff Drive intersection (the Jesuit property) could, on the other hand, seriously reduce intersection flows. Taken together, the cumulative effects on access from development of Las Positas Park, the Jesuit and Wilcox properties, and the continued intensive use of the County beach park would be such that even with the implementation of such mitigation measures as installing traffic lights at the intersection and some road widening, the ability to reach the shoreline would be significantly impaired.

The property provides excellent viewing of the channel and beach areas to the south.

Traffic conditions at Las Positas/Highway 101 Freeway intersection are presently considered very poor. Additional development, such as the Las Positas Park, the Wilcox and Jesuit property, will exacerbate this



situation. The City has formed the Las Positas-La Cumbre Bridge Overpass Improvement Fund to remedy this problem. All new private development in this area must contribute a fee to this fund. The fee is based on the amount of traffic that the proposed project will generate.

MESA LANE TRAIL

Location:

Seaward end of Mesa Lane (at Edgewater Way).

Ownership:

City of Santa Barbara (20 ft. wide public right of way to the mean high tide line). Trail traverses private property near the beach.

Topography:

Apparently a historic landslide area, the descent begins gradually, then is quite steep in the middle and again near the beach. The street is about 142 ft. above sea level.

Nature of Accessway:

The trail is well worn by foot traffic and has crude wooden stairs held in place by pipe or wooden stakes in the steepest section (hand railing is also present in one of the most difficult sections). The bottom stretch of the trail is the exposed surface of a seaward inclined strata which makes this segment of the trail especially treacherous when wet.

Parking:

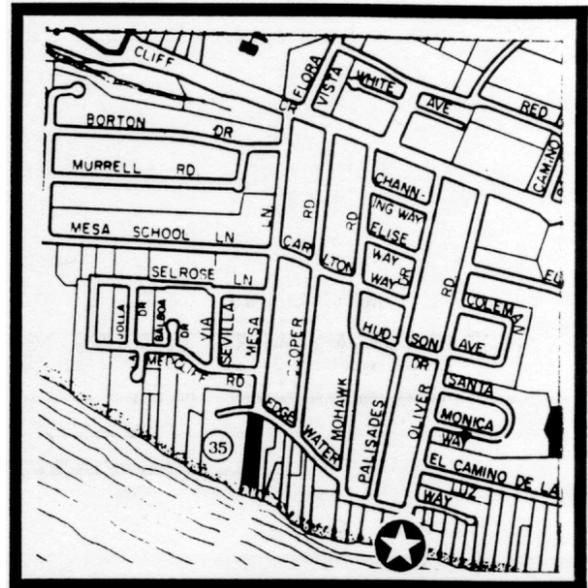
No off-street parking is provided. Within two blocks, on-street parking for approximately 98 vehicles

Comments:

Portions of the trail have become quite deeply worn due to foot traffic and runoff. Some of the crude stairs are in disrepair. The trail is a strenuous climb in the steep portions. No provisions are made for trash, and littering is commonplace.

Bluff area beaches such as that at the bottom of Mesa Lane Trail serve two publics. The neighborhood immediately adjacent to the accessway (within an approximate 3,000 foot distance) is the area of primary benefit; these persons benefit most due to their proximity to the points of access. The second group served by the beach area is composed of those persons who come from a greater distance. The physical condition of the beach (narrow, limited area which is totally inundated in some spots at high tide) and the bluffs (geological characteristics which limit the number of places in which accessways are feasible and/or environmentally desirable), and the residential nature of the Mesa area, lead to the assumption that other-than-neighborhood use should be encouraged only at those locations where facilities are available, or could be made available, to accommodate the needs of those who come from some distance. Accessways incapable of serving the larger-than-neighborhood public should not be expected to serve the needs of that group.

The Mesa Lane Trail is an example of an access route which, because of the lack of a well-engineered structure, is needlessly contributing to the erosion of the bluff. Moreover, it is unsafe in its present condition. A safe, efficient, and environmentally sound accessway is needed and desirable. A well constructed stairway can be emplaced, designed to recognize and accommodate the angle of the bedding planes, wave action at the bluff toe, drainage, and the general protection of the bluff.



At the same time, it is vitally important to respect the residential character of the neighborhood. Upgrading of the beach accessway could attract even larger numbers than are currently visiting the area (nearby residents have indicated that the popularity of the access route has increased during recent years and that a significant proportion of the new visitors are from outside of the Mesa neighborhood). On-street parking is not seriously deficient, although it is not uncommon to find all spaces within one block of the trail entrance occupied. A nearby portion of Mesa Lane which is currently unimproved could be developed to provide additional parking.

OLIVER ROAD

Location:

Terminus of Oliver Road.

Ownership:

City of Santa Barbara (20 ft. wide public street right of way to the mean high tide line).

Topography:

Generally, this area slopes toward the ocean. The bluff face is approximately 115 ft. above sea level.

Nature of Accessway:

Dirt path, poorly defined in some sections, non-existent in others. Path is not maintained.

Parking:

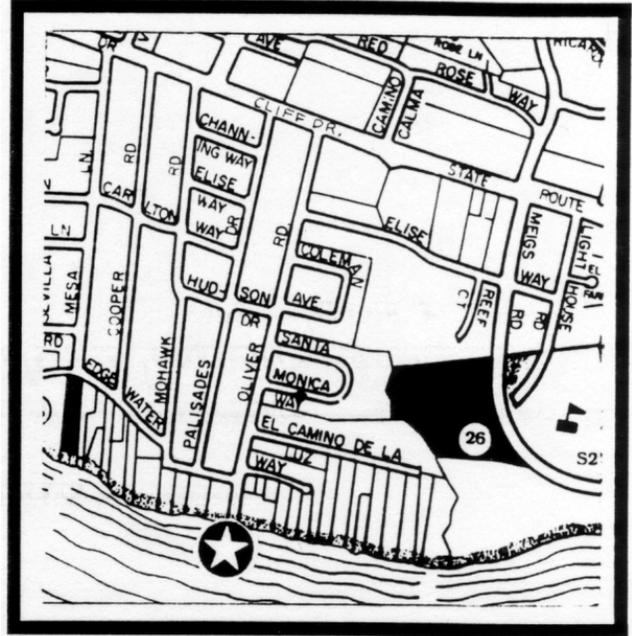
Terminus of Oliver Road can accommodate 3-5 cars. within 2 blocks of the head of the trail could accommodate approximately 137 vehicles.

Conditions:

This area of the Mesa has experienced major geologic failures. Runoff has caused visible erosion at this site. The bluff's edge has been packed hard by foot traffic and two wheeled vehicles. The trail itself crosses poorly consolidated materials making it a difficult and, in some sections, a treacherous path.

Comments:

1. Access at this location should be prohibited due to the geologic constraints which make a path unsuitable and a stair unfeasible.
2. A sign should be posted at the street terminus to direct beach goers to the Mesa Lane accessway (approximately 1000 ft. to the west).



COAST GUARD LIGHTHOUSE

(Shoreline Drive at Meigs Road)

Location:

Opposite Washington School, where Shoreline Dr. becomes Meigs Road.

Ownership:

United States Coast Guard.

Topography:

Pathway begins at fence which marks the developed land is hummocky and appears more and more eroded toward the edge. This area is approximately 130 ft. above sea level. Descent is gradual in the western portion of property and is not possible in the highly eroded, nearly vertical, eastern side.

Nature of Accessway:

A dirt trail skirts the chain-link fence, then, at the end of the fence (at bluff's edge), veers westerly along the edge and gradually descends to the beach. The path is poorly defined in several places and the final stretch is difficult.

Parking:

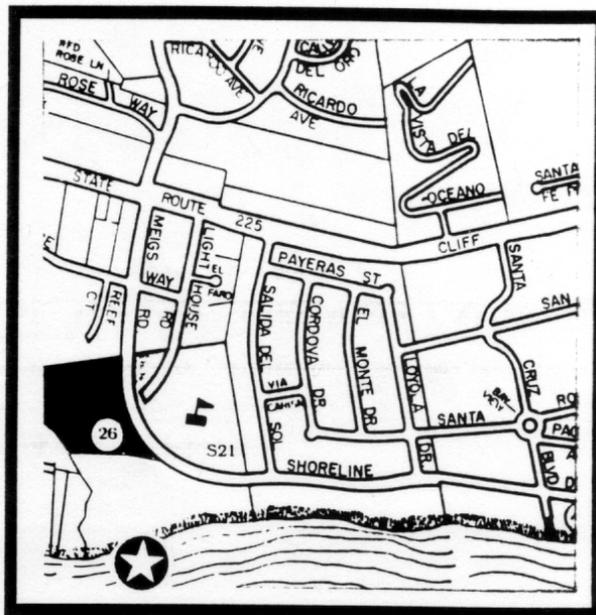
No off-street parking is available. There are approximately 30 on-street spaces lining Shoreline Dr. between the Coast Guard property and Loyola Dr.

Conditions:

Highly eroded area is not suited for access. Much of trail appears to be encouraging erosion. The area along the street frontage has excellent views of the channel.

Comments:

1. Due to the geologic conditions of this area, access (as it is presently accomplished) should be prohibited.
2. The natural drainage gully in the western part of the property does not have the potential to provide access due to geologic hazards, the area's sensitive ecosystem, and the potential fire hazard.
3. The eastern portion of the property should be fenced in a manner that discourages trespass; adjacent to the sidewalk in this area, a wooden platform with rails and benches should be constructed if deemed feasible by a registered geologist.
4. A sign should be provided that indicates the closest accessway.
5. Drainage from the street should be controlled and directed away from the bluff.



CAMINO AL MAR

(A Thousand Steps)

Location: Seaward end of Santa Cruz Blvd.
(near Shoreline Dr.)

Ownership:
City of Santa Barbara; preserved as public thoroughfare
by Ordinance No. 1146.

Topography:
Easement descends 85 ft. to the beach from the bluff's
edge through a water eroded gully.



Parking:

At the terminus of Santa Cruz Blvd. space for parking exists for 4-6 cars (a total of up to 8 cars could be accommodated between Shoreline Dr. and terminus). Within one block of the intersection of Santa Cruz and Shoreline Dr. there are approximately 77 on-street spaces.

Comments:

The gully has a history of erosion. Leaching from saturated pockets of clay results in deterioration of walls and stairs. The stairs were rehabilitated in 1974 at a cost of over \$15,000. Erosion and mudslides caused by recent winter storms made the stairs impassable. Costly rehabilitation work was required due to these natural occurrences.

SHORELINE PARK STAIRWAY

Location:

Seaward from foot of La Plata within Shoreline Park (Shoreline Park extends from La Marina to 300 feet westerly of San Rafael).

Ownership:

City of Santa Barbara (purchased in 1966); stairway is within dedicated park.

Topography:

Flat, grass-covered blufftop; 55 to 65 ft. above sea level.

Nature of Accessway:

Stairway made of heavy wood.

Parking:

Two off-street parking areas with a total of 106 spaces are within Shoreline Park (one lot is approximately 1400 ft. away). On-street parking along Shoreline Dr. fronting the park could accommodate approximately 65 autos.

Conditions:

The stairs are sturdy and usable by persons of almost any age. There does not appear to be any aggravation of erosion caused by the structure (recent storms resulted in some bluff failure which affected the stairs, but caused only minor damage to the stairs). The LCP staff believes that this stair could be considered a prototype for other access stairs.

Comments:

1. Signs that clearly indicate the location of the stairs should be placed at strategic spots in the park (i.e., parking lots and along the blufftop). No indication is currently given as to the location of the stairway and members of the public may not know that it is available. The signs should solicit cooperation (i.e., using the stairs) because of the fragile and precarious nature of the bluff.
2. The path leading down from Shoreline Park to Leadbetter Beach should be improved and signs declaring the existence and location of this access should be erected.

There are two additional access or viewpoint areas to the west of Arroyo Burro County Beach Park. These are:

A viewpoint along Cliff Drive above the Braemar Terrace area on a privately owned section of land has been used as a vehicle turnout for many years. It is an extremely popular viewing area because of the command one has of the extraordinary scenery. Although recently upgraded by the blacktopping of the shoulder, the site, which overlooks a residential neighborhood situated on an old landslide zone, presents safety and aesthetic problems. The turnout area is quite narrow, as is Cliff Drive. There is neither curbing nor sidewalk to separate the vista area from the road. As presently configured, it is not a safe location for viewing the coastline. The steep hillside separating the residences from the vista point is a clear fire hazard due to the presence of dense native brush. The vegetation offers a ready-made fuel source for a carelessly thrown cigarette. Litter accumulation is a serious problem in the area. Residents have complained about loud groups congregating at the lookout. Because barriers do not exist at the site, cars which have gone over the edge of the shoulder have rolled on down the embankment.

Bordering Arroyo Burro County Beach Park is an undeveloped 4.67 acre parcel (the zone is E-1: 15,000 sq. ft. minimum lot size). It is privately owned land, and, in the past, the owners have made some attempt to restrict vehicular access. Unfortunately, the restraints have had little effect. Autos and motorcycles have contributed heavily to the deterioration of the area and beach goers have damaged the face of the bluff. Grading of the property has not been sensitive to natural resource preservation, either.

The property has received a coastal development permit for a five lot subdivision. The permit was granted by the regional Coastal Commission under the conditions that the applicant:

1. Post a bond with the County in an amount adequate to finance the construction of a stairway from the beach park below the bluffs to the portion of the park lying contiguous with the private property on the bluff top,⁷
2. Provide an easement through lot #5 from the private road approved within the subdivision to the County's blufftop land strictly for the provision of vehicle access for County maintenance vehicles, and,
3. Offer to dedicate the beach area below the bluffs and contiguous to the park beach to the public for lateral access.

Condition No. 1 allows for continued access where there is substantial evidence that the public has had access through the property historically and may have established prescriptive rights to pass through the entire bluff area.

To meet the increasing recreational demands of the park, the County Parks Department has been investigating ways to expand its parking and levels of amenities. Utilization of the acreage atop the bluff is an option presently available. (The existing picnic area of the park is inappropriate for the intended activity for several reasons. It is constantly shaded, and it is isolated from the beach and from coastal views. Placement of picnic

⁷ The majority of the County's land lies just above sea level between a cut in the coastal bluffs, however approximately 1/4 to 1/3 of an acre of the park is flat land atop the coastal bluff upon which the development is proposed. At present, the public has access to the entire bluff area including the County Park portion via an unimproved dirt road which is connected to Cliff Drive and makes a loop through the entire bluff top area, and via an unimproved trail up the bluff face at its eastern point just above the beach.

facilities atop the bluff area would permit expansion of parking uses in the vacated section.) Condition No. 2 guarantees entry into the bluff top property for improvements and maintenance. The No. 3 condition is a standard one used by the Commission for meeting public access requirements for new development under Section 30211 of the Coastal Act.

Issues

There are ample provisions for direct access to the shoreline below the City’s coastal bluffs. Some issues and problems which relate to specific access areas have been noted. The following chart summarizes the major issues described earlier:

Issues						
	Habitat Values	Geological Constraints	Safety Factors	Noise	Aesthetics	Inadequate Parking
Braemar Vista Point			X	X	X	
Arroyo Burro Park	X				X	X
Wilcox Property	X	X	X	X	X	
Mesa Lane Trail	X	X	X			
Oliver Road		X	X			
Lighthouse Area	X	X	X	X		
1000 Steps						
Shoreline Park						

The beach seaward of the mean high tide line⁸ belongs to the City. These tidelines and submerged lands have been granted to the City of Santa Barbara in a State Tidelands Grant originating in 1925 (Chapter 78, Statutes of 1925).

Private property in the bluff area is generally “construed to reach mean high water” (Assessor’s Parcel Book notation referring to Board of Supervisors minutes September 2, 1930). According to the Mean High Tide Line Survey maps prepared by the State Lands Commission in 1958, the mean high tide line is approximately 0 to 80 feet *seaward* of the toe of the bluff (generally the average distances range from approximately 25 to 60 feet). Consequently, *some* portion of most parcels lining the bluffs include *some* portion of the beach area seaward of the toe of the bluff.

Historically the beach areas of the City, including those at the base of the bluff, have been used as a public resource. As confirmed and explained by the California Supreme Court in *Gion vs. City of Santa Cruz* (1970), the public can develop the right of access through use⁹. That is, under the doctrine of

⁸ The survey establishing the location of the mean high tide line is the 1958 State Lands Commission mapping. The maps indicate that from the easterly City Limit to the easterly limit of Arroyo Burro County Beach Park (the 1937 City Limit), and from the mean high tide line seaward one-half mile, has been granted to the City of Santa Barbara.

⁹ The method of resolving a dispute and obtaining a determination whether the City has acquired an access and/or use easement on behalf of the public is through the filing of a lawsuit to “quiet title”. In those situations where the underlying fee owner does not dispute

“implied dedication,” the public can acquire the right to use property by using the property as if it were public for a minimum prescriptive period of five years. All along the beach at the base of the bluffs, from the bluff toe seaward, the consistent historic usage by the general public points clearly to the establishment of prescriptive rights.

Pathways used by the public that cross private property also have the potential to have established prescriptive rights. Of the 22¹⁰ access paths, stairs, and trails noted on the bluff access survey conducted by the LCP staff in November-December 1977, six have been described, 11 were apparently exclusively in private use (i.e., a stair or trail situated in a manner which allowed the property owner to effectively control its use), and five paths and one private stairway appeared to have received use by the public.

Subsequent to winter storms which resulted in substantial bluff erosion, the LCP staff repeated the bluff access survey. The changes noted were: the six access routes described remain, although several were seriously damaged; all but two of the 11 exclusively private means of access were destroyed or damaged beyond the level of safe use; and, none of the paths which may have had some significant public use remain (the private stair was partially destroyed and does not appear to be safe).

PLANS AND EXISTING POLICIES

The General Plan represents the City’s statement of policy. Although this document does not specifically declare that shoreline access is a public *right*, the following General Plan excerpts reflect City policy in this regard (emphasis added):

- The retention of the shoreline area for the general public, the extension of that ownership where appropriate, and the preservation and improvement of the shoreline for *full, balanced public use* must be a continuing City policy. The relationship of Santa Barbara to the ocean must remain *open and free* of impediments in order to permit the *maximum enjoyment* of the natural qualities available. (General Plan p. 33a)
- Provide a harbor, wharf, beach, and ocean related environment *for the entire community* through retention of all publicly owned waterfront property for *public use* and by the appropriate improvement and maintenance of these facilities. (General Plan p. 30g)
- To forestall any possible future misuse of the City’s beaches for other than public beach purposes, the City should specifically delineate all public beaches and dedicate them for public recreation purposes. (General Plan p. 105a)

The Open Space Element of the General Plan also includes the following implementation measures relative to the shoreline:

- Determine need for access to the shoreline. Acquire necessary rights-of-way by January 1, 1975.
- Improve all access routes to the shoreline by July 1, 1977.
- Prohibit the installation of any improvements which would change the nature of the tidal beaches at the base of the Mesa bluff.
- Examine methods of preventing cliff erosion and institute any programs found to be effective.

the existence of the easement and is willing to execute a deed granting the easement, a lawsuit would be necessary.

¹⁰ This number includes one electrically powered private “beach car flight” (i.e., trolley-type convenience running from bluff top to the beach).

- Delineate all public beach areas and dedicate them for public open space and recreation purposes by July 1, 1973. (General Plan p. 105g)

None of these measures have been completely implemented, but their presence in the City’s basic policy document indicates recognition of the need to preserve public access in the shoreline area.

GENERAL POLICY EVALUATION

The City does not have a program for acquisition of bluff top sites used by the public as viewing areas. Neither is there a policy for improving and maintaining some access areas in need of upgrading. The public’s right of access, where acquired through use, is not preserved. Finally, policy which provides for access in new development projects needs to be adopted.

The following matrix summarizes adequacy of local conformity to the Coastal act:

Coastal Act Policies		Exist. Cond.	Local Policy	Local Land Use	Local Zoning
Shoreline Access					
30210	Maximum access shall be provided.	○	○	○	•
30211	Development not to interfere with public’s right of access.	–	–	–	•
30212	Access in new development provided from nearest roadway.	–	–	–	•

LCP POLICIES

Policy 2.1

Public access in the coastal bluff areas of the City shall be maximized consistent with the protection of natural resources, public safety, and private property rights. To this end, existing vertical accessways at Mesa Lane Trail, Camino Al Mar, and Shoreline Park shall be maintained and improved.

Actions

The City shall embark upon an educational program to inform bluff top residents to minimize bluff retreat through proper irrigation and drainage control.

City owned vertical accessways at Mesa Lane Trail, Camino Al Mar, and Shoreline Park will:

- Provide a stairway or similar structure which allows safe pedestrian passage and does not aggravate erosion of the bluff.
- Be maintained on a regular basis by City personnel.
- Have heavy duty trash receptacles and regular collection provided.
- Have an identification sign declaring:
 1. That it is a public access to the beach;
 2. That users must be cognizant of high tides which can isolate portions of the beach;
 3. That collecting marine specimens damages our beaches and is expressly forbidden;
 4. That vertical access is restricted to the accessways provided, for reasons of bluff protection and public safety (all signs will be compatible with other Parks

Department signs in terms of design and materials).

- Provide bicycle racks.

More specifically:

Mesa Lane Trail

- With full consideration of the geology and drainage of this site, this access is to be improved with the addition of stairs in the steepest sections and wooden walkways in the more gently sloping sections. Easements from the affected property owners are to be obtained, if necessary.
- A barrier to prevent vehicular access is to be installed (this is not to interfere with use of the driveway of adjacent residence).
- Benches are to be provided at the top of the trail.
- That portion of Mesa Lane (just north of Edgewater Way) which is currently unimproved, should be improved to provide parking.

Shoreline Park

- Place signs in parking lots and along the bluff edge that clearly indicate the location of the stairway. (Signs should inform as to the precarious and fragile nature of the bluff as well as giving direction to the stairway.)
- The City shall undertake a program to minimize bluff retreat through proper irrigation and drainage control.

Policy 2.2¹¹

As a condition of development of the bluff top portion of the Wilcox Property, the parcel traversed by Arroyo Burro Creek (APN 41-01-28) shall be offered for dedication to the City of Santa Barbara for park, habitat protection, and archaeological site protection purposes. If this lot is not accepted by the City of Santa Barbara, it shall be offered to the Coastal Conservancy or its successor in interest for the same purposes. In the event the lot is not accepted by the Coastal Conservancy, the property shall be maintained by the owner and conditioned to protect the sensitive riparian habitat.

Actions

- The section of the parcel located seaward of the creek will be preserved and protected as an environmentally sensitive habitat. Public access is to be prohibited.
- In cooperation with the County, a public parking facility is to be provided and maintained on that section of the parcel presently blacktopped and located north of the creek. The design, development, and maintenance of the facility is to be carried out in ways conducive to the protection of the creek environment.

Policy 2.3¹²

Access *along* the beach in the bluff area is a public right; no attempts to prohibit or interfere with the public's *lawful* use of this beach area will be allowed.

Actions

¹¹ See Clough Memo

¹² See Clough memo.

- Extend the prohibition of camping on the beach (Municipal Code Section 15.16.070) to include all beaches within the corporate limits of the City. (Section 10.40.090 of the Municipal Code forbids general use of motor vehicles on the beach; this would include the bluff-beach area.)
- Take necessary action to protect the public’s right to use this area if that use is ever threatened.

Policy 2.4¹³

New development projects shall provide vertical access to the shoreline consistent with stipulations set forth in Section 30212 of the Coastal Act.

Action

- The existing vertical accessways located on the Clark Estate will be retained as public accessways in the event the property is developed as a residential neighborhood or as a public recreational area.

Policy 2.5

Vista points shall be provided and maintained in areas where such use by the public has been established.

Actions

- In the event Cliff Drive is improved or changed in the vicinity of the “Braemar Terrace,” parking spaces should be provided within the public right of way in order to allow motorists to stop and view the scenic qualities of the coastal environment. Trash containers and benches should also be provided within the public right of way.
- As a condition of Wilcox property development, a linear strip along the bluff’s edge shall be offered for dedication in the same manner as the open space in Policy 2.2 to provide vista points and to serve as open space buffer zones between the bluff’s edge and the nearest roadway. The area shall be required to be landscaped with drought resistant vegetation.
- A sign is to be posted at the street terminus explaining the safety and environmental concerns which necessitate prohibiting access to the beach and directing beach goers to the Mesa Lane Trail (approximately 1000 feet to the west). A barrier to prevent motorcycle access is to be installed.
- The vacant U. S. Coast Guard parcel located east of the existing fence is to be acquired, if feasible, by the City for development of a vista point adjacent to the sidewalk. A wooden platform with railings could be constructed if deemed advisable by a licensed geologist.
- All public vista points will:
 1. Provide signs indicating the fragile nature of the bluffs and the location of the nearest beach accessway.
 2. Provide heavy duty trash receptacles with regular collection.
 3. Be maintained by City personnel on a regular basis.
 4. Be for passive use only.
 5. Provide benches where appropriate.

13 See Clough memo.

6. Employ drainage systems least damaging to the bluffs.

- The California Coastal Conservancy, State Department of Parks and Recreation, and the State Department of Fish and Game will be contacted as potential sources of funds for the acquisition and development of areas suitable for vista points, pedestrian accessways, public parking, and bikeways.

Policy 2.6

A bicycle and pedestrian way shall be provided between the western City Limit and Arroyo Burro County Beach Park.

Actions

- In cooperation with the County, the area just in front of the park entrance is to be improved to provide a more clearly defined entry and exit, facilitate bus pick-up and delivery, and to make the entrance more aesthetically pleasing.
- A bicycle and pedestrian path is to be provided in the area in front of the park entrance.

RECREATION

RECREATION

INTRODUCTION

An important goal of the Coastal Act of 1976 is to “...maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.” To this end, the Coastal Act contains explicit policies regarding the protection and enhancement of recreational opportunities. These policies are:

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of over-crowding or overuse by the public of any single area.

Section 30213. (Part) Lower cost visitor and recreational facilities ... shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30250(c). Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

Section 30240(b). Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designated to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

In summary, these policies require:

1. That recreational (or commercial visitor serving) uses be given priority over general commercial industrial or residential uses;
2. That ocean fronting land *suitable* for recreational uses and where there is a demand for such uses be reserved for recreation;
3. That low cost recreation which is open to the public is preferred; and
4. That recreational facilities be sited and designed to avoid adverse impacts of overcrowding or overuse.

In order to address these policies, the City must review both existing and future recreational uses, potentials and constraints in Santa Barbara’s coastal zone. A summary of the City of Santa Barbara’s resources and issues is presented in Section II which follows.

LOCAL RESOURCES

Resources

The City of Santa Barbara is fortunate in that the coastal zone offers an extensive variety of both public and private recreational opportunities. Within the coastal zone alone, over 200 acres of land are publicly owned and recreationally utilized including 8 parks, 6 beaches, numerous special facilities, including a bird refuge and zoological gardens. The City's existing recreational resources are briefly summarized in Table 2, page 45, and located on the associated LCP Land Use Plan maps. Additional information regarding the City's recreational resources can be found in the individual park site descriptions included in the Appendix.

In addition to publicly-owned recreation there are a number of private recreational establishments in the coastal zone including: an ice-skating rink; bicycle and roller skating rentals; boat and fishing rentals; art galleries; etc.¹⁴

The City also offers major recreational events which focus on the coastal zone. The most prominent event, Semana Nautica, includes boat racing, swimming competitions and other water-oriented special events. Additionally, an Arts and Crafts festival is held every Sunday along Palm Park.

¹⁴ See "Visitor-Serving Commercial Uses" section for more information.

TABLE 2

Publicly Owned Park And Recreation Areas In The Coastal Zone					
Name	Acreage	Dedication	Parking	Type of Facility	Special Uses
Ambassador Park	.53	Yes	On-street	Turf Park	Passive uses; harbor & beach front viewing
Andree Clark Bird Refuge	42.42	Yes	12 Off-street	Wildlife Refuge	Habitat appreciation (salt-water marsh); bike pedestrian trail along southern perimeter
Arroyo Burro County Beach	6	Yes	175 Off-street	Beach	Sunbathing; swimming; strolling; Frisbee; picnicking
Cabrillo Ball Park	5.00	Yes	Off-street	Team Sports	Softball & other team sports
Child's Estate	16.00	Yes	100 Off-street	Zoo	Zoological exhibits, turf picnic areas
Dwight Murphy Field	10.5	Yes	286 On- and Off-street	Team Sports	Softball, soccer, and other team sports, picnic tables, play area, restrooms
East Beach	44.0	Yes	275 Off-street		Sandy beach & turf, sunbathing, family picnicking, volleyball, wading pool
La Mesa Park	8.87	No		Neighborhood Park	Play area, picnic tables, BBQ
Leadbetter Beach	27.35	No	500 On- and Off-street parking	Beach	Sandy beach, sunbathing, picnicking, kite flying, swimming
Leadbetter Park	4.0	Yes	SBCC and Off-street	Tennis Courts & Turf	Tennis
Moreton Bay Fig Tree	.75	No		Historical Tree	Historical & Botanical preservation
Palm Park	10.00	Yes	280 Off-street	Beach Park	Group/family picnicking, volleyball, sunbathing, swimming, biking, hiking, ocean viewing, Arts & Craft Show
Pershing Park	5.00	Yes	SBCC and Off-street	Team sports	Softball & baseball fields
Plaza del Mar	4.54	Yes	Harbor Parking	Park	Shaded turf, picnic area, band concerts
Shoreline Park	14.67	Yes	106 Off-street, 65 On-street	Community Park & Beach	Picnicking, BBQ, beach access, hiking, biking, strolling, vista points, channel view
West Beach	11.5	Yes	Harbor parking Lot	Beach	Sandy beach, sunbathing, Frisbee, swimming, ocean viewing
Publicly Owned Special Facilities					
Cabrillo Art Center	32,000 sq ft	Yes	East Beach Lot	Art Center	Community gatherings, art shows, lectures, movies

Los Banos del Mar	2.87	Yes	Harbor Parking Lot	Pool	Competitive swimming, classes in swimming, lifesaving, exercise, etc.
Santa Barbara Harbor			305 Off-street	Recreational & Community Boating Harbor	Boating, fishing, strolling, ocean viewing & boat observation
Palm Park Cultural Center	1,948 sq ft	Yes	4 Off-street Palm Park Lot	Community Education & Meeting Facility	Classes, meetings, lectures
Municipal Tennis Courts	7.7	Yes	223 Off-street	Tennis	Tennis

Issues

Despite the wealth of recreational opportunities located in the City's coastal zone, there are a number of issues which the LCP seeks to resolve. Foremost among these is achieving a balance of recreational uses consistent with the unique shorefront image of Santa Barbara without impacting public service systems and environmental features.

Major coastal recreation issues of concern to the City's LCP are:

- Issue 1: The City's General Plan and zoning are not consistent in recognizing existing park and recreation areas and encouraging recreational use over the long term.
- Issue 2: Although the City offers extensive coastal recreational opportunities, parking and circulation congestion may discourage full utilization of recreational areas.
- Issue 3: Some recreational uses currently located in the coastal zone are not coastal-oriented or dependent in nature. Relocation of these uses, and replacement with more coastal-oriented recreation, may be necessary.
- Issue 4: Some recreational areas are located immediately adjacent to environmentally sensitive areas (Arroyo Burro Creek,, Andree Clark Bird Refuge) which requires special resource planning.
- Issue 5: There is little remaining undeveloped land in the City's coastal zone. As a result, the City must explore methods of preserving or providing recreational opportunities to meet both existing and future recreational demands consistent with public service and environmental constraints.
- Issue 6: Several recreational facilities within the coastal zone are located in close proximity to Highway 101. Future improvements to Highway 101 could positively or negatively impact these facilities.

Issue Discussion

Summarized below are the major findings and conclusions for each identified issue:

Existing Zoning

Under existing zoning, there is no zoning classification for public lands or use. A major concern is that the following park areas are zoned for either residential or commercial uses.

Site	Current Zone Designation
Arroyo Burro County Beach Park	E-1
La Mesa Park	E-3
Shoreline Park	E-3
Ledbetter Park	R-4
Pershing Park	R-4
Playa Del Mar	R-4
Ambassador Park	R-4
Moreton Bay Fig Tree	C-2
Municipal Tennis Courts	E-1
City-Owned Waterfront Area Property	R-1

While many of these areas are publicly dedicated with deed restrictions, a supportive zoning would serve

to ensure long term public recreational use of these areas. Another concern is that La Mesa Park, Leadbetter Beach and the Public dedications can also ensure that existing or future recreational resources are preserved for public recreational uses.

Parking and Circulation

Santa Barbara's shorefront is a key focal point attracting heavy levels of use from both residents and visitors. The most significant impact resulting from both existing and future commercial and recreational development of the shorefront is parking and circulation. In recognition of the complexities of the waterfront parking and circulation systems, the City sanctioned a special study, *Waterfront Area Transportation Study* (WATS), to assess existing and projected impacts and mitigations. The most significant findings of the WATS study are summarized in the section entitled "Public Services." Of specific concern to recreation, however, are the following findings of the WATS study:

Peak traffic occurs during the months of July and August, and particularly on weekends most notably on Sundays. The primary reason for peak traffic during these times is recreation.

The trip purposes most frequently cited according to the WATS study were: beach use, Arts and Crafts Show, boating and restaurants.

On Sunday afternoon (2:00 p.m.) near-beach parking is at 75% capacity. Cabrillo Boulevard parking (both on and off street) is at or above practical limits.

A minimum of 50 additional parking spaces should be provided every 5 years to meet future parking needs.

In summary, many of the existing and projected circulation and parking impacts are attributable to the extensive recreational use of the waterfront. In order to ensure that the waterfront continues to be an attractive and relaxing area to visit, and to ensure full access opportunities to the coastal recreational areas, measures should be initiated to mitigate traffic and parking congestion. More general recommendations are presented in "Public Services". Of specific concern to recreational uses are the following options which might serve to both enhance recreational opportunities, and mitigate parking and circulation problems:

1. As new development proposals are reviewed related to remaining vacant coastal zone parcels, the City may wish to consider development conditions which require provision of adequate off-street parking to serve both the needs generated by development, and a portion of the shorefront area needs.
2. Encouraging alternative transportation may also be a viable long term solution to the waterfront circulation problems. Provision of buses which serve recreational demand needs and adequate bike trails and facilities may reduce automobile use and the concomitant parking and traffic congestion. Currently, the Redevelopment Agency is developing proposals for downtown and waterfront area people mover systems to reduce peak auto circulation and parking conditions, and which would also assist in enhancing recreational access. (See "Public Services" issue discussion for more detail.)

Coastal Dependent Recreational Uses

Section 30220 of the Coastal Act requires, in summary:

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

The park and recreation system of Santa Barbara's coastal zone includes a diverse array of activities and facilities. While most activities are complementary to the overall shoreline recreational experience, some recreational uses are not specifically coastal or water dependent, and further, such uses may compete for

scarce land and parking at the expense of the public's overall enjoyment of the coast. Of specific concern are the following uses: team sports facilities (with the exception of those directly tied to major institutions such as Santa Barbara City College); Los Banos Pool; and the Arts and Crafts Show.

Relocation of team sports activities to inland areas as facilities become available would free coastal open space and parking for users specifically interested in enjoying the coast. This could also serve to reduce peak traffic and parking congestion.

Similarly, relocation of Los Banos Pool which is currently located near West Beach and the Harbor, could allow additional space for expansion of ocean-oriented recreation such as boating and fishing facilities (dry slips, hoists, etc.). However, because Los Banos Pool has been used in the past as a complementary use for ocean-oriented events such as Semana Nautica, relocation of the pool should be conditioned on the provision of viable *public*, ocean-oriented use with possible priority given to low cost recreation use, in order to balance the trade off.

The relationship of the Arts and Crafts Show to the overall shoreline experience is more complex. As noted above, the Arts and Crafts Show is a major contributor to peak traffic and parking problems. Additionally, the show blocks major coastal vistas from Cabrillo Boulevard. Although these impacts are temporary, the City should consider ways to mitigate these impacts in order to ensure that, cumulatively, the congestion along Cabrillo Boulevard does not degrade the casual and relaxing shoreline image that people come to enjoy.

Four major options can be identified:

1. Relocate the Arts and Crafts Show to the north side of Cabrillo Boulevard contingent upon provision of adequate space and parking either through developer donations or public expenditure.
2. Relocate the Arts and Crafts Show west of State Street on Cabrillo Boulevard anywhere between Stearns Wharf and Shoreline Park.
3. Leave the Art Show as is, but provide additional off-street parking in the near vicinity. This would not reduce visual impact, but may reduce parking congestion.
4. Relocate the Art Show out of the coastal zone entirely. While this option is successful in mitigating both circulation and visual impacts, consideration should be given to the historical importance of the Show as a shoreline and visitor serving experience.

Recreational Uses and Environmentally Sensitive Areas

A major emphasis of the Coastal Act is the protection of unique coastal resources, particularly environmentally sensitive areas. Section 30212.5 of the Act, for instance, calls for mitigation of the impacts of over-crowding. There are three major environmentally sensitive areas related to recreation that the City's LCP addresses: (1) Arroyo Burro Creek, (2) tidepool resources, and (3) the Andree Clark Bird Refuge.

Arroyo Burro Creek includes a riparian habitat which traverses the coastal zone to the immediate east and southeast of Arroyo Burro County Beach Park. The creek corridor is largely located on a 6.8 acre parcel which is privately owned and part of a larger estate. The area is also noted for archaeological resources, and the creek habitat is considered the last remaining undisturbed riparian area in the City's coastal zone. In the past, the County leased a portion of this parcel to provide for additional recreational beach parking for the adjacent Arroyo Burro County Beach Park (lease has not been renewed). An important issue in this area then is maintaining a balance between recreational uses and habitat preservation. Section 30007.5 of the Coastal Act requires, in summary, that when two policies conflict, the policy which is most protective of coastal resources should apply. In this area it appears that the first priority should be habitat preservation, with continued recreational parking allowed only where consistent with the

continuance of the habitat. To accomplish this, it may be necessary to restrict recreational parking to the area which is presently disturbed (blacktopped) and to provide proper site and access controls (signing, fencing, drainage) to protect the remaining creek environment without displacing an existing public use.

Tidepool resources are most abundant west of Arroyo Burro County Beach Park, along portions of the Wilcox Property, and along Shoreline Park. Generally, intertidal resources in the City's coastal zone exhibit less species diversity than other areas in the County which makes the City's resources particularly vulnerable to destruction. Tidepool resources are, however, protected from casual collection by the State Fish and Game Code which prohibits collection of invertebrates without a permit (permits may be issued for scientific, educational and propagation purposes upon the discretion of the Department of Fish and Game). As demand for beach access and recreation increases, the need for protection of tidal resources may become more evident. Proper signing and public education at key locations within beaches and parks may assist in the long-term preservation of these habitats.

As discussed earlier, the Andree Clark Bird Refuge is a unique brackish water habitat which supports over 192 species of birds. The Bird Refuge also provides a unique passive recreational experience and a habitat appreciation area. As studies progress on upgrading the Bird Refuge habitat, and control of domestic species, efforts should be made to educate visitors and users of the ecological dynamics of the area and to enhance their appreciation of the resource through signing and interpretative centers.

Expanding Recreational Opportunities

The City of Santa Barbara's coastal zone is relatively built-out with few remaining developable parcels. Section 30222 of the Act requires that lands suitable for commercial visitor serving uses or recreation shall have priority over general commercial, industrial or residential uses. Although the City currently provides a wealth of public open space and recreational areas, increasing demand from both resident and visitor populations requires that the remaining developable parcels be reviewed for recreational or visitor serving potential.

A key word in Section 30222 of the Act is suitable for recreational or visitor serving uses. In order to assess key areas for recreational potential, criteria must be established to determine site suitability. Table 3, page 51, provides general recreational suitability factors for the coastal zone. Assessment of recreational suitability is, of course, highly subjective. Additionally, site criteria varies with the type of recreational use proposed. The checklist in Table 3 does, however, provide a general framework for discussion and site comparison. Table 3, page 51 provides a summary of key sites in the coastal zone.

TABLE 3

RECREATIONAL SITE SUITABILITY CHECKLIST

- I. AMENITIES
 - A. Beach frontage
 - b. Direct access
 - c. Vistas, viewing areas, visual quality
 - d. Compatible surrounding development
 - e. Unique topography, vegetation or open space relationships

- Ii. Public services
 - a. Available and adequate access (vehicular, pedestrian, bike)
 - b. Availability of or ability to provide adequate public parking
 - c. Trash collection and sanitation services

- Iii. Public safety
 - A. Safe access and use of the site (emergency access, flood, fire, geologic, traffic hazards)

- Iv. Public administration
 - a. Funding availability
 - b. Administrative and legal authority

- V. Resource protection
 - A. Presence of environmentally sensitive or archaeological resources which restrict public use

- Vi. Demand
 - a. Historical use
 - b. Expressed public demand
 - c. Type and level of use

TABLE 4

POTENTIAL RECREATION SUITABILITY

Site	Acreage	Zoning	Amenities	Public Services	Public Safety	Public Administration	Resources Protection	Demand
Wilcox (3 parcels)	6.8 47.3 11.3	E-1 E-1 PUD	<ul style="list-style-type: none"> · Vistas, viewing area. · Adjacent to Arroyo County Park. · Shaded and open areas. · No beach access. 	<ul style="list-style-type: none"> · No developed parking, emergency access or sanitation. · Traffic impacts at Las Positas. 	<ul style="list-style-type: none"> · Hazardous, steep and easily erodible bluffs. 	<ul style="list-style-type: none"> · Privately owned. · No administration or funding currently available. · Possible developer donation in lieu of fees. 	<ul style="list-style-type: none"> · Archaeological resources. · Tidepools along beach. · Arroyo Burro Creek riparian habitat. 	<ul style="list-style-type: none"> · Currently used for strolling, jogging and viewing along bluffs. · Portion of parcel used for beach parking.
Palm Park Area (north of Cabrillo) 2 parcels	29.6 2.3	M-1	<ul style="list-style-type: none"> · Ocean views across Cabrillo Blvd. · Near Palm Park, Cabrillo Ball Park. 	<ul style="list-style-type: none"> · Area currently experiences congested parking and circulation. 	<ul style="list-style-type: none"> · Possible traffic impacts involved in crossing Cabrillo to obtain beach access. 	<ul style="list-style-type: none"> · Same as above. 	<ul style="list-style-type: none"> · None 	<ul style="list-style-type: none"> · Located in central waterfront area with high visitor-serving recreational demand.
Clark Estate		E-1	<ul style="list-style-type: none"> · Ocean frontage/ocean views. · Adjacent to East Beach. 	<ul style="list-style-type: none"> · Area currently experiences congested parking and circulation. 	<ul style="list-style-type: none"> · Difficult topography and steep bluffs. 	<ul style="list-style-type: none"> · Same as above. 	<ul style="list-style-type: none"> · Unknown at this time. 	<ul style="list-style-type: none"> · Unknown at this time.

Wilcox Property

The Wilcox Property consists of three parcels (65 acres total) located on a steeply rising mesa bluff top immediately east of Arroyo Burro County Park. The site is privately owned, although recreational activities such as strolling, jogging, channel viewing and picnicking have been observed. Major constraints to recreational use of this area include: lack of public services, most notably parking; the presence of environmentally sensitive areas including tidepools; a creek corridor and archaeological resources which could be severely degraded by extensive public use; and hazardous beach access along steep and highly erodible bluffs. Despite these constraints, the following existing recreational uses should be recognized and provided for in any future development of the site: public channel viewing along the bluff top; existing recreational parking use between Cliff Drive and Arroyo Burro Creek (see also Section 4 of this Chapter); and *lateral* access both along the bluff top and along the shore. Efforts should be made to minimize vertical access in areas of bluff instability (See “Hazards” and “Access” issue discussions.) The recently approved tentative tract map for this property was designed and conditioned to accommodate all of these needs.

Palm Park Area (North of Cabrillo Boulevard)

The Palm Park area inland of Cabrillo Boulevard includes two vacant parcels of 29.58 and 2.27 acres in respective size. It is centrally located along Santa Barbara’s waterfront area where the greatest demand for recreational and visitor serving facilities appears to be concentrated. Because this is one of the last remaining parcels along Santa Barbara’s waterfront, maintaining a balance of commercial visitor serving uses and public recreational uses in keeping with the Santa Barbara character is important. The area is currently being considered for Hotel/Conference Center/Park/Condominium development. In order to ensure that a balance of visitor serving uses and public recreational uses occurs, the following recreational issues should be considered in any development of the site:

Consideration should be given to the provision of public open spaces within the development area to reduce over-crowding and demand on existing recreation and open spaces adjacent to the area.

Clark Estate

The Clark Estate is a privately owned residence overlooking the shoreline immediately south of East Beach. The site is beautifully landscaped providing open space vistas from Cabrillo Boulevard. Although the existing General Plan designates the site for possible, long-term public open space, and a logical extension of East Beach, the site requires special planning considerations. The rolling topography of the site and existing development restrict the amount of land available for potential recreational or parking facilities. With respect to the nature of the site’s landscaping, only very passive uses would be appropriate. Because the existing ownership protects and maintains the site’s open space character and vista from Cabrillo Boulevard and because recreational and parking demands appear greater in other coastal zone areas, the recreational potential of the Clark Estate should perhaps only be considered on a very long-term basis.

Impacts of Highway 101

Section 30240(b) of the Coastal Act requires that development in areas adjacent to parks and recreation areas be sited and designed to prevent impacts which would significantly degrade those areas and that development be compatible with the continuation of the recreational uses. Several recreational facilities located within the coastal zone, including the Child’s Estate (Santa Barbara Zoo), Andree Clark Bird Refuge, Municipal Tennis Courts and Montecito Country Club golf course are located in close proximity to Highway 101. To some degree, all of these facilities are currently affected in some way by the close proximity of the freeway. The most noticeable effects are related to access to the recreational facility, the visual impact of the freeway, and to high noise levels on all or a portion of the recreational facility site. Future improvements to the highway, such as widening, replacement of highway structures, construction

of sound barriers, or changes in landscaping could impact these recreational facilities, and thereby limit their suitability for continued recreational use. Therefore, the design for any proposed improvements to the highway should include measures to enhance the recreational suitability of these areas (for example, by providing better public access in the vicinity of the highway corridor) while addressing potential negative effects to these recreational facilities (such as higher levels of vehicle traffic noise or increased visibility of the freeway structure).

Recreational Uses and Needs

Demand for recreational uses is extremely difficult to objectively quantify, particularly because demand depends on a variety of interacting factors such as needs of special interest groups, time of day, season, fads and trends, etc. Additionally, not all expressed demands can be met without conflict and competition, particularly in such a limited area as the coastal zone.

By common spatial standards¹⁵ for beaches and shorefront areas, the South Coast area (of which the City is a part) offers more than enough public shorefront to meet 1980 needs for *South Coast residents*. According to the County of Santa Barbara's Recreation Workbook (1974), however, provision of additional beach acreage may be necessary to meet future needs to serve *all County residents*. The Workbook suggests that the unincorporated portions of the South Coast should be responsible for meeting a major portion of this demand because of the relative lack of recreational facilities in the unincorporated areas and the extensive use of City facilities by out-of-city residents.¹⁶ The regional spatial standards are at best rough estimates suited for regional and State analysis and are not directly applicable to the most complex, small scale analysis required at the City level.

In order to assess recreational user needs at the City level, a survey of residents and users was conducted as part of the City's proposed Parks and Recreation Master Plan. The survey included a reliable sample of households, as well as a survey of recreational users at individual park sites. Pertinent tabulations of survey results are included in the Appendix. For beach areas, the most frequently cited recreational uses were (in order of frequency): sunbathing, swimming, walking, picnicking, and relaxing, reflecting a popular desire for passive recreational uses and the character of the shorefront. Frisbee, jogging and volleyball were the next most frequently cited uses, indicating the most popular types of active recreational uses. While these are the most popular types of active and passive recreational needs, no single activity or set of activities should dominate a balanced shorefront recreational system. Although not frequently cited, other uses included: fishing, boating, kite flying, music, photography and others which suit special interest needs.

Overall then, the greatest demand appears to be for passive recreational uses in a relaxing atmosphere, with provisions for compatible active recreation. Based on individual beach site surveys (also included in Appendix), a compatible mix of uses appears to be presented in City beaches based on the lack of comments relative to use conflicts.

¹⁵ A number of methodologies based on projected population and participation rates for categories of recreational uses have been developed to estimate regional needs. Most prominent are the Parks and Recreation Information System (PARIS), used by the State Department of Parks and Recreation, and the Outdoor Recreation Space Standards (ORRC) system promulgated by the U.S. Bureau of Outdoor Recreation.

¹⁶ Recreation Workbook, County of Santa Barbara, 1974, page 129.

EXISTING PLANS AND POLICIES

The City’s General Plan states “the retention of the shoreline area for the general public, the extension of that ownership where appropriate, and the preservation and improvement of the shoreline for full, balanced public use must be a continuing city policy” (p. 33a). The Plan further calls for the provision of landscaped park areas for active and passive recreation throughout the shoreline and for the expansion of Palm Park (p. 33b). These general policies conform to the Coastal Act’s intent of reserving scarce shoreline property for public recreational uses. An important task of the LCP is to ensure that these broad general policies are implemented, including development of zoning which supports the preservation and reservation of appropriate recreational areas.

Coastal Act Policies Shoreline Access		Exist. Cond.	Local Policy	Local Land Use	Local Zoning
30212.5	distribute public facilities to mitigate against adverse impacts	○	○	○	—
30213	protect lower cost visitor serving facilities	—	—	—	—
30220	protect ocean front areas for water-oriented recreation	○	—	—	•
30222	commercial recreation has priority over other private development	—	—	—	•

PROPOSED LCP POLICIES

In order to resolve the five major recreation issues identified in this section, and to bring existing plans and policies into conformance with the Coastal Act, the following goals, policies, and actions are proposed:

Policy 3.1

Publicly owned property in the coastal zone where recreation is the primary use shall be zoned for public recreation and open space.

Actions

- As part of the LCP Implementation Program, the City of Santa Barbara shall develop a “Recreation-Open Space” zone which specifies appropriate principally permitted and conditionally permitted recreational uses.
- As part of the LCP Implementation Program, the City of Santa Barbara shall apply the “Recreation-Open Space” zone to the following properties: La Mesa Park; Coast Guard Property; Shoreline Park; Leadbetter Park; Pershing Park; Playa del Mar; Ambassador Park; Moreton Bay Fig Tree; Municipal Tennis Courts; City-owned Waterfront Area Property, and any other properties deemed by the LCP Land Use Plan to have primarily recreational or open space values of public concern.

Policy 3.2

The City shall seek public dedications of all public properties utilized for public recreation, and all private properties donated for public use.

Policy 3.3

New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

Policy 3.4

New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation

Policy 3.5

The City of Santa Barbara shall continue to support efforts by the Redevelopment Agency to provide people moving systems and public parking to meet recreational demand needs, and shall continue to coordinate with the Metropolitan Transit District (MTD) in providing bus scheduling and routes to serve recreational demand along the waterfront.

Action

- Continue to pursue the provision of people mover systems along Cabrillo Boulevard, and from Stearns Wharf up State Street which are routed and scheduled to meet recreational demands as called for by the Redevelopment Plan.

Policy 3.6

The City of Santa Barbara shall consider expansion of both public parking and public open space at Palm Park north of the existing alignment of Cabrillo Boulevard.

Action

- As part of the LCP Implementation Program, the City of Santa Barbara shall investigate methods of preserving and providing public open spaces including: grants for acquisition and development from the State Coastal Conservancy, State Department of Park and Recreation and federal sources; open space easements and other less than fee acquisition methods; and full fee acquisition methods including developer donations, purchase and leaseback agreements, etc.

Policy 3.7

The City of Santa Barbara shall require selective scheduling of major recreational events at park facilities in the coastal zone in order not to congest the traffic and circulation system in the area

Policy 3.8

The City of Santa Barbara shall consider relocation of the Arts and Crafts Show in the event one of the following site relocation opportunities becomes available:

- (1) Palm Park expansion allows for more suitable relocation and enhanced parking, or
- (2) Development inland of Cabrillo Boulevard provides public open space and parking such that the show may be moved to the north side of Cabrillo Boulevard, or

- (3) Any other suitable location made available.

Action

- Under the ordinance establishing the Art Show, moving to an alternate location would require an approval of the electorate.

Policy 3.9

The land surrounding and including Arroyo Burro Creek shall be considered protective open space. Existing recreational parking shall be allowed to continue provided that:

- (1) The parking lot shall not be expanded beyond what currently exists in order to limit further degradation of the creek.
- (2) Proper fencing, drainage facilities, and signing restricting public access to the Creek is provided.
- (3) An appropriate agency (public or private) assumes administration of the parking lot.

The parking lot may be expanded landward with additional fill. No expansion into Arroyo Burro Creek or its adjacent habitat can occur.

ACTIONS

- The City shall investigate funding and administrative alternatives to long term public administration of the Arroyo Burro Creek parking lot.
- Coordinate with the County of Santa Barbara, the State Coastal Conservancy, the State Department of Parks and Recreation, and the property owner in developing methods for long term administration and improvement of the existing recreational parking lot along Arroyo Burro Creek.

Policy 3.10

The City shall seek funding to provide interpretative centers at public parks and beaches where recreational use is heavy regarding the City's tidepool resources

Policy 3.11

The City shall seek funding to provide interpretative centers regarding the ecological dynamics of the Andree Clark Bird Refuge to ensure continued compatibility of recreational use and habitat preservation at that site.

ACTION

- As part of the LCP Implementation Program, the City of Santa Barbara shall investigate funding and administration alternatives to accomplish the provision and maintenance of interpretative centers at Andree Clark Bird Refuge and selected access points where tidepool resources may be threatened.

Policy 3.12

In order to preserve and expand existing recreational opportunities on the Wilcox Property, a public area for viewing the channel, lateral access along the beach and bluff, and continuation of existing public parking for Arroyo Burro County Beach Park shall be pursued through developer donations or public or private action.

Policy 3.13

Developers shall be required to provide on-site recreational open space and parking for new users generated by any development of vacant or underdeveloped properties inland of Cabrillo Boulevard.

Policy 3.14

All improvements to Highway 101 shall be designed to provide as appropriate benefits (such as improved public access across and along the highway corridor to the waterfront, beach, and other recreation areas) and limit negative impacts (such as increased visibility of the freeway structure, increased noise or glare, or restricted access) to nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, the Child's Estate (Santa Barbara Zoo), Andree Clark Bird Refuge, beaches, harbor, waterfront area).

VISITOR-SERVING USES

VISITOR-SERVING COMMERCIAL USES

INTRODUCTION

Closely related to the provision of access and recreation in the coastal zone is the provision of adequate visitor-serving establishments. The shoreline offers a unique recreational and environmental setting which attracts visitors from across the state and nation. In recognition of the need to provide opportunities for use and enjoyment of the coast for those who do not live within the coastal zone, the Coastal Act contains a comprehensive set of policies regarding visitor-serving uses:

Section 30222. The use of private lands suitable for visitor-serving recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30213. (Part) Lower cost visitor and recreational facilities ... shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30250(c). Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

Of interest to the City's LCP are the following policy requirements: (1) that visitor-serving commercial and recreational uses shall have priority over all other uses (except agriculture and coastal dependent industry), and (2) that lower cost visitor-serving uses shall be protected and encouraged. To comply with those policies, the City must ensure that existing visitor-serving opportunities are protected; that land use policies give priority to visitor-serving uses in new development decisions; and that lower cost visitor-serving uses are provided. (See "Recreation" section of this chapter for more detailed discussion of issues.)

LOCAL RESOURCES AND ISSUES

Resources

Because of the attractiveness of the shoreline, a great proportion of the City's visitor-serving opportunities are concentrated in the coastal zone. These resources and opportunities are briefly summarized below.

Overnight Accommodations

There are approximately thirty-five hotels and motels in components 3, 4, 6, and 7, containing about 965 overnight accommodations. An estimated 3,040 guests can be accommodated by these facilities.

Components 3 & 4	Four hotels, twenty-two motels
Component 6	Three hotels, four motels
Component 7	One hotel, one motel, one visitor trailer court

The cost of overnight accommodations varies, ranging from \$10 to \$50 (for two persons in one room for one night). Table 5, page 62, shows price ranges by hotel/motel establishment. Table 6, page 63, shows distribution of hotel/motel rooms by price range. Understandably, prices differ between summer season and winter season rates. Median price range for rooms for summer rates is \$30-35 a night. Winter

median price range is \$20-25 a night. With few exceptions, most hotels/motels offer a variety of price ranges with only two establishments offering prices which are exclusively above the median (summer rates).

TABLE 5

**AVERAGE PRICE RANGES FOR
HOTEL/MOTEL ESTABLISHMENTS IN THE COASTAL ZONE**

Price Categories	Summer ¹⁷		Winter	
	# Hotels or Motels	Percentage	# Hotels or Motels	Percentage
\$10.00 & Under	1	2.9	1	2.9
10.00 - 15.00	1	2.9	2	5.9
15.00 - 20.00	2	5.9	10	29.4
15.00 - 25.00	1	2.9	3	8.8
20.00 - 25.00	6	17.7	7	20.6
20.00 - 30.00	4	11.8	2	5.9
25.00 - 30.00	2	5.9	3	8.8
15.00 - 35.00	0	0.0	2	5.9
20.00 & Up	1	2.9	0	0.0
25.00 - 35.00	9	26.5	0	0.0
30.00 & Up	7	20.6	4	11.8
Totals	34		34	

¹⁷ The summer season runs from May through September.

TABLE 6**PRICE RANGES FOR
HOTEL/MOTEL ROOMS IN THE COASTAL ZONE**

Price Categories	Summer ¹⁸		Winter	
	# of Rooms	Percentage	# of Rooms	Percentage
\$10.00 - 15.00	40	4.1	77	8.0
15.00 - 20.00	49	5.1	184	19.1
20.00 - 25.00	153	15.8	227	23.5
25.00 - 30.00	213	22.1	145	15.0
30.00 - 35.00	215	22.3	170	17.6
35.00 & Up	295	30.6	162	16.8
TOTALS	965	100.00	965	100.00

Restaurants

The coastal zone contains 28 restaurants, which provide services at various costs. Restaurant owners have estimated that collectively, the 28 facilities can seat 3,086 persons at any given time. Seven restaurants have been placed in the Low range, five in the Low-Medium range, and twelve in the High range.

TABLE 7**RESTAURANT SEATING CAPACITY
BY PRICE RANGE**

Price Range	Restaurants	Seating Capacity
<u>Low</u> \$2.50 & under	7	272
<u>Low-Medium</u> \$5.00 & under	5	344
<u>Medium</u> \$7.50 & under	4	375
<u>High</u> \$14.00 & under	11	2095
Totals	27	3086

18 The summer season runs from May through September.

Other Commercial Visitor-Serving Facilities

This category includes grocery markets, liquor stores, ice cream parlors and gas stations. They are distributed throughout the coastal zone as follows:

Components 3 & 4	One liquor store, one grocery, and five gas stations
Component 5	Four gas stations
Component 7	Three liquor stores, three groceries, and three gas stations

Also of visitor interest is a Dollar-Rent-A-Car in component 4, the Santa Barbara Winery, also in component 4, and three ice cream parlors -- one in component 3 and two in component 7. In addition, bicycle, moped and roller skating rentals, an ice skating rink, and golf course are located within the coastal zone.

Issue Discussion

Tourism plays a critical role in maintaining the economic balance of the City. According to a survey sanctioned by the All Year Round Association¹⁹, the principal reasons for visiting Santa Barbara are “quiet; relaxing; scenery.” Therefore, maintaining Santa Barbara’s tourist economy relies, in part, on the maintenance of Santa Barbara’s relaxing pace and scenery. A primary task of the LCP, then, is to give priority to visitor-serving uses in the coastal zone (as called for by the Coastal Act) while continuing to preserve a low key, relaxing image. Related to this are the following issues:

Issue 1: Zoning and other land use regulations should be brought into conformance with the Coastal Act to ensure the protection and encouragement of appropriate visitor-serving uses.

Issue 2: Policy and land use regulations may be required to ensure that the expansion of visitor-serving uses does not result in adverse impacts that would detract from the desirability of the shoreline as a place to visit.

Issue 3: Currently, the City has no policies regarding the protection and encouragement of lower cost visitor-serving facilities.

Issue 4: During the construction of many highway improvements, visitor-serving establishments and visitor destinations and points of interest may experience declines in business because of ramp closures and temporary detours which may make access to these areas less convenient for potential users. Future highway improvement projects need to carefully plan for necessary closures and detours and include effective measures to reduce potential disruptions to the local economy and particularly visitor-serving uses.

EXISTING PLANS AND POLICIES

Issue 1, identified above, concerns conformity of existing plans and policies with the Coastal Act. Table 8, page 59, below summarizes the extent to which the City’s policies conform to the Coastal Act.

19 Haug Associates, Inc., Santa Barbara Area Tourism, January, 1974, prepared for All Year Round Association.

TABLE 8

Visitor-serving	Exist. Cond.	Local Policy	Local Land Use	Local Zoning
30222 Priority to visitor-serving uses over other private development	★	○	○	★
30213 Protect lower cost visitor-serving facilities	★	★	★	★
30250 Avoid overcrowding located in isolated areas of attraction when not feasible to locate in developed areas	★	★	★	★

General Plan

The General Plan includes two land use classifications of concern to visitor-serving issues: (1) “Hotel, Motel and Related Commerce” designation, and (2) “Hotel/Residential” designation.

The General Plan designates the north side of Cabrillo Boulevard from Castillo Street to Santa Barbara Street, and up each side of State Street to the freeway, as areas appropriate for hotels, motels, and related commerce. It states that, “Commercial uses that can be considered to be related to hotels and motels, and, therefore, appropriate for this area, include restaurants, commercial recreation facilities such as bowling alleys, miniature golf courses and the like, and automobile service stations. Specialty and gift shops might also be appropriate in such an area.” (p. 82a) With few exceptions, development within this area is visitor-serving in nature and conforms to both the intent of the General Plan and the Coastal Act.

The second designation “Hotel/Residential” allows a mix of multi-family uses, as well as hotels and motels. This designation is applied to four identified areas in the coastal zone:

SUB-AREA 1: Bounded by U.S. 101 (north); Chapala Street (east); Mason and Natoma Avenue (south); and Bath Street (west). A number of hotels, motels, and other commercial uses (restaurants, gas stations, liquor stores, markets) are developed in this area, as well as residential uses. Residential uses are most heavily concentrated within an area bounded by Los Aguajes (north); Chapala (east); Mason Street (south); and Bath Street (west). (See “Housing” issue discussion.)

An issue in this Sub-area is ensuring a compatible balance between residential and hotel uses. The current General Plan designation and zoning (R-4) allow for both residential and hotel uses, and conversion of one use to another. Without clear policy direction regarding when conversions from hotel to residential uses (or vice versa) may take place, existing plans and policies do not protect visitor-serving facilities or housing opportunities as called for in the Coastal Act. This issue was recently raised before the Regional Coastal Commission (Zoldos Permit No. 191-12) in a request to convert an existing motel to residential uses. In order to conform to the Coastal Act then, clear policy direction regarding protection of both unique residential neighborhoods and visitor-serving facilities may be required.

SUB AREA 2: Sub-area 2 bounded by U.S. 101 (north); Santa Barbara Street (east); Cabrillo Boulevard (south); and Helena Avenue (west). This area includes a mix of commercial, light industrial and residential uses with major visitor-serving uses (restaurants) concentrated along Cabrillo Boulevard within the “C-2” zoning. The remainder of the Sub-area is zoned “C-M” which allows a variety of commercial or manufacturing uses. An additional consideration in this area is preservation of the existing housing stock which may provide housing for low- and moderate-income persons.

While the Coastal Act strongly encourages visitor-serving uses, coastal dependent industry is given highest priority (Section 30222), and preservation of low-income housing is also called for. Therefore, in order to conform to the Act, encouragement of a mix of uses appears appropriate. Visitor-serving commercial uses should be concentrated along Cabrillo Boulevard and State Street with coastal dependent or marine oriented commercial and industrial located along interior streets within the Sub-area. Low-income housing should be protected by the policies set forth in the “Housing” issue discussion.

SUB-AREA 3: Sub-area 3 bounded by U.S. 101 (north); Por La Mar Drive (east); East Cabrillo (south); and Salsipuedes (west) also includes a mix of industrial, commercial, and residential uses. The area is zoned “M-1, “C-2”, and “R-4”. Immediately along Cabrillo Boulevard (east of Milpas) is existing hotel development which conforms to both the Coastal Act and the General Plan. Additionally, the vacant SPRR lands west of Punta Gorda Street have been proposed for hotel/conference center development which, in concept, also appears to conform to the Coastal Act. This same area is included within the Redevelopment Area and designated for “Tourist Related Commercial and Residential and Related Facilities”. With the exception of zoning then, existing plans and policies appear to conform to the Coastal Act’s mandate of giving high priority to visitor-serving uses. Similar to Sub-area 2, some areas (particularly those immediately along the freeway) provide older housing for low or moderate-income persons. Change of use in these areas should comply with any appropriate housing policies set forth in the section on “Housing”. As in Sub-area 2, encouragement of a mix of uses appears appropriate. Concentration of visitor-serving development along Cabrillo Boulevard and seaward of the existing SPRR alignment would provide for provision of adequate visitor-serving uses as called for by the Act. Provision of a mix of coastal dependent or coastal related industrial and commercial uses inland of the tract would serve to meet the Coastal Act’s mandate of providing for coastal dependent uses.

SUB AREA 4: Sub-area 4 includes multi-unit residential development to the east of Los Ninos Drive and north of Cabrillo Boulevard. The area is zoned “R-4”. Insofar as this area does not include vacant lands suitable for visitor-serving development, and conversion from residential to hotel uses does not appear to be either likely or appropriate, it is recommended that this area be maintained as a residential neighborhood.

The area to the east of Los Patos Way is a mixture of small retail shops, restaurants and apartments. Under the present C-2, General Commercial, zoning, this area could potentially be developed with intense commercial uses with no setbacks and 60-foot height limits. Because of this area’s location adjacent to a sensitive habitat, the bird refuge, this intensity could have a substantial impact on the lagoon, both visually and through pollution by increased drainage from new impervious surfaces. This area should be rezoned to accommodate less intense commercial and residential uses and care should be taken to approve only those developments which include measures that protect the lagoon from additional pollution and relate visually to the atmosphere of the bird refuge.

Zoning

Two major issues regarding existing zoning have been identified: (1) areas where the General Plan conforms to the Coastal Act, but the zoning does not conform to the General Plan; and (2) areas where the Zoning Ordinance does not specifically encourage and protect visitor-serving uses.

With regard to the first issue, rezoning for conformity with the final adopted LCP Land Use Plan is required as part of the LCP Implementation Program.

Amendments to the existing zoning may also be necessary to ensure that the “R-4”, “C-2”, “C-P” and any other appropriate zones specifically encourage and protect visitor-serving uses as called for in the Coastal Act. For example, while the “R-4” zone allows motels and hotels, the zone also allows conversion of hotels/motels to residential units which does not conform to Section 30222 of the Act. Similarly, certain

commercial zones allow construction of or conversion to non-visitor-serving commercial uses (such as offices). These issues should also be addressed in the LCP Implementation Program.

Size, Scale, and Impact on Public Service

While the Coastal Act seeks to encourage visitor-serving uses, it is also important to ensure that such uses do not result in a congested and visually disorienting environment. To maintain the City's attractive image, the General Plan states that "emphasis shall be placed on the preservation and protection of scenic areas and improvement in the quality of historic, recreational and other tourist and visitor attractions ... rather than on intensive campaigns to increase the quantity of tourist activity."

In keeping with both the Coastal Act and the General Plan, new visitor-serving development should, at a minimum, be reviewed by the Architectural Board of Review or the Historic Landmarks Commission and be consistent with the LCP "Visual Resources" policies, and be designed to mitigate traffic and parking impacts. To accomplish the latter, it will be necessary to require adequate off-street parking, and, if appropriate, provision of facilities or in lieu fees to mitigate the increased traffic movements resulting from the development.

Adequate open space for visual relief and passive public uses should also be a part of any major visitor-serving development.

Preserving Lower Cost Visitor-Serving Uses

Section 30213 of the Act calls for the protection and encouragement of lower cost visitor-serving uses. Santa Barbara is fortunate in that a diversity of visitor-serving experiences are available to visitors at no cost (free!) such as, public beach and park areas, the Arts and Crafts Show, channel and boat viewing at the Harbor, bird watching at the Bird Refuge, and meandering through small shops and art galleries along Cabrillo Boulevard and State Street. These uses are an integral part of Santa Barbara's shoreline experience which should be preserved to meet both the intent of the Coastal Act and to provide both visitor and resident recreational opportunities. These uses can be preserved, in part, by: (1) obtaining public dedications and supportive zoning for existing public open spaces; (2) ensuring that new commercial development is visitor-serving in nature; and (3) establishing policies which accommodate and preserve unique opportunities, such as the Art Show and boat viewing in the Harbor.

In addition to visitor-serving recreational uses, preservation of lower cost lodging and restaurants is important. Preservation of lower cost uses can be achieved, in part, by: (1) ensuring that an adequate supply of lodging and restaurant opportunities is available so that demand does not result in exclusive prices; and (2) maintaining and encouraging a range of price and type of lodging units available. Ensuring an adequate supply of overnight lodging and restaurants will require control of conversions of visitor-serving uses to other uses, and encouragement of new visitor serving uses in appropriate areas as demand increases. Similarly, for development of new overnight accommodations, a possible condition of development should require a range of accommodations so that moderate and lower priced lodging continues to be available in Santa Barbara's coastal zone.

PROPOSED LCP POLICIES

Based on the above issue discussion, three major policy areas which the LCP must address have been identified:

- (1) Policies and actions which bring existing plans and policies into conformance with the Coastal Act by protecting and encouraging visitor-serving uses as a priority coastal use;
- (2) Policies which ensure that new visitor-serving development is compatible in size and scale and does not result in adverse impacts on environmental features or public services;

and

- (3) Policies which serve to protect and encourage the provision of lower cost visitor-serving uses.

Policy 4.1²⁰

In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated “Hotel and Related Commerce I (HRC-I)” and “Hotel and Related Commerce II (HRC-II)”.

HRC-I designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations. Ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

HRC-II designation shall include all uses allowed in HRC-I and such other visitor-serving uses examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit.

Action

- As part of the LCP Implementation Program, zoning techniques which distinguish residential uses and hotel/motel uses, and which provide policy guidance regarding conversions which are in conformity with these policies and the Coastal Act shall be developed.

Policy 4.2

New visitor-serving development permitted pursuant to Policy 4.1 shall be:

- (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;
- (2) Be consistent with the adopted LCP Visual Quality Policies;
- (3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
- (4) Provide adequate off-street parking to serve the needs generated by the development; and
- (5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency’s Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

Policy 4.3

Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

²⁰ See Clough Memo.

Policy 4.4

New hotel/motel development within the coastal zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged.

Policy 4.5

Removal or conversion of existing lower cost visitor-serving uses in areas designated HRC-I, HRC-II and Hotel/Residential shall be prohibited unless the use will be replaced by a facility offering comparable visitor-serving opportunities.

Policy 4.6

The “Southern Pacific Property” (that area roughly bounded by Milpas Street and Punta Gorda Street on the east, Cabrillo Boulevard on the south, the City parcel located at the approximate extension of Garden Street on the west, and the existing Southern Pacific Railroad right-of-way on the north) shall be designated for a mixture of visitor-serving uses and recreational opportunities and planned as an integral unit in order to minimize potential circulation, visual, and other environmental impacts.

Action

- The City shall require the submittal of a specific plan for the area which would address the problems and opportunities related to the development of this property, including, but not limited to:
 - (1) Traffic and Circulation
 - (2) Parking
 - (3) Visual Impacts along Cabrillo Boulevard
 - (4) Geologic Hazards
 - (5) Recreational Opportunities
 - (6) Visitor-Serving Uses
 - (7) Mixed Uses Consisting of HRC II and Residential

At the time of review of the Specific Plan, the standards of review shall include PRC Section 30221 and 30222. The City shall ensure that recreational and visitor-serving uses on the western portion of the property shall not be precluded by residential uses. The eastern portion of the property shall be designated exclusively for visitor-serving uses, HRC-I. The western portion shall include approximately 11 acres west of the extension of Salsipuedes Street. The eastern portion shall include approximately 23 acres east of the extension of Salsipuedes Street.

Land uses located on private lands on the western portion of the property north and immediately adjacent to the strip of publicly owned land fronting on Cabrillo Boulevard shall be limited to open space and recreational uses abutted to the north by visitor-serving and/or mixed visitor-serving/residential uses. Residential uses on this portion of the area shall not predominate other priority Coastal Act uses.

Policy 4.7

Proposed highway improvement projects for Highway 101 shall include methods to address potential disruptions to the local economy and particularly coastal visitor-serving uses during construction, operation, and maintenance of the highway improvement. Proposed projects shall identify the timing and length of any ramp closures, the location of alternative access points, methods to protect access to local businesses, proposed signage, and any other effective methods to mitigate such impacts.

Actions

- As part of an application for a Coastal Development Permit, Caltrans shall submit a Traffic Management Plan to the City for all highway improvements involving road or ramp closures that require a Coastal Development Permit. Prior to project construction, Caltrans shall also provide the City with a Closure Plan that identifies the timing and length of ramp closures, the location of alternative access points, methods to protect access to visitor-serving businesses and visitor destinations and points of interest, proposed signage, and any other methods to mitigate the impacts of the closure.
- The City should consider relaxing sign ordinance requirements on adjacent properties during construction of major highway improvements in order to allow businesses to temporarily advertise their location and the location of alternative accessways.

HOUSING

HOUSING

INTRODUCTION

The Housing component of the land use plan is designed to comply with Section 30213 of the Coastal Act. That section includes the statement:

Section 30213. ...housing opportunities for persons of low and moderate income shall be protected, encouraged, and where feasible, provided... New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

LOCAL RESOURCES AND ISSUES

Housing Conditions

Housing conditions in the City's coastal zone are part of a larger City-wide and regional housing situation. It is not intended that the LCP housing policies provide a remedy for area wide housing problems, but rather that, in conformance with the Coastal Act, these policies will focus on preserving and protecting existing housing resources for persons of low and moderate income and providing opportunities to enhance such resources within the coastal zone. In order to design appropriate housing policies for the coastal zone, the existing housing conditions were analyzed. Issues and problems were then identified, and policies and actions to alleviate these problems were developed.

The City of Santa Barbara, like many other coastal communities, is facing a severe crisis in housing. Scarcity of developable land, speculation in housing, general inflation, the high cost of long term and construction financing, an increase in the household formation rate, and local growth management policies have combined to cause dramatic increases in housing selling prices and rents. This situation is as applicable in the coastal zone as it is to the City as a whole. Evidence of this critical situation in the housing market is seen in the City's overall vacancy rate of .866% (1978 *Housing Assistance Plan*) and an average selling price of a single family home of \$110,000 in 1978. This tight housing market is affecting all economic segments of the community, as fewer and fewer families can afford to own their own homes. Similarly, renters are paying rents increasingly disproportionate to their incomes for housing which in general is declining in physical condition.

Santa Barbara's housing supply consists of the existing (approximately 32,778) dwelling units within the City limits. About 4,500 dwelling units or 13.7% of the City's housing stock is in the coastal zone. Since the construction of residential units has continued to decline during the past decade, the existing housing must continue to provide for a vast majority of the City's households. Eleven percent of the City's housing has been classified as substandard and an additional forty-one percent is in need of rehabilitation. Forty-one percent is owner-occupied and fifty-nine percent is renter-occupied. While standard and habitable housing is proportionately divided between owner and renter occupied housing, substandard housing exists largely in the renter-occupied category. The physical condition of the housing stock within the coastal zone is not markedly different from that of the City as a whole.

Housing Needs

While the tight housing market is affecting all economic segments of the community, the primary need is among households with low and moderate incomes²¹ currently living in “inadequate living conditions.” Inadequate living conditions is the number of households with low or very low incomes and who are (1) paying over 25% of their income for rent, and (2) live in overcrowded conditions (greater than 1.01 persons per room). According to the City’s 1978 Housing Assistance Plan, which is submitted to HUD each year to identify the number of households in Santa Barbara in need of housing assistance pursuant to the above primary need criteria (i.e., households with low and moderate incomes currently living in inadequate living conditions) there are currently 7,938 households (24% of the City’s households) in need of assistance. 6,443 or 81%, are renters and 1,495 or 19%, are owners.

Over fifty percent of the households residing in the coastal zone are of moderate income or below. This overall percentage is similar to the situation for the entire City, except that the coastal zone has a slightly higher proportion of “moderate” income households as opposed to “low” income households in need of housing assistance. This means that roughly 1,080 of existing coastal zone households are in need of some type of housing assistance.

New Residential Development Potential

The opportunity for new residential construction is limited throughout the City by environmental and topographic constraints as well as zoning and General Plan policies. Within the coastal zone there is a potential for new residential development in portions of the Braemar area (Component 1), on the Wilcox property (Component 2), part of the Waterfront Area (Component 5), the Clark Estate (Component 6), and on the Montecito Country Club (Component 7). Under current zoning in the coastal zone, only slight increases in residential density can occur in most of the existing residential neighborhoods.

Housing Issues

The evidence presented in the “Conditions” section demonstrates that there is a City-wide housing problem which is also reflected in the conditions within the coastal zone. There are three major housing issues which must be addressed if the Local Coastal Program is to fulfill the Coastal Act’s mandate to protect, encourage, and, where feasible, provide housing opportunities for low and moderate income households. First, it is necessary to protect the existing housing stock, much of which already provides housing resources for the fifty percent of coastal zone households which are of low and moderate income. Second, rental housing units (which often provide housing for households for low and moderate income) must be protected from uncontrolled conversion to condominium units. Third, where there is the opportunity for new residential development, a mechanism to provide housing units to accommodate households of low and moderate income is needed.

Each of the proposed policies in the policies section were developed to address one of these issue areas.

-
- 21 (1) A “very low income household” is a household whose income does not exceed 50 percent of the median income for the area, as determined by HUD (generally defined by HUD as county) with adjustments for smaller and larger families. In 1979, this is estimated to be \$8,850 for a family of four.
- (2) A “low income household” is a household whose income does not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller or larger families. In 1979, this is estimated to be \$14,160 for a family of four.
- (3) A “moderate income household” is a household whose income does not exceed 120 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families. In 1979, this is estimated to be \$21,240 for a family of four.

Protection of the Housing Stock

Policy 5.1 regarding rehabilitation, Policy 5.2 regarding demolition, Policy 5.3 regarding compatibility of new developments, and Policy 5.4 regarding protection of a unique residential area are designed to address the need to protect the existing housing stock. These policies will ensure that rehabilitation is encouraged as an alternative to demolition whenever it is economically feasible to do so. There are existing and proposed City programs which provide low interest loans to owners, investor-owners agreeing to rent their units to lower-income households, and public and private non-profit sponsors rehabilitating units for use by lower-income households. All of the publicly sponsored programs have mechanisms to minimize displacement.

Policy 5.2 will ensure that housing which provides living accommodations for persons of low and moderate income will not be demolished unless it meets specific criteria. A demolition review ordinance which specifically defines these criteria will be developed by the City. "Overriding public need" will generally apply to public actions deemed necessary for the public welfare. Determination of this need will be with City Council in accordance with criteria to be established as part of the demolition review ordinance. Further, the City is cognizant that while perpetuation of housing which is a health or safety hazard would be irresponsible, for some households it is the last resort. Whenever such housing must be removed, suitable replacement housing will be found for displaced households. The specific mechanism to provide for replacement housing will also be developed as part of the demolition review ordinance.

Policy 5.3 will preserve the existing residential housing stock while also ensuring that new housing can be developed which is compatible with the existing neighborhood character.

Policy 5.4 recognizes that the area generally bounded by Mason, Chapala, Los Aguajes, and Bath Streets is a unique residential environment within the West Beach commercial hotel/motel area which must be protected. This area contains a variety of housing types, ranging from single-family residences to duplexes, bungalow courts, apartments, and one motel. This mixture has provided a unique opportunity for a wide range of economic and social groups to live close to a major urban beach area. The area's Hispanic architecture also contributes to the neighborhood's unique character. Changes may occur in this neighborhood, but they must be accommodated within the existing residential character of the neighborhood.

New Residential Development

There are no plans to construct additional low and moderate-income public housing projects within the coastal zone. However, the Coastal Act mandates that, where feasible, new housing for households of low- and moderate-income will be provided. Policy 5.5, which requires that at least 20% of tax increment monies accruing from that portion of the Redevelopment Project in the coastal zone will be used to protect, encourage, and, where feasible, provide housing opportunities for persons of low- and moderate-income within the City, will ensure that a pool of public funds will be available for rehabilitation or financing of newly constructed low- or moderate-income housing units. Using 20% of tax increment funds for the provision of low- and moderate-income housing opportunities has precedence in the Coastal Commission Interpretive Guidelines and California Redevelopment Law.²² It is also felt that using 20% of tax increment funds for housing purposes will leave an ample percentage available for economic development and improvement activities which will further generate income to be used for low- and moderate- income housing opportunities.

Policy 5.6 addresses the heart of the issue regarding new residential development by encouraging new residential developments to include housing opportunities for low- and moderate-income residents.

²² A 1976 requirement for all new Redevelopment Areas is that 20% of tax increment funds shall be used for housing.

Protection of the Existing Rental Housing Stock.

As identified in the “Conditions” section, 59% of the City’s households are renters, and 81% of low- and moderate-income households in need of housing assistance are renters. Policy 5.7, regarding condominium conversions, is designed to control the conversion of rental housing to condominiums which are unaffordable to renters of low- and moderate-income. Further, it is designed to assist tenants in relocating when conversions do occur.

EXISTING HOUSING PLANS AND POLICIES

There are currently three major policy documents adopted by the City of Santa Barbara which relate to the housing issues of the City’s Coastal Zone.

The First Amended Redevelopment Plan for the Santa Barbara Central City Redevelopment Project, adopted August 1977

The Plan authorizes the use of tax increment funds for the purpose of “improving the community’s supply of housing for persons and families of low- or moderate-income, primarily within the Central City Redevelopment Project.” It also enables the Redevelopment Agency to exercise its powers for this purpose. Such powers include acquiring land or building sites, improving land with onsite and offsite improvements, rehabilitating buildings and providing subsidies to or for the benefit of persons of lower income. These redevelopment powers have not been used within the coastal zone to promote housing opportunities.

The City of Santa Barbara’s Three Year Community Development and Housing Plan Summary, February 1979

This document is submitted to the Federal Department of Housing and Urban Development Block Grant Program (CDBG). It provides specific neighborhood revitalization objectives for the City’s five target neighborhoods (portions of which are in the coastal zone and “Community-Wide Housing strategy” for use of CDBG funds. This strategy focuses on programs for rehabilitation and conservation such as low interest rehabilitation loans and neighborhood public improvements as well as programs to increase low-income publicly assisted housing production (the Land Banking and Predevelopment Loan Fund). These programs and objectives greatly help the City to meet the intent of the Coastal Act particularly with respect to existing housing opportunities for persons of low- and moderate-income (rehabilitation). CDBG policies and programs, as well as the efforts of the Housing Authority, provide new housing opportunities for lower-income households. They are not sufficient, however, to insure that new housing will provide opportunities for low- and moderate-income households whenever feasible.

Housing Element of the City of Santa Barbara’s General Plan, February 1977

The policies adopted in the City’s Housing Element and the programs which have been designed to implement those policies also strive to meet the intent of the Coastal Act. These goals include:

- Maintaining the existing housing stock through programs aimed at preservation and rehabilitation;
- Protecting existing neighborhoods by preserving their residential quality, architectural styles, and close proximity to residentially-oriented conveniences and services;
- Encouraging the construction of new housing for middle, moderate, and low-income households;

- Establishing programs that will result in a reduction in the price of housing for homeowners and renters, thereby making adequate housing more readily available to low- and moderate-income households.

GENERAL POLICY EVALUATION

Many of the above stated CDBG funded projects implement the existing Housing Element goals, particularly with respect to protection of housing through rehabilitation, and are, thereby, partially meeting the intent of the Coastal Act. The establishment of a Variable Density Ordinance, pursuant to Housing Element policy, is a tool which encourages the construction of multiple family units of smaller size and fewer bedrooms. This zoning technique encourages the construction of lower cost housing units but it does not specifically provide for new low- and moderate-income housing sites or units as part of new construction efforts.

In order to meet the State’s Housing Element mandate (Section 65302c of the Government Code), the City is revising its Housing Element to “...consist of standards and plans for the improvement of housing and for the provision of adequate sites for housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community.” In order to meet this requirement, the revised Housing Element will include an updated analysis of the City’s housing needs and problems, a fair share allocation plan to address regional housing needs, and a more specific Housing Action Program.

Since the housing component of the Local Coastal Program’s land use plan must be adopted in accordance with the above-stated State Housing Element mandate, the LCP policies will strive to meet the standards contained therein. It is recognized, however, that it is difficult for the housing problems of the coastal zone to be analyzed, and appropriate policies and programs developed, without first revising the Housing Element for the entire City.

The following matrix summarizes adequacy of local conformity to the Coastal Act.

Housing	Exist. Cond.	Local Policy	Local Land Use	Local Zoning
30213 Protect low & moderate income housing: new development to conform to the housing element.	○	-	-	○

LCP POLICIES

Policy 5.1

Rehabilitation of existing housing for all economic segments of the community shall be encouraged.

Actions

- Continue funding for the Home Rehabilitation Low-Interest (3-6.5 %) Loan Program in order to rehabilitate low-income, owner-occupied housing units.
- Use CDBG funds, leveraged with a private lending institution, to finance low-interest loans (about 8%) for rental units. Tie rehabilitated units to the Section 8 Housing Assistance Payment Program to retain such units for lower-income households.

- Set up a multi-family low-interest (0-3%) rehabilitation loan program for public and private non-profit housing sponsors such as the Housing Authority, limited equity co-ops and congregate housing for the handicapped.
- Use CDBG funds, leveraged with a private lending institution to finance low-interest loans (about 8%) for single family, middle-income, owner-occupied residences in Community Development Target Areas. Much of the coastal zone is a part of the Community Development Target Area.
- Continue use of HUD Section 312 loan money for large rehabilitation packages.

Policy 5.2

Housing which provides living accommodations for persons of low- and moderate-income shall not be demolished unless:

1. It is necessary to demolish for health and safety reasons as evidenced by the determination of the Chief of Building and Zoning that it is substandard (in accordance with the criteria set forth in Chapter 10 of the Uniform Housing Code) and the costs of remedying the code violations would:
 - a. result in housing which is not affordable to low- and moderate-income households; *or*
 - b. exceed 50 percent of the value of the structure in its present deteriorated condition.
2. It is necessary to carry out a public project which would improve coastal access, *or*
3. Where development of an equal or greater number of low- and moderate-income housing opportunities has occurred in the coastal zone within twelve months prior to City approval of demolition other than those provided by the provisions of Policy 5.6.

Suitable replacement housing shall be found within the coastal zone, if feasible, or within the City of Santa Barbara, for persons displaced by such demolitions. This demolition policy does not apply to owner-occupied, single-family homes when replaced by another single-family home or multiple-unit dwelling.

Actions

- Develop a demolition review ordinance and subsequent administrative procedures pursuant to the above principles before the final State mandated LCP certification date. This ordinance will include tenant provisions for those to be displaced by demolition.
- Adopt an ordinance to implement the requirements of Section 17299 of the State Revenue and Taxation Code which prohibits a taxpayer who derives rental income from substandard housing from receiving income tax deductions for interest, taxes, depreciation or amortization paid or incurred with respect to the substandard housing. Such an ordinance would authorize the Division of Land Use Controls to notify the Franchise Tax Board if a taxpayer has not brought a property into compliance with applicable housing codes.

Policy 5.3²³

New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on-street parking resources of existing residential neighborhoods shall not be permitted.

Action

- Projects in the coastal zone will be reviewed by the Architectural Board of Review or Historic Landmarks Commission in accordance with the established rules and procedures.

Policy 5.4

That part of the coastal zone bounded by the half blocks between Castillo and Bath Streets and Mason and Cabrillo Streets, Chapala, and the half block north of Los Aguajes Avenue, is recognized as a unique residential neighborhood, and it shall be treated in a manner that strives to maintain this unique character.

Actions

- All future new construction or remodeling projects shall be reviewed by the Architectural Board of Review to ensure compatibility and harmony with the unique character of the neighborhood.
- Chapala Street shall be closed to automobile traffic at Mission Creek.

Policy 5.5

At least twenty percent (20%) of tax increment monies accruing from that portion of a Redevelopment Project area in the coastal zone will be used to protect, encourage, and, where feasible, provide housing opportunities for persons of low- and moderate-income within the coastal zone.

Action

- Establish the Tax Increment Housing Fund and develop priorities for its use prior to the final State mandated LCP certification date.

Policy 5.6

To the maximum extent feasible, taking into account economic, environmental, social, and technological factors, provisions for low- and moderate-income housing in all new residential developments shall be provided.

When the project includes the provision of up to 25 percent of the dwelling units or their equivalent in land dedication for housing opportunities for low- and moderate-income residents, the City shall provide at least two bonus incentives such as:

23 See Clough Memo.

1. Construction of public improvements.
2. Use of Federal, State or Local revenues to provide land or lower cost financing or where feasible, purchase for management by the Housing Authority.
3. Expediting the development review and permit process.

To ensure that the low- and moderate-income housing remains affordable to persons of low- and moderate-income over time, measures such as resale control, rental agreements, or deed restrictions shall be required for a period of no less than 30 years.

Action

- Develop the necessary ordinance defining the criteria and administrative mechanism for implementing this policy.

Policy 5.7

Reduce the impact of the conversion of apartments to condominiums on residents in rental housing, particularly those of low- and moderate-income, and provide an opportunity for ownership of all types, and for all levels of income.

Action

- Amend the City's Condominium Conversion Ordinance to limit the annual number of condominium conversions in the Coastal Zone to the number of apartment units constructed in the Coastal Zone during the preceding calendar year. For purposes of determining the number of apartment units constructed in the Coastal Zone during the preceding calendar year, any apartment opportunities for low- and moderate-income households constructed per Policy 5.2 (3) shall not be included in the total number of apartment units.

WATER AND MARINE ENVIRONMENTS

WATER AND MARINE ENVIRONMENTS

INTRODUCTION

A wide range of water and marine resource regions are located within the coastal zone. Related to these resources, the Coastal Act of 1976 has a number of policies which are to be used as a guide in setting local goals and policies. These include:

Section 30230

Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and, where feasible, mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - (1) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.
 - (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.

- (5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (7) Restoration purposes.
- (8) Nature study, aquaculture, or similar resource dependent activities.
 - (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.
 - (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

Section 30236

Channelizations, dams, or other substantial alteration of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects; (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or; (3) developments where the primary function is the improvement of fish and wildlife habitat.

Three LCP working papers contain background information pertaining to the resources referred to in this section: “Water and Marine Resources,” “Diking, Dredging, Filling, and Shoreline Structures,” and “Shoreline Access - Bluff Area.” These papers are included with the Technical Appendix.

LOCAL RESOURCES AND ISSUE

Located within the City’s coastal zone are marine habitats, creek environments, and the Andree Clark Bird Refuge. The Coastal Act provides protection for water and marine environments while prohibiting significant disruption to natural systems and processes.

Biological productivity of marine habitats is to be maintained by such means as mitigating impacts from wastewater discharge, controlling runoff, protecting riparian habitats, and minimizing stream alterations.

Diking, dredging, filling, the disposing of spoils, the construction of shoreline structures, and substantial altering of streams are permitted only for specific purposes, only when less environmentally damaging alternatives are not feasible, and when mitigating procedures are used in minimizing potential adverse effects.

MARINE HABITATS

Resources

Santa Barbara's coastal water environment contains a variety of habitats including kelp beds, reefs, and the Harbor.

Within a mile of the shore are four forests of giant kelp (*Macrocystis* spp., see Map). These kelp beds provide a habitat for commercial and sport fish, abalone, sea urchins, and crustaceans within complex plant and animal communities. They supply raw materials for kelp harvesting operations and are popular sites for scuba diving as well as fishing.

Reefs are important habitats for a large number of fish species. "One Mile Reef," "Harbor Reef," and "Canby's Reef" (see Map) are substrate formations which support complex communities of macroinvertebrates and fish not found on soft or sand covered areas. The Harbor serves as a habitat for fish and many species of invertebrates. A comprehensive inventory of organisms in the Harbor and around the breakwater was completed in 1974, prior to reconstruction and expansion of Marina 1. This report expressed concern for potential harmful effects resulting from implementation of the Harbor Improvement Project. A full-scale study into biotic conditions has not been performed since completion of the expansion work.

Among the large number of fish species which may be observed in the City's coastal waters are sanddabs, surf perch, rock fish, croakers, sharks, halibut, and bass. Macroinvertebrates include sea urchins, octopus, starfish, shrimp, crab, scallops, and sea cucumbers.

Marine mammals are also present in local waters, including the harbor seal, California sea lion, northern elephant seal, California gray whale, the Minke whale, Pacific white-sided porpoise, Dall's porpoise, and the Common porpoise. Appearance of the sea otter is anticipated sometime during the next several years.

The City's intertidal zone includes sections of rocky headlands. These rocky areas are distributed below the bluffs from Hope Ranch to Leadbetter Beach; however, they are most abundant in the areas west of Arroyo Beach Park, from below the Wilcox property east to the Coast Guard Lighthouse, and beneath Shoreline Park. This is a community of invertebrates. The organisms are extremely hardy, highly adapted, relatively simple, and small. Their rocky habitats are under water part of every day and are buried under sand at various times of the year. There are no permanent tidal pools along the City's shoreline. The lack of unique species in the City's intertidal area has assisted in minimizing the impacts of human activity on these resources.

Issues

The issues in the City's coastal zone related to marine habitats include:

Kelp harvesting in local waters is carried out by two firms. Their activities are regulated by the State Department of Fish and Game. The depth of cutting is restricted to four feet as a means of protecting this important habitat. The Department closes off kelp forests to harvesting whenever continued activity within them is perceived as a risk to their productivity. The four kelp beds in the City's coastal zone are considered by researchers at the UCSB Marine Science Institute to be areas of high biological productivity. Moreover, kelp harvesting reportedly does not result in significantly adverse impacts.

Commercial fishing in local waters includes the catching of halibut, sea bass, and shark, by extending 1,000 foot long gill nets along the outer perimeters of the kelp beds. The area just beyond the kelp, opposite the mouth of the Arroyo Burro Creek, is considered to be the most productive area found locally. Crab and lobster traps are placed every 400 to 500 yards apart, usually off Arroyo Burro Beach, the Mesa, and Leadbetter Beach. However, waters in the immediate coastal zone are not considered important habitats for commercial harvesting of crab and lobster.

Discharging of treated wastewater is a highly regulated activity. This is deemed necessary for protecting human health and for maintaining the biological productivity of coastal waters. An outfall line extends from the City's new (1977) secondary treatment plant to a seaward distance of 1½ miles from the shoreline. When the old primary outfall system was in operation the biomass in the vicinity of the outfall increased over time; however, species diversity declined. A series of test stations were emplaced near the new discharge area in the spring of 1975 to measure environmental conditions prior to beginning operations of the plant. Results of 1977 post discharge measurements demonstrate no significant harm to the marine environment from waste disposal procedures. The area around the new outfall will be studied again in 1980.

Runoff and sedimentation resulting in adverse effects is a concern of the Coastal Act (Section 30231). Sediment carried to the sea from foothill watersheds contains nutrients useful and necessary for the continued productivity of marine organisms. However, heavy concentrations of sediment materials can be deleterious to the marine environment. A suggestion that creek sediment be disposed of in the channel has been met with the warning that caution should be used. The major concern about dumping substantial amounts of dredged silt into local waters revolves around the questions of what is contained in these materials, where precisely would they be disposed of, and how often would dumping occur. At the present time, there are no known adverse impacts on the marine biota from runoff into local waters. Nevertheless, runoff from urban development is potentially harmful if proper controls are not instituted. Land management is essential in preventing adverse environmental impacts from urban runoff and erosion.

Dredging activities are of major significance for the City's shoreline. Development of the Harbor beginning in the late 1920's, while providing facilities for the commercial fishing industry and recreational opportunities for generations of local citizens and visitors, was not achieved without environmental costs. Serious problems associated with sand accretion and beach erosion occurred from the outset. The littoral transport of beach sand was arrested by emplacement of the Breakwater. Sand impoundment occurs within the Harbor for the same reason. The sand that deposits at the Harbor site would, if not removed, accumulate to the point of filling in the Harbor. Downcoast beaches have never fully recovered from the initial blockage of easterly sand-movement.

Replenishment of sand for beaches to the east is dependent upon Harbor dredging efforts. Without this artificial nourishment, downcoast beaches are exposed to wave attack and shoreline erosion ensues. Sand is normally transported downcoast by the longshore current and deposited by the energy-generating forces of wave refraction. This phenomenon of littoral drift is limited to the breaker and near-breaker zones. Thus, when shoreline structures, such as breakwaters and groins, intercept the littoral drift and curtail sand supply, artificial nourishment becomes imperative. Locally, beach replenishment is provided by dredging the accumulated sand from the Harbor entrance channel into the longshore current east of Stearns Wharf. This is accomplished by transporting the dredged materials through a submerged pipeline to a point approximately a half-mile east of the Harbor.

Dredging of the Harbor entrance normally takes place from the middle of November to mid-May. The average annual rate of accretion is about 350,000 cubic yards of sand. Dredging takes place inside the Harbor once every three to four years. In the past, sand from the spit would annually wash into the mooring area east of Marina I, making passage impossible. Installation of a wooden bulkhead, positioned along the spit in 1974 by the City's Public Works Department, eliminated the need for much of that dredging work.

A large volume of sand has accumulated east of the Harbor groin. The Harbor Department has received permission from the California Coastal Commission to remove it; however, funds are not currently available for carrying out the project.

Dredging of the City's creek mouths is an important on-going activity. Clearing the creek mouths permits stream-borne sediments to reach the sea. These materials would otherwise fill up the channel beds. Moreover, stream transported sand is the primary contributor to the formation of beaches. Sand plugs which form at the mouths of Mission and Sycamore Creeks usually require removal twice a year.

A reservoir of sand can be observed west of the Santa Barbara Cemetery. The accumulation of sand in this area forms East Beach. Subsequent to the installation of the Harbor Breakwater, this section of the coast was subjected to wave attack. Shoreline exposure and bluff erosion resulted from the lack of protection. In 1931, a series of groins was installed below the Clark Estate as a measure of protection. After nearly a half-century of carrying out this function, the sheet metal pilings deteriorated. New sheet metal groins, 170 feet long and extending five feet below the level of the beach were installed in 1978.

Seawalls, normally constructed to protect bluff area development from loss resulting from seacliff retreat, can, if improperly designed and engineered, alter natural shoreline processes. When this occurs, there may result direct significant impacts on coastal water, intertidal, and seacliff habitats, and ultimately on the productivity of the biotic communities. Sand impoundment, beach denuding and scouring, and bluff erosion result from the interruption of natural systems. There are no seawalls positioned along the City's coastline and there are no proposals for seawall construction at this time.

Harbor development in the future may employ the use of new breakwater systems and/or groins. The eastern section of the Harbor, i.e. east of the groin, is now, and has been, an area of much greater biological productivity than is the area west of the sandbar. The primary reason for this is that circulation is far superior in the less congested, more open sector. If, due to the emplacement of new or expanded shoreline structures, circulation is denied or significantly reduced, productivity of biota in the Harbor could be adversely affected.

CREEK ENVIRONMENTS

Resources

The creeks in the City's coastal zone, Arroyo Burro, Mission, and Sycamore Creeks, exhibit certain similarities (e.g., the effects of flood control efforts and areas of stagnation), however, they are dissimilar enough to warrant individual discussions. The flora and fauna along Mission and Sycamore Creek in the coastal zone are not typical of those found in south coast creek environments. Unlike those two creeks, Arroyo Burro Creek has coastal zone sections which remain in a somewhat natural state.

Arroyo Burro Creek, as it enters the coastal zone in the vicinity of Arroyo Burro Beach Park, is bounded on one side by blacktopped parking lots and on the other by relatively undisturbed native vegetation (the mouth of the creek is located within the County park). The undisturbed riparian area contains dense undergrowth and trees. A great number of animal species have been observed in this area. Flora along this section of the creek includes oak trees, lemonade berry, sugar bush, California oak bush, scrub oak, poison oak, grasses and weedy herbs. Mammals observed include gophers, mice, rabbits, raccoons, skunks, and weasels. Lizards, snakes, salamanders, and frogs have also been seen.

Mission creek is bordered by development throughout its entire length within the coastal zone. A few small pockets of vegetation serve as habitats for a relatively minor number of organisms.

Sycamore Creek is located in a developed area, however the density of development along its banks in the coastal zone is considerably less than that along Mission Creek. Here too, large areas of natural habitats are nonexistent.

Issues

Development. All forms of development immediately adjacent to creeks can impact on the habitat directly and permanently. Some resources are simply destroyed. Upstream development can adversely

impact the lower reaches of the streams in that sediment washes down from denuded hillsides and road cuts. Moreover, moisture laden soils which once fed the City's streams all year-round, are now covered with impervious surfaces. The results include dry stream channels much of the year and difficult-to-control runoff problems during heavy rains.

The Santa Barbara County Parks Department is proposing that parking facilities at Arroyo Burro Beach Park be expanded. As the proposal now stands, native habitats in relatively undisturbed areas would be destroyed and human activity would be encouraged in a habitat that has been relatively inaccessible.

Flood Control, Runoff, and Sedimentation. The efforts of the Santa Barbara County Flood Control and Water Conservation District are closely associated with conditions of runoff and sedimentation. As the result of urbanization, flood control work is vital to the protection of lives and property. However, it is urbanization, especially in the areas of the creeks, which causes many of the problems faced by the District. The natural creek beds have been altered and narrowed to allow for development. Instead of rainwater percolating down to recharge aquifers, it runs off impervious surfaces into the creeks. During unusually heavy rains, floods can damage buildings and walls located too close to the creek banks. A major task in recent years has been the dredging of sediment and debris from both Sycamore and Mission Creeks. Without the removal of these materials, the potential for flooding increases.

Andree Clark Bird Refuge

Resources

The Andree Clark Bird Refuge is located near the eastern boundary of the City limits. West of the property is the "A Child's Estate Zoological Gardens" and to the southwest are sandy beaches. The lake receives runoff from drainage culverts on the northern and eastern shores. A groundwater well, situated in the parking lot of A Child's Estate, replenishes the lake during periods of rapid evaporation.

The thirty acre lake, including three islands, supports a large assortment of organisms. Salinity of the pond is about 15%. The volume of water is in excess of 100 acre feet, and the average depth is four feet.

The lake contains insects, plankton, diatoms, and algae. 192 species of birds are known to make use of the Bird Refuge. Included are migratory waterfowl and domestic geese and ducks.

Issues

For many years, the condition of the lake has been the subject of concern for a large number of citizens. Complaints have been voiced about malodorous, noxious gases; disease producing bacteria; obnoxious nutrients; and an advanced state of pollution caused by sedimentation, dead algae, bird excrement, decayed food, and inadequate maintenance.

It is alleged by some that the presence and feeding of domestic ducks and geese are the primary factors contributing to the pond's degradation. Others maintain that it cannot be assumed that something is "wrong" with the lake or that conditions are bad. They are perhaps "bad" for some things but not for others. The correctness of conditions is dependent upon what it is the Bird Refuge is to be used for.

Those who are convinced that conditions are bad and getting worse do not all agree that the cause is due to the abandonment of domestic birds. The trend of degradation can be reversed; it is pointed out, only by making major adjustments. A few of these suggestions are: divert Sycamore Creek into the lake, line the basin with concrete, employ schemes of eutrophication, open the pond to tidal flushing, and dredge out the accumulated silt, fertilizers, and nutrients. Others argue that the continued use of copper sulphate accompanied by the introduction of a system of aeration and an increase in the capacity of the drainage outlet could alleviate some of the problems.

A review of the massive amount of written materials about the Andree Clark Bird Refuge makes three

points abundantly clear:

- (1) Existing conditions and the trends of those conditions are poorly understood, if indeed understood at all;
- (2) The causes of the conditions, whatever those conditions may be, and methods required to alter them, if altering them is desirable, are at best known imprecisely; and,
- (3) Definitive objectives for the Bird Refuge have not been established.

The three considerations are interrelated. As such, they must be weighed together as the issue of the Bird Refuge is deliberated.

There are some activities and situations which have direct and immediate adverse effects. Free running dogs are terrorizing and attacking waterfowl, motorcyclists are using the north shore for purposes incompatible with resource preservation, and litter and debris mar large areas of the lakeside.

EXISTING PLANS AND POLICIES

Several local, State, and Federal policies and statutes apply to the resources and issues reviewed in the previous section. These are discussed in detail in the working papers presented in the “Technical Appendix”. In addition to the policies promulgated by the legislative acts and agencies, the City’s General Plan enunciates policy statements intended to afford protection for marine resources.

Marine Resources

The General Plan stipulates that water quality standards are to be enforced, the ecology of the Harbor and tidal areas are to be preserved, and that all forms of water pollution are to be controlled. It further mandates that alterations to the shoreline, including the construction of shoreline devices, are not to reduce open surf beaches or impact on natural ecological systems (pp. 30g, 33c, 105a, 105d).

The goals and policies contained in the adopted Conservation Element state:

Goal

Maintain, protect, and enhance marine resources within the City boundaries.

Policy

Intertidal and marine resources shall be maintained or enhanced.

Implementation Strategies

- Post Fish and Game laws on the taking of intertidal organisms at beach access points and encourage vigorous enforcement of those laws by the appropriate agency.
- Restrict cliff-top developments on the Mesa by appropriate setbacks (determined by site specific geologic surveys required as a part of subdivision) to prevent acceleration of cliff erosion. Mitigation measures to prevent cliff-face “weeping” should also be instituted.
- Prohibit off-shore dumping of sediments near kelp beds or reefs.
- Conduct a study to determine disposal sites for dredged material such that the material can aid in beach replenishment without significantly impacting major marine resources.
- Continue monitoring of organisms at the sewage outfall in conjunction with the Coastal Water Research Project. Such monitoring will be used to determine the environmental

impact of Santa Barbara's sewage outfall over a long term.

- Conduct a feasibility study on the construction of wastewater reclamation facilities, provided this can be accomplished without significant degradation of the groundwater basin.

Policy

The biotic resources of the Harbor shall be maintained; so far as possible within the framework of the LCP and other Harbor Restoration plans.

Implementation Strategies

- Construction which would substantially decrease the current rate of tidal flushing in the Harbor should be avoided if feasible alternatives are available.
- Continue the study of littoral sand drift with the objective of developing feasible alternatives to additional breakwater construction to reduce sand deposition in harbor channels.
- Evaluate the feasibility of onshore boat storage and pull-out facilities as an alternative to harbor expansion.
- Provide for onshore disposal of toxic wastes from shipyard facilities.

Creek Environments

The General Plan submits that the City's major drainage channels, Arroyo Burro, Mission, and Sycamore Creeks, remain in the natural state. It also recognizes the need for maintenance, clearing, and alignment work to be performed to minimize potential flood damage. Nevertheless, all such flood control work should be done in a manner that will maintain the natural qualities of the creek open space. Further artificial channelization and/or lining, in any form, must not occur" (p. 105e).

The Conservation Element contains the following goals, policies, and implementation strategies related to the creek environments:

Goal

Enhance and preserve the City's critical ecological resources in order to provide a high quality environment necessary to sustain the City's ecosystem.

Policy

A set of land-use suitability guidelines shall be developed for use in land planning and the environmental review process.

Implementation Strategies

- Develop criteria to evaluate and assess the ecological significance of biotic communities found to exist within the City. This information would be used to identify healthy, abundant communities, as well as rare or endangered communities.
- Conduct a study to recommend suitable land uses and/or acquisition priorities for pristine or near-pristine communities previously inventoried by the City (Santa Barbara Planning Task Force, 1974).

- Where not preempted by the Federal Flood Insurance Program, land-use regulations will be developed for the creek influence zones of Mission, Sycamore, San Roque, and Arroyo Burro Creeks.
 - (1) Assign the task of conducting a biological study of the creek influence zones to the Community Development Department. This study is to determine the general land uses within the zone which would be compatible with the maintenance of the existing biologic communities of the creeks, and is not intended to consider the development of public recreation facilities within the creeks.
 - (2) Enact a flood control and creek ordinance which would include provisions to restrict channelization in natural creek bottoms and structural developments within the 100-year floodplain in natural creek areas.
 - (3) Conduct a feasibility study on the replacement of concrete bottoms of channelized creek sections with natural bottoms and/or the use of mitigation measures to increase the habitat diversity of channelized creeks.
 - (4) Increase fines under Municipal Code Chapter 14.56, which restricts dumping into creeks, and charge the Santa Barbara Flood Control District with reporting violations and the City Police Department with investigating such reports.

Policy

The habitats of rare and endangered species shall be preserved.

Implementation Strategies

- Require that a complete vegetation survey be conducted at an appropriate time of the year for any proposed action which would cause large scale changes in vegetation patterns in Coastal Strand, Coastal Sage Scrub and Chaparral communities and the Goleta Slough. The survey should be funded by those proposing the potential environmental change. If any rare and endangered plants are located, mitigation measures will be required to maintain and preserve the plant's habitat in the area in which it has been found.
- Prohibit the use of long-term, persistent pesticides by the City and conduct a study of the use of other pesticides by City parks, schools, and other agencies with the intention of developing limits on such use.

Policy

Programs shall be developed to maintain a productive urban biotic community.

Implementation Strategies

- Develop an ecological reserves program in conjunction with land-use suitability guidelines to acquire and/or preserve parcels within the City large enough to represent natural biotic communities.
- Encourage the use of native or fire retardant shrubs or trees, particularly those that provide food for wildlife, in landscaping of golf courses and as a mitigation measure for land development.
- Develop a program to regulate off-road recreation vehicle use within the City.

Numerous policies regarding the construction of flood control or improvements are contained in the

Conservation Element, Open Space Element, and Safety Element. Those policies are discussed in detail in Section III of the “Hazards” discussion and are to be considered in conjunction with the above referenced goals and policies in considering the creek environments.

Andree Clark Bird Refuge

As noted above, the Conservation Element provides for a policy regarding maintenance of a productive urban biotic community. Implementation strategies for this policy include the following:

- Prepare a Master Plan for the Andree Clark Bird Refuge. The Master Plan shall include:
 1. Determination of existing biotic conditions in the Refuge.
 2. A detailed management plan for restoration and maintenance of the Refuge.
 3. Provisions for development of educational programs run by volunteers.
- Require the City Parks Department and Animal Control to investigate the advisability of trapping dogs which are currently running loose in the Andree Clark Bird Refuge. These animals would be returned to the owners only after payment of fines imposed under Section 6.08.030 of the Municipal Code.

GENERAL POLICY EVALUATION

The Coastal Act resolves that optimal water quality and biological productivity in the marine environment shall be maintained. Key policy issues which have applicability to local resources and conditions include wastewater discharging, runoff, dredging and spoils disposal, and altering of natural shoreline processes.

A large number of governmental agencies, backed by a substantial body of legislation, are committed to protecting and enhancing local marine resources. By its adoption of policies and by its actions, the City has given support to the enforcement of most of those protective measures. Preservation of coastal waters, kelp forests, reefs, Harbor organisms, and intertidal areas are firmly advocated. Policies have been formulated to control the effects of wastewater discharge, dredging, spoils disposal, and activities which could alter the configuration of the shoreline and its natural processes. In addition, the City is investigating the feasibility of developing a wastewater reclamation system. Inclusion of this technique could have direct beneficial effects on the marine environment.

The Coastal Act recognizes the need for the construction of shoreline structures for certain purposes, including the protection of existing structures and mitigating adverse effects on sand supply. City policy calls for minimizing disruption of shoreline processes; however, the issue of mitigating the effects from emplacement of such devices as seawalls, revetments, retaining walls, and groins is not specifically addressed.

The Act requires that riparian habitats be protected as a means of maintaining biological productivity and water quality. It further mandates that necessary stream alterations shall incorporate the best mitigating measures feasible. Basic City policies subscribe to the positions taken by the State. The Regional Water Quality Control Board affirms, however, that alterations of watershed processes have, to date, adversely affected stream beds, natural vegetative covers, riparian vegetation, drainage patterns, and, indirectly, groundwater resources. Consequently, it has been recommended that County and City grading ordinances be augmented to identify special problem areas in the watershed (for example, some areas have steep slopes and erodible soils which can bear little disturbance). Identification of special treatment areas, followed by implementation of grading standards designed to protect essential watershed components and processes, would be integrated into a broader management program. Thus watershed management programs single out critical erosion and sediment problems while identifying the types and intensities of

uses that can be located in different parts of the watershed without causing erosion and sediment problems.

Construction performance standards are also recommended, including those focusing on revegetation practices, use of sediment basins, and planting schedules. The Board has expressed concern for the effects of runoff from unpaved streets during the rainy season and recommends provisions for erosion control for streets not paved by a specified date.

The Conservation Element’s policy and implementing strategies calling for restoration and maintenance of the Andree Clark Bird Refuge as a productive biotic community, as an environment safe for wildlife, and as an appealing place for people to visit, generally conforms to Coastal Act standards.

The following matrix summarizes adequacy of local conformity to the Coastal Act:

Coastal Act Policies: Water Resource & Marine Resources		Existing Conditions.	Local Policy	Local Land Use	Local Zoning
30230	Maintain, enhance, and restore marine resources.	–	○	–	○
30231	Protect coastal waters-- control discharges, runoff; prevent groundwater depletion & stream interference; encourage reclamation.	–	○	–	–
30233	Limit diking, dredging, filling; control spoils disposal.	○	○	–	○
30235	Limit shoreline structures.	○	○	–	○
30236	Limit stream alteration.	–	○	•	•

LCP POLICIES

General Biotic Resources

Policy 6.1

The city, through ordinance, resolutions, and development controls, shall protect, preserve, and, where feasible, restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City, consistent with PRC Section 30240.

Action

- City to enact necessary ordinances, resolutions, and development controls.

Policy 6.2

The City will support and encourage the enforcement of all laws enacted for the purposes of preserving and protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health.

Policy 6.3

Seawalls, revetments and bulkheads shall not be permitted unless the City has determined that they are necessary to, and will accomplish the intent of protecting existing principal structures, and that there are not less environmentally or aesthetically damaging alternatives such as relocation of structures, sand augmentation, groins, drainage improvements, etc. Determinations permitting such structures shall be based upon the findings and recommendations of geology, soils and engineering reports prepared by licensed and registered professionals in those fields.

Policy 6.4

Where permitted, such structures as seawalls, revetments and bulkheads, shall minimize, to the degree possible, alterations of the natural landform.

Policy 6.5

Seawalls, revetments, bulkheads and all other permitted structures shall not encroach upon any beach area to a degree which impedes lateral access along the beach at any tide condition.

Policy 6.6

Revetments, seawalls, bulkheads, groins, pipelines, outfalls and other necessary permitted construction shall be designed to eliminate or mitigate to the maximum extent adverse impacts on local shoreline sand supply.

Policy 6.7

To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers and restrooms.

Creek Environments

Existing policies relating to creeks have been cited in this section and the section relating to “Hazards”. The following recommendations serve to augment those already in effect.

Policy 6.8

The riparian resources, biological productivity, and water quality of the City’s coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.

Actions

- The feasibility and advisability of using reclaimed water for the purpose of enhancing creek flow, in the event a tertiary wastewater treatment system is developed, shall be studied; if it is deemed feasible and advisable, use of reclaimed water for creek flow enhancement shall be implemented.
- The City shall make application to all Federal and State agencies, as necessary, including the California Coastal Conservancy, for the purpose of funding the following projects:
 - (1) Acquisition of the parcel through which the coastal zone section of Arroyo Burro Creek runs. That portion of the parcel located on the seaward side of the creek would be, in the event of acquisition, retained in its natural state. Access to that habitat would be discouraged.
 - (2) Planning for and implementation of the restoration, enhancement, and maintenance of the coastal zone sections of the City creeks.
 - (3) Planning for and implementation of the restoration, enhancement, and maintenance of the Andree Clark Bird Refuge including a determination of existing conditions.

Policy 6.9

The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara’s watersheds and urban areas.

Policy 6.10

The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.

Action

- The City shall conduct site specific investigation of Arroyo Burro Creek, Mission Creek, Sycamore Creek, and the Central Drainage Channel within the coastal zone to determine the required setbacks to be installed in the future development.

Policy 6.11

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) Necessary water supply projects; (2) Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or; (3) Developments where the primary function is the improvement of fish and wildlife habitat.

Policy 6.11-A²⁴

New highway bridges or other highway improvements should be designed to provide clear spans of the stream or creek and to avoid the use of pilings within the stream or creek corridor. Culverting of the creek channel shall not be permitted.

Policy 6.11-B

New highway structures shall be designed to protect stream and creek environments from non-point pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials.

Policy 6.11-C

When highway bridges or other structures are replaced or renovated in the vicinity of streams or creeks, a emergency response and cleanup plan shall be prepared by the applicant to address accidental releases of toxic materials.

Andree Clark Bird Refuge

Policy 6.12

The Andree Clark Bird Refuge shall be maintained, enhanced, and restored to a healthy and viable aquatic habitat, and shall be preserved as open space or other public, nondevelopable area.

Policy 6.13

The primary use of the Andree Clark Bird Refuge shall be as a sanctuary for migratory waterfowl and that use shall be preserved, protected, maintained, and, where necessary, enhanced.

Action

- The possibility of “A Child’s Estate” Foundation operating and managing the Andree Clark Bird Refuge as an extension of the zoological gardens shall be investigated.

Policy 6.14

Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.

²⁴ Policy 6.11-A, -B, and -C are separate policies that were added when the LCP was amended in July, 1994.

OCEAN DEPENDENT ACTIVITIES

OCEAN DEPENDENT ACTIVITIES

INTRODUCTION

For almost half a century, Santa Barbara has provided boaters and fishing industry participants with a wide range of facilities. The demands upon the facilities have possibly always outstripped the capacities of the latter. That is to be expected in a southern California harbor. Today however, the need for expansion of provisions and improvement of conditions is the crucial factor. The Coastal Act policies respond to that need. The Coastal Act policies, listed below, are straightforward, forceful, and distinctly applicable to local conditions:

Section 30220. Coastal areas suited for water-oriented recreational-activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal dependent developments shall not be sited in a wetland.

LOCAL RESOURCES AND ISSUES

Of all the uses and activities in the coastal zone, the Harbor/Wharf complex and its support land facilities are most dependent on location.

Harbor²⁵

The Harbor is defined in Section 17.04.030 of the Municipal Code as the area circumscribed by the western edge of Stearns Wharf, the mean high tide line, the westerly and southwesterly edge of the breakwater, and a straight line from the seaward end of the breakwater to the seaward end of Stearns Wharf. Originally constructed as merely a detached breakwater in 1923, it is the only sheltered harbor between Morro Bay, 123 miles to the north, and Ventura, 27 miles to the south.

²⁵ The Harbor is entirely within the City limits. The tidelands and submerged lands were granted to the City by a statute of the State of California.

The 1,800 foot detached system, and the 1930 extension of the breakwater to the shoreline, interrupted the normal littoral drift process. Sand accretion formed to the extent that Leadbetter Beach was created. Shoaling occurred in the Harbor, and downcoast beaches began to erode, primarily from lack of sand replenishment. Thus, while providing safe anchorage from southwesterly waves and affording year-round mooring, the Harbor, from the mid-1930s until today, has required dredging for the dual purpose of keeping the Harbor open and keeping downcoast beaches replenished with sand. The present annual cost for Harbor entrance clearing exceeds \$450,000.

Facilities

Moorings²⁶

The Harbor contains four marinas with 1,054 slips, side and end ties, sixteen open water moorings, and twenty-four fisherman float spaces. Currently, 80% of the slips are assigned to pleasure boats and 20% are occupied by commercial vessels. The number and sizes of slips are as follows:

Slip size	# of facilities	Slip size	# of facilities
20'	79	50'	14
25'	403	51'	19
30'	128	60'	14
35'	221	End ties	23
40'	73	Side ties	31
43'	31	Open water moorings	16
45'	18	Fisherman Floats	24

Each slip space is provided with a storage box, hose spigot and an electrical outlet. A narrow docking platform is shared with an adjacent berth. Ties do not have storage boxes or docking platforms; open water moorings are not, of course, afforded any of these conveniences. Of the permanent mooring assignments, 90% are now held by residents from the Goleta/Santa Barbara/Carpinteria area. Some mooring spaces are reserved for transient vessels (the number of visiting boats continues to rise yearly; for example, in 1975 less than 4500 transient vessels registered in the Harbor whereas the figure for 1978 was roughly 9500). Visiting boat demand can be accommodated in the winter months. During peak periods, however, all available visitor slips are used with additional demand being handled through open water mooring.

²⁶ Regular slip spaces are assigned on the basis of vessel size only. The Harbor Department does not discriminate between commercial and recreational uses of vessels.

Slip fees are based on length of craft or length of slip, whichever is greater:

Boats to 26' - \$1.80 per foot

Boats 26' to 36' - \$1.90 per foot

Boats 36' to 46' - \$2.00 per foot

Boats over 46' - \$2.10 per foot

There are adjusted fees for catamarans, skiffs, and open water moorings. Transient vessels are also charged at rates which depart from the above schedule.

Waiting List for Slips

The current waiting list for Harbor slips exceeds 550 individual boat owners. The list increases by about twenty names each month (there is not, at this time, a limit for the length of the list). The deposit fee for reserving a place on the list is \$50.00, with the expectation that a slip will not be available from two to four years.

Liveaboards

The number of persons living aboard Harbor vessels is not accurately known. It is judged that somewhere between 150 and 200 families are presently living on boats moored in the Harbor. No special liveaboard fee is assessed; however, liveaboards are required to register with the Harbormaster and must own the vessel. Despite some facility improvements in recent years, existing services cannot meet the needs of the relatively large number of liveaboards. The Santa Barbara Harbor was neither designed nor upgraded with the idea in mind of accommodating liveaboards.

Union Oil Fuel Dock

Located on the City-owned Navy Pier, the fuel dock has space to fuel two vessels simultaneously. The area includes the eastern end of the pier and a floating platform. A sewage pump-out station is provided for vessels with sanitation holding tanks, and a refrigerated trailer supplies block ice. A 5000 pound capacity hoist is situated at the edge of the pier for engine haul-outs.

The Marine Center

Composed of two privately owned buildings on City-owned land adjacent to the Breakwater, the businesses operating out of the Center include a tackle shop, fish market, yacht brokerage, sailmaker, restaurant, marine electronics sales and service, and a firm selling skindiving and scuba equipment. The building immediately south of the Marine Center houses the Harbormaster's office and Coast Chandlery. It too is privately owned and occupies City property.

Repair and Service

Drydock facilities are located in an area west of the Marine Center. The operator provides complete boat repair service including a mobile rig for boat haul-out. Rental tools and a work area are available for those who wish to do their own repairs. The proprietor's lease of the drydock space and the haul-out pier expires in 1985.

Restrooms

There are four restroom sites at the Harbor. One each near Marinas Two, Three, and Four, and one in the Marine Center. Only the facilities at Marinas Two and Three are equipped with showers. Entry is gained by key cards distributed to slip renters; however, this impediment does not prevent a large number of travelers and campers from utilizing the showers. Liveaboards from all four marinas are primary users of

the two bathing facilities.

The restroom located near Marina Four is open to the general public. This facility is, like those at Marinas Two and Three, relatively new. The restrooms at the Marine Center are, on the other hand, old and wholly inadequate for existing needs. Marina One, the largest of the four marinas, is served by the small Marine Center facility. The great distance between some of the slip areas and the restrooms has prompted the City to propose that floating restrooms be located at a central position within the marina itself. The project is currently in the planning stage. Shower facilities are not included in the proposal.

Harbor restrooms are maintained daily by Harbor Department personnel. Trash receptacles throughout the marinas and the rest of the Harbor are emptied at least once daily.

Parking

Harbor parking is generally considered to include the areas from Loma Alta Drive to the Rock Groin. Approximately 900 spaces are provided. They are utilized by beach goers, Harbor facility users, and City College students. The College District has a joint powers agreement with the City whereby students have full use of City parking lots in exchange for the District maintaining several nearby City-owned recreational areas, such as Pershing Park and La Playa Field.

Launching Ramp

Located west of the groin, this facility is equipped with four launching lanes and two floating docks. The fee of \$1.00 per vehicle allows passage through an automatic, coin operated gate to the launching area. There are seventy-one oversized parking slots to accommodate coupled vehicles and boat trailers. On some weekends, conditions at the launching site are crowded, especially during the periods when salmon, halibut, and bonito are running.

Sportfishing

A private firm leases a building and several floats at the Rock Groin and operates a year-round sportfishing business. It offers half, three-quarter, and all-day fishing excursions into the channel, charter trips to the islands, whale watching trips, equipment rental and bait sales.

Boat Rentals and Sailing Instructions

Two Harbor firms offer a very large variety of boats for all-year recreational use. These include sailboats, powerboats, and rowboats. Rental fees range from \$3.00 to \$18.00 per hour, or \$10.00 to \$90.00 per day. Sailing lessons are also offered by both businesses.

A brokerage operation selling new and used boats, and a concessionaire dealing in packaged food products are located in the immediate marina vicinity.

Clubs and Organizations

Several groups interested in recreational boating are active in the Harbor. Many meet there regularly and some lease space for a variety of uses. The organizations include the Santa Barbara Boat Owners Association, Santa Barbara Sportfishermen, Santa Barbara Seashell Association, and the Yacht Club. The latter has a large building and parking area on land leased from the City. The Seashell Association (seashells are 8' sailing boats) serves juniors and children.

Launch Pier and Hoist

This short pier facility has a one and a half ton hoist utilized for launching and hauling out sailboats. The hoist is privately owned and operated.

Catamaran Storage Area

The sand beach area adjacent to the Yacht Club parking lot is available for catamaran storage at nominal cost to boat owners. Eighty boats can be accommodated.

United States Coast Guard

The Coast Guard crew stationed at the Harbor performs several functions including carrying out search and rescue efforts. Their vessel, a Coast Guard cutter, is allotted docking space at the Navy Pier.

Commercial Fishing Facilities

These are located on or adjacent to the Navy Pier and include two 1000-pound capacity hoists and an ice crusher/blower. The charge to commercial fishermen for use of the three pieces of equipment is \$3.00 per ton of fish catch and/or \$3.00 per ton of ice. Although the City owns the equipment, it does not provide ice (ice is not available locally to fishermen; they must make arrangement for deliveries with out-of-town ice makers). Commercial vessels are allowed to dock at the Navy Pier for only as long as required to load or unload.

Floating docks near the Navy Pier are made available to professional fishermen exclusively because of their proximity to facilities and their inappropriateness for use by recreational boats.

There are some organizations active in the Harbor with interests in the commercial fishing industry. These include the Commercial Fishermen of Santa Barbara, Inc., Abalone Divers' Association, Urchin Divers' Association, and the Santa Barbara Trawl Fishermen.

Commercial Fishing

Santa Barbara Harbor is an important commercial fishing center in the south central coastal region of California. Annually, catches of abalone, lobster, sea urchin, rockfish, bonito, swordfish, prawn, and rock crab totaling millions of pounds are unloaded. Revenue earned by fishermen from those and other species is between 1.5 and 2 million dollars a year.

Approximately 165 commercial vessels are permanently moored at the Harbor with an additional thirty-five transient boats located in the Harbor on a semi-permanent basis.

Seafood Processing Operations

The following seafood processors use the Santa Barbara Harbor for their supply of raw products. The gross tonnages for 1975 through 1977 and the types of fisheries processed are shown in Table 9, page 103.

TABLE 9

Name of Company & Address	Gross tonnage (in pounds)			Type of fishery
	1975	1976	1977	
Old Port Fish Co. 302 S. 13th St. Grover City, CA	Approx. 573,676	Approx. 717,096	896,370	Bottom fish, rock fish, halibut, cod, albacore, salmon
Wes Carpenter 417½ Rancheria S.B., CA	Exact tonnage n/a; between 10%-20% increase annually		8,000,000	Sea urchins
Pierce Fishers ²⁷ 137 Anacapa St. S.B., CA	1,750,000	2,250,000	1,250,000	Abalone, sea urchins
Old SB Fish Co. ²⁸ 214 State St. S.B., CA	N/A	1,675,000	2,245,000	Bottom fish, rock fish, cod, halibut, shark, swordfish
Castagnola Seafoods 205 Santa Barbara St. S.B., CA	N/A	N/A	N/A	Halibut, cod, rock fish, shark, swordfish
Seafood Specialty 414 E. Haley St. S.B., CA	N/A	N/A	N/A	Bottom fish, swordfish, shark
Andreas Seafood S.B., CA	Co. opened in 1977		Approx. 55,000	Bottom fish, rock cod, halibut
S.B. Seafoods 122 W. Canon Perdido S.B., CA	N/A		3,000,000	Bottom fish, rock cod, halibut, abalone

²⁷ According to Pierce Fisheries, the decline in 1977 was due to the unseasonal weather recorded around the Channel Islands. His estimate for 1978 was around 2 million pounds.

²⁸ Old Santa Barbara Fish Co., closed down on October 7, 1978.

Fisheries

Santa Barbara Channel waters are extremely fertile fishery areas. The following percentages (July 1, 1976 to June 30, 1977) represent the channel catches in relation to total southern California catches:

Fisheries	% of So. California Tonnages
Abalone	90%
Barracuda	75%
Bonito	60%
California Lobster	50%
Crab	50%
Halibut	50%
Rock fish	40%
Sea Urchin	60%
Shark	50%
Shrimp	90%
Swordfish	60%
White Sea Bass	50%

Commercial fish and shellfish landings are increasing. Ready markets are available for nearly every fishery. In 1976, the Fisheries Management Conservation Act established the 200 mile fishing limit which prohibits foreign boats from fishing within that limit. An important function of the Act is to allow for determination of optimal yields for each fishery.

Stearns Wharf

Stearns Wharf (1872), located at the base of State Street, has been a historically significant structure in Santa Barbara for many years. Due to structural deterioration, the wharf has been vacant since 1975. The City, in conjunction with the Coastal Conservancy, is presently planning to restore and rehabilitate this structure, to be completed at the end of 1980.

In general, the building area will be what existed prior to 1974, a total of approximately 28,000 square feet. The total first and second floor square footage will be divided into the following categories:

Harbor restaurant	Office
Coffee shop	Public restroom
Retail fish market	Maintenance
Bait and tackle shop	Wharf office
Shop	Marine service station
Fast food	Mariculture foundation
	Ocean and engineering research

In addition to the building area, approximately 126,000 square feet of deck area will be utilized for:

Parking of 125-130 cars	Offshore loading crane
Transformers	Fishing
Fish hoist	Driveway

An on-going problem concerning the wharf's function is subsurface shoaling caused by the littoral drift of sand. The subsurface shoaling affects the wharf by limiting the size of vessels able to load and unload, increasing damage to pilings due to increased wave action and replacement of water area around the wharf by sand accretion. The above problems can be dealt with by continued dredging of the sand. However, the ever-increasing, on-going cost of this dredging must be considered.

Santa Barbara Harbor conditions and issues relating to Commercial Fishing and Recreational Boating are inseparable. The existing configuration of the Harbor allows for a finite number of facilities, and a limited amount of utilization. Although it certainly affords many benefits, its design also produces disadvantages.

Vessels and facilities are afforded little protection from southeasterly storms. This is perhaps the single greatest concern for Harbor users. A timber bulkhead was constructed along the sandbar in 1973 as a means of dissipating storm waves (the sandbar is located off the end of the breakwater; the bulkhead is slated for improvements in the near future). Even with the installation of the bulkhead, inner Harbor damage does and will continue to occur from heavy southeast seas. Pilings which break away from Stearns Wharf present navigational hazards during storm periods. Entry into the Harbor channel can also be very risky for vessels when southeasterly swells are running.

Shoaling at the Harbor entrance is another serious and ongoing problem. Dredging is required during the fall and winter and, on occasion, in the early spring months. After the prolonged storms of 1977-78, 900,000 cubic yards of accumulated sand needed to be dredged out of the Harbor channel in order to allow vessel passage. The U.S. Corps of Engineers is responsible for the dredging task, presently costing nearly \$450,000 per year. The sand sweeping into the Harbor also impounds east of Marina One and east of the Rock Groin (sand has accumulated in the Groin area to the point that it has encroached upon the Harbor channel as it turns to an east-west direction).

The Harbor configuration, while necessitating costly dredging and inadequately protecting facilities, also restricts maneuverability. Crowded conditions exist throughout; however, it is in the area of the Navy Pier that conditions are at their worst. Commercial fishing facilities are located on the Pier; docking and unloading space is extremely limited (particularly so with the Coast Guard cutter tied up on the same side of the dock as the hoists); the sailboat launching pier is squeezed in between the Navy Pier and the Harbormaster's Dock. The activity around the latter facility is at times intense.

Under the present layout of facilities, increasing the number of mooring sites would appear to be infeasible.

The majority of those boat owners who have placed their names on the slip waiting list are recreational boaters. The lack of available slip facilities has, however, had an impact on the commercial fishing industry. Fishery resources in the region of which Santa Barbara is a part, are capable of sustaining yields well over present catch tonnages (there are exceptions whereby the State Department of Fish and Game regulates and tightly monitors fisheries under pressure from over harvesting). Because of the limited and crowded local facilities, the number of locally-based fishermen are not increasing. Indeed, the trend appears to be toward fishermen taking their catches to other harbors. This situation in turn has adversely affected the overall seafood processing industry in Santa Barbara. The number of firms has reduced over the past few years. Without adequate mooring, unloading, and processing facilities, the local fishing industry could stagnate rather than expand to anywhere near its potential.

In summation, the issues confronting the Harbor/Wharf complex are:

the protection of the Harbor from southeasterly storms,

- the downcoast littoral drift of sand which requires continual dredging,
- the demand for slip spaces far outnumbering the amount provided,
- the inadequate on-shore facilities to support Harbor activities,
- the loss of the seafood processing industry,
- the competition for space within a limited size Harbor facility, and
- the economic costs of maintenance and repair of the complex's facilities.

EXISTING PLAN AND POLICIES

General Plan

Santa Barbara's original General Plan does not make a direct policy statement relative to the issue of protecting, upgrading, and encouraging the further development of the commercial fishing and recreational boating industries. But the Plan does recommend maintaining "... the best balance between interests of all harbor users ..." (p. 33a). Both commercial fishing and recreational boating have more-than-local interest and appear to be thriving.

The recently adopted Conservation Element addresses the biotic resources of the Harbor, as discussed in the "Water and Marine Environments" section of this chapter.

Although the Harbor is not the only area of the community in which activities related to boating and fishing occur, it is the center around which these activities revolve, and it is the location of the great majority of facilities vital to the functioning of these industries. From the General Plan reference to "balance" and from present Harbor utilization it is apparent that the community's attitude toward the Harbor is one favoring a multiplicity of uses. It is a working harbor and a center of recreational activity.

Component Four, with commercial-manufacturing zoning, has businesses within its boundaries which are coastal-dependent or ocean oriented (e.g., retail fish markets, seafood processing plants, surfboard fabrication, sailmakers, a boat accessories store, and new/used boat sales).

In Component Five, the General Plan expresses the desire for establishing "... such activities as boat building and repair facilities, seafood processing plants, surfboard manufacturing, sail-making, and a variety of other ocean-oriented businesses and industries ..." (p. 33a). Now zoned for light manufacturing, this area presently has a limited amount of boat building and repair facilities.

Redevelopment Plan

Redevelopment plans parallel the General Plan regarding the inclusion of ocean-oriented industries on both sides of the waste-water treatment plant.

Shoreline Master Plan

The Harbor, as a part of the waterfront, is dealt with at length in the proposed Shoreline Master Plan. The Plan discusses ideas and designs for the modification of existing facilities.

The Plan recommends slip accommodations for 1,000 boats at four marinas in the Harbor. Dry land boat storage is provided; however, here too, space designated for this use does not meet present demands. Other provisions include three hoists at the Navy pier (used for hoisting boats, commercial fish catches, boat engines, etc.), a movable hoist, and a six lane launching ramp. In 1975, there were 3,778 trailerable boats registered in Santa Barbara County. By 1985, this number is expected to increase to more than 5,000 and the present facilities would likely not be adequate to meet this projected demand. Boat trailer parking is conveniently located near the launch ramp; however, there are only eighty-one spaces for this use (an additional 850 harbor parking spaces are allotted for regular vehicle use only).

Also located in the Harbor area are: a private yacht club, catamaran storage area, dry dock yard for boat repairing, fueling platform, and an ice crusher for use by commercial fishermen. Other operations include: sailing classes, boat rental/sales, harbor and channel excursions, sport fishing, and a ship's chandlery.

Zoning for the dry land strip between Shoreline Drive and the breakwater is commercial-manufacturing (C-M). This allows for all the above-named commercial and public uses; however, it also permits uses neither coastal-dependent nor ocean-oriented.

The proposed Shoreline Master Plan recommends additional dry land boat storage, charter boat service, and small-boat rentals in order to meet the projected needs of the community. It further advocates the expansion of such programs as whale watching, sailing classes, Channel Island tours, and educational excursions (p. 13). This Plan also details ideas for relocating the Coast Guard mooring station to the groin near the mouth of the Harbor making available space on the Navy Pier for other users. Improved positioning of the two hoists and ice crusher (p. 67) and the construction of a more efficient fueling and pumping station (p. 68) are changes recommended by the Shoreline Master Plan. The erection of a harbormaster's floating dock as well as a new wharf for the fishing fleet is also suggested, as are more convenient temporary tie-up facilities for visiting vessels (p. 68).

The Shoreline Master Plan seeks reorganization of the boat yards and dry storage areas and calls for further investigation into the problems of protection from southeastern storms and littoral drift (p. 69). Extension of the groin which runs seaward, perpendicular to Cabrillo Boulevard, could provide for a new sport fishing landing, additional rentals, and the University (p. 50). Increased and improved parking facilities are called for in the Plan. Under present conditions, parking is unsystematic and inadequate (pp. 63, 64, and 70).

The Shoreline Master Plan reasserts a position taken by the Department of Navigation and Ocean Development (Coastal Boating Facilities Study, August, 1974), that because of increased demands for boating facilities, consideration should be given to developing harbor and storage sites in other parts of the County.

Adopted local policy regarding commercial fishing and recreational boating is lacking. The proposed Shoreline Master Plan indicates that the City is interested in, and does recognize, the larger-than-local nature of commercial fishing and recreational boating. The limited space and increasing demands for that space point to the major issue requiring resolution, that of competing uses and what is the optimal balance between them. Coastal Act policies conflict, in that conformity with one policy may cause nonconformity with another (e.g., expanding recreational boating facilities would conform to Section 30224 but could clash with Section 30234 and the general issue of public access).

Santa Barbara Waterfront Area - Harbor Committee Task Force Report

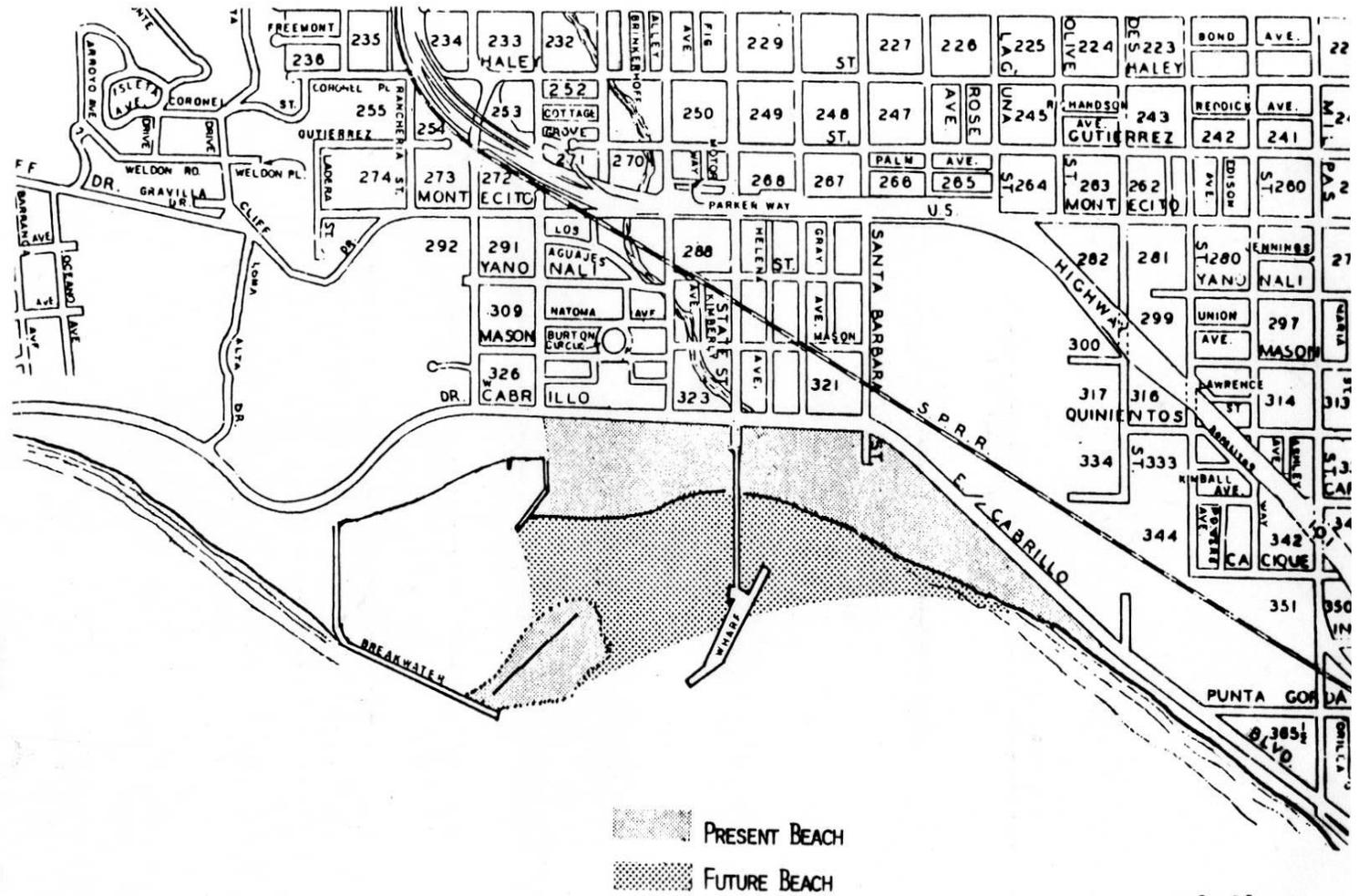
The Harbor Committee Task Force was established by the City Council to investigate Harbor problems. Basically, the report does review the present Harbor problems of protection from southeast storms and sand build-up as well as the demand for additional commercial and pleasure boat facilities.

The report states, in regard to shoaling, that the following conditions exist today:

1. The beach to the east of the groin (Sea Shell Beach) has expanded seaward over 235 yards.
2. "Bradley's Reef" has formed to seaward over Sea Shell Beach such that there is no longer navigable water east of the main channel as dredged. In fact, it is possible to wade over 100 yards from Sea Shell Beach to seaward.
3. Stearns Wharf no longer has sufficient water depth to permit vessels to utilize the Wharf.

4. The “roads” to the east of the wharf are becoming shallower at an ever increasing rate.
5. Southeastern storm swells can be expected to reach greater heights and to break further to seaward as the area becomes shallower. This presents an increasing danger to vessels moored to the east of the Wharf, to vessels entering or leaving the Harbor and to the Wharf structure itself.

FIGURE 2



BASED ON INFORMATION FURNISHED BY
U.S. CORPS OF ENGINEERS AND CITY OF
SANTA BARBARA - AUGUST 1979.

CONFIGURATION -- existing
PRESENT & FUTURE BEACH SANDING
SANTA BARBARA HARBOR

FIGURE 2

111

Under the existing Harbor configuration, continued sand buildup, under steady state conditions, leads to a condition illustrated in Figure 2, page 110.

To prevent this occurrence, and to address the issues raised in the report, the report recommends that an easterly breakwater be constructed east of Stearns Wharf.

This breakwater would provide protection of Harbor/Wharf facilities, improve the sand buildup problem, possibly relocate commercial fishing space to separate this use from the recreational boating area, and provide some limited space for additional slips for both pleasure boaters and commercial fishermen.

This draft of the report does not address potential problems that the new easterly breakwater may cause, such as:

1. the emptying of Mission Creek into the Harbor,
2. the temporary interruption of the littoral drift of sand,
3. the impacting of the waterfront area's already inadequate infrastructure,
4. the arrangement of activities within the new Harbor/Wharf configuration, and
5. the community's acceptance of an expanded Harbor.

In general, the existing plans and policies all state the problems confronting the Harbor/Wharf complex but none except the Harbor Committee Task Force Report proposes any realistic solutions more than the status quo. As mentioned above, the Harbor Committee Task Force Report does not address the problems that may be created by their proposed solution.

Ocean Activities	Dependent	Exist. Cond.	Local Policy	Local Land Use	Local Zoning
30220. Protect oceanfront areas for coastal recreation		–	–	–	–
30224. Encourage increased recreational boating		•	•	•	•
30234. Upgrade & protect commercial fishing facilities		–	–	–	•
30255. Give priority to coastal-dependent facilities		–	–	–	–

LCP POLICIES

In order to address the issues identified in Section II of this chapter, to provide solutions to existing plans and policies, and to conform with Coastal Act Policies 30220, 30224, 30234 and 30255, the following policies are proposed.

Policy 7.1

The Harbor/Wharf complex and its associated recreational facilities shall be considered as the highest priority land use in the waterfront area.

Action

- The waterfront area of the Harbor/Wharf complex shall be rezoned to insure that the Harbor/Wharf complex will be developed in a manner consistent with the policies of the Coastal Act regarding visitor-serving uses and ocean-dependent activities. The zoning

classification for this complex shall specify principal permitted uses which are ocean-dependent and related to the maritime use of the Harbor and secondary permitted uses related to visitor-serving recreational activities.

Policy 7.2

The Harbor/Wharf complex shall be redesigned and restructured to:

1. Protect Harbor/Wharf facilities from southeast storms;
2. Reduce Harbor/Wharf shoaling.

Action

- The City shall develop a specific urban design/development plan for the Harbor/Wharf complex which will:
 1. Create a breakwater and such other structures as necessary to protect the harbor area;
 2. Delineate location of Harbor dependent facilities and uses;
 3. Provide adequate circulation for all modes of transportation within the waterfront;
 4. Provide limited expansion of facilities for both recreational and commercial boating, with the needs of commercial fishing being given priority;
 5. Relocate commercial fishing to the proposed easterly breakwater;
 6. Improve and where necessary increase Harbor/Wharf facilities, such as boat hoists, launch ramps, ice machines, and fuel stations;
 7. Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor;
 8. A quiet-water sailing and recreation area shall be provided west of Stearns Wharf.

Policy 7.3

Consistent with available land resources and environmental constraints, additional space created within the restructured harbor shall be utilized to:

1. Separate commercial fishing and recreational boating facilities;
2. Provide additional but limited slip accommodations for both recreational and commercial boating, with the needs of commercial fishing being given priority;
3. Insure a visually attractive, people-oriented environment; and
4. Provide a quiet-water space between the wharf and the existing marinas for open water recreation.

Actions

- Dredge West Beach parallel to the existing sea wall as appropriate to create a quiet-water area.
- Explore the possibility of creating an Aquatic Park from the area designated as “quiet water”.

Policy 7.4

The Harbor/Wharf complex redesign and restructuring shall be accomplished only after careful evaluation of the projects:

1. Conformance with all applicable local, State and Federal laws and regulations;
2. Consistency with all related Coastal Act policies;
3. Adequacy of all public services and on-shore support facilities;
4. Potential environmental impact of the proposed easterly breakwater and interior harbor improvements, including, but not limited to:
 - (a) Mission Creek and the Central Storm Drain emptying into the Harbor;
 - (b) Impact on the littoral drift on sand;
5. Economic feasibility and community acceptance.

Action

- The specific urban design and development plan must address the problems of:
 1. Mission Creek and the central storm drain emptying into the Harbor;
 2. Impact on the littoral drift of sand;
 3. Public service capacities;
 4. Economic feasibility; and
 5. Community acceptance.

Policy 7.5

Land area inland of the proposed easterly breakwater shall be designated to permit and encourage ocean-oriented industrial uses.

Actions

- The area bordered by Garden Street on the west, proposed Yanonali Street extension on the north, the City Wastewater Treatment Plant to the east, and the existing railroad right-of-way to the south shall be rezoned to permit and encourage ocean-dependent and ocean-related industrial and commercial uses such as fish processing, boat sales, boat storage and repairs. Other general commercial and industrial development shall be permitted by special use permit if it can be found that such use would:
 - (1) Be compatible with ocean-dependent or related uses, and;
 - (2) The property would have no economic value if limited to ocean-dependent or related uses. This finding shall be substantiated by competent evidence determined by the City to be objective which indicates no present or future demand for ocean-dependent or related uses.
- The area designated Ocean-Oriented Industrial, northerly and adjacent to the Southern Pacific tracks, shall not extend westerly of the eastern boundary of the present recorded alignment of the existing Garden Street Easement and the balance of the land to the west of the easterly boundary of the existing Garden Street Easement shall be designated Visitor-serving and Ocean-Oriented Commercial.

- The area bordered by the Wastewater Treatment Plan to the west, the proposed Yanonali Street extension to the north, Salsipuedes Street to the east and the existing rail lines to the south shall also be rezoned to permit and encourage ocean-dependent or related uses. Other general commercial and industrial development shall be permitted by special use permit if it can be found that such use would:
 - (1) Be compatible with ocean-dependent or related uses, and;
 - (2) The property would have no economic value if limited to ocean-dependent or related uses. This finding shall be substantiated by competent evidence determined by the City to be objective which indicates no present or future demand for ocean-dependent or related uses.
- In classifying permitted uses for the two areas above described, due consideration should be given to the rail, highway and related transportation facilities serving such areas and the proper utilization of such transportation service facilities.
- It is the intent of the City in implementing the zone changes discussed above to 1) allow all existing structures and uses to continue as non-conforming uses permitting in the future all uses currently allowed in the M-1 zone; and 2) to treat the reconstruction of damaged non-conforming buildings in a similar manner as described in Section 28.87.083 of the Municipal Code of the City of Santa Barbara.

HAZARDS

HAZARDS

INTRODUCTION

The Coastal Act contains policy intended to reduce potential risks to new development from hazards present in the coastal zone.

Section 30253. New Development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural conditions along bluffs and cliffs.

The intent of the Coastal Act is to safeguard lives and property when planning for new development in high hazard areas, assure that new development does not significantly contribute to the deterioration of the general area of the proposed development, and prohibit construction of protective devices which would "...substantially alter natural landforms along bluffs and cliffs."

LOCAL RESOURCES AND ISSUES

Hazards located in the City of Santa Barbara's coastal zone which have the potential to threaten the health, safety, and welfare of local residents include seismic activity and its related effects, seacliff retreat, high groundwater, and hazards related to unstable soils, flooding, and fire.

The locations of these hazards within the City's coastal zone are summarized in Table 10, page 120. For a more detailed description of a particular hazard's location and severity, the reader is directed to the City of Santa Barbara's Seismic Safety/Safety and Conservation Elements of the General Plan and the "Hazards" working paper included in the Technical Appendix.

Seismic Activity

Hazards directly related to seismic activity in the coastal zone include:

- (1) Fault Displacement
- (2) Ground Shaking
- (3) Liquefaction
- (4) Tsunami
- (5) Seiche

TABLE 10

	Coastal Zone Component								
Hazard	1	2	3	4	5	6	7	8	9
Ground Displacement		x	x	x				x	x
Ground Shaking	x	x	x	x	x	x	x	x	x
Liquefaction			x	x	x	x			x
Tsunami			x	x	x	x		x	x
Seiche								x	
Seacliff Retreat	x	x							
Landslides	x	x							
Erosion	x	x	x						
Expansive/Creep	x	x							
High Ground Water			x	x	x	x			x
Flooding	x		x	x	x	x	x	x	x
Fire	x	x							

“x” denotes that the hazard exists within the component.

Each of these hazards is described in detail in the Technical Appendix.

The areas of the coastal zone affected by these hazards are as follows:

Fault Displacement

There are three faults located in the coastal zone area of the City.

1. Mesa Fault. The Mesa Fault forms the uplifted “La Mesa” between the Harbor and Arroyo Burro Creek. The fault generally crosses the West Beach neighborhood in a northwesterly direction. The fault is not clearly exposed within the coastal zone. The Mesa Fault has been declared potentially active by the California Division of Mines and Geology.²⁹
2. Lavigia Fault. The Lavigia Fault emerges in the Hope Ranch area, crosses the Mesa, and extends out to sea near Santa Barbara Point. The Lavigia Fault is considered to be a potentially active fault, as it displaces sediments that are two to three million years old.
3. More Ranch Fault. The More Ranch Fault extends east-west for nine miles near the coast, south of Goleta, across the Santa Barbara Municipal Airport. The eastern end of the fault curves and may continue east as the Mission Ridge Fault. This fault has been judged to be an active fault.

²⁹ The State Mining and Geology Board defines an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). Potentially active faults show evidence of surface displacement during the last two to three million years.

Ground Shaking

Santa Barbara's coastal zone could be affected by ground shaking occurring from fault movement from a local fault or a more major, distant fault.

Variations in ground shaking intensities throughout the City's coastal zone will be determined by on-site geologic conditions. The Seismic Safety Element of the General Plan specifies four separate classifications of local geologic conditions found in the Santa Barbara coastal zone: Bedrock, Stiff Soils, Thicker Alluvium, and Filled Estero. The areas of the City's coastal zone classified into each of these categories are depicted on the Seismic Safety Element's "Seismic Hazard Map".

Liquefaction

Areas in the coastal zone which were formerly a presettlement estero generally have the highest potential for experiencing liquefaction during a major earthquake. This area includes much of the Waterfront Area and the Municipal Airport. The specific areas potentially affected by this hazard are illustrated on the Seismic Safety Element's "Liquefaction Hazard Map".

Tsunami

In planning for future tsunami waves that could affect the Santa Barbara coast, a ten-foot high wave and a wave runup to the 40-foot elevation contour should be considered maximum. This would inundate most of the coastal zone between West Beach and the Bird Refuge as well as the Airport property. Inland runup could go as far as City Hall and Santa Barbara Junior High School. Areas lying below 10 feet in elevation would be the most susceptible to inundation.

In areas where steep bluffs 15 feet or more in height are exposed to the ocean along the coast, the tsunami threat is not considered serious. These bluffs would act as seawalls and would deflect the anticipated maximum ten-foot high sea waves. A tsunami occurring at high tide under storm or high wind conditions would be the most critical, since the mean water level is higher (closer in to shore) during these periods, and high winds may accentuate tsunami wave height. Areas of tsunami hazard are indicated on the "Flood, Fire Hazard, and Tsunami Run-up Map" of the Conservation Element.

Seiche

The Santa Barbara City Harbor is susceptible to the damaging effects of seiches; however, there is no historical record of an event of this type occurring here.

Seacliff Retreat

The stability of the seacliff depends upon the relationship between the bluff face and geological features (bedding planes, fold axes, and joints).

Failures along the seacliffs generally occur where bedding planes (rock layers) have been undercut by waves. When undercut, these layers become unsupported or "daylighted". Unfortunately, the situation is exacerbated by the common occurrence of bentonite. Bentonite is an expansive clay deposited in layers between bedding planes. When wet, it has extremely low resistance to shear and, acting as a lubricant for rock layers, promotes large scale bedding plane failures.

Santa Barbara's seacliffs extend from the City's western boundary to Pershing Park in the waterfront area and then resume near the City's easternmost boundary. The cliffs range in height from 40 to 200 feet.

The Santa Barbara seacliffs are composed primarily of the Monterey Shale Formation. This formation is characteristically highly fractured, thinly bedded, with the bedding planes frequently sloping seaward. This condition facilitates erosion from water wave action, and allows the forces of gravity to pull the

slope material downhill more easily than if the bedding planes were sloping away from the base of the cliff.

All of the seacliffs in Santa Barbara are experiencing active erosion and retreat. Due to local variations in the strengths of the materials that comprise the seacliff, bedding plane orientation and the adverse effects of development and human interference, some areas are experiencing more rapid erosion and retreat than others.

High Groundwater

The presence of a high groundwater level by itself does not always represent a major hazard to new development as engineering practices can often mitigate any potential problems. High groundwater, however, can present a hazard from the aspect of increasing the potential severity of liquefaction, settlement, and slope stability hazards as well as presenting construction difficulties and a general nuisance.

Areas in the Santa Barbara coastal zone that have potential groundwater problems are located within the Santa Barbara Groundwater Basin. This basin extends from Santa Barbara City College eastward to the City limits. Groundwater levels range from sea level to approximately 20 feet below sea level.

Flooding

The streams which flow through the Santa Barbara coastal zone in the downtown area are the Arroyo Burro, Mission, and Sycamore Creeks, and the Tecolotito and Los Carneros Creeks near the Municipal Airport. These streams originate in the Santa Ynez Mountains to the north of Santa Barbara and flow south towards the ocean. Water flow in these creeks is negligible except during and immediately after rains, since local climate and basic characteristics are not conducive to continuous runoff. Runoff rates increase rapidly, however, in response to high intensity precipitation.

Floodwaters in the Santa Barbara coastal zone could cover wide areas of relatively flat land, much of it highly urbanized. The areas that are subject to inundation by the 100-year flood³⁰ are shown on the Flood Zones Map. This map is adapted from the Flood Insurance Rate Maps for the City of Santa Barbara, prepared for the Federal Insurance Administration.

Mission Creek

Mission Creek is a good example of a stream that has been surrounded and modified by intense urban development pressure. The current location of the stream channel has been altered for economic considerations, and not for maximum efficiency in carrying water. This situation has been created by streambank residents who push the stream out along property lines to prevent it from running through their property. This has created turns and shifts of direction into the stream that would not naturally occur and acts to slow down the flow of floodwater.

A “precise-alignment” study conducted along Mission Creek as it flows through the City would provide an accurate determination of where the stream would flow naturally, would indicate how to best improve the stream channel configuration so that it will carry water most efficiently, and would allow for creek setbacks that would provide protection to creekside structures and other areas downstream.

Precise-alignment could tailor or modify any future creek-setback regulations such that setback is measured from the natural location of the streambank instead of its current artificially induced position.

³⁰ The 100-year flood is the flood magnitude which has a one percent chance of being equalled or exceeded in any given year. This flood may also be referred to as the “intermediate” regional or “base” flood.

This would tend to either increase or decrease the minimum setback required in any general blanket ordinance and provide a more precise setback distance which would afford better protection for structures subject to flooding. Precise-alignment would not involve any creek alterations.

The 100-year floodplain for Mission Creek covers extensive areas of residential and commercial property. As the floodplain widens north of the freeway, much of the coastal zone between the Mesa and the wastewater treatment plant would be subject to inundation by a 100-year flood.

Sycamore Creek

Flooding along most of Sycamore Creek is confined to the streamchannel and the adjacent area until it crosses Carpinteria Street where a 100-year floodflow would begin to widen. South of U.S. 101, much of the Andree Clark Bird Refuge, East Beach, and the Child's Estate could be inundated.

Arroyo Burro Creek

The flood hazard area of Arroyo Burro Creek generally encompasses the valley floor of the opening of Las Positas Valley as it approaches Arroyo Burro County Beach Park. A precise-alignment study conducted for Arroyo Burro Creek could be used to establish adequate creek-setback requirements prior to the encroachment of urban development. This would prevent Arroyo Burro Creek from becoming as high a flood risk as Mission Creek currently is.

Fire

A high fire hazard exists in some portions of the City's coastal zone. Two kinds of conditions present risks to lives and property from fires: dense brush growth and intensive development. In either case, coping with fire hazards can be exacerbated when Fire Department response times are relatively slow, when access routes for firefighting equipment are difficult, and when water supplies—in terms of pressure and/or flow rate—are inadequate.

Table 11 (page 124) describes the factors affecting fire hazards in each of the nine coastal zone components.

TABLE 11

Fire Hazard

Descriptive Component	Beneficial Factors	Detrimental Factors
1	Low density of building and people; residents aware of brush-fire hazards.	Poor access; limited water; heavy brush growth.
2	Close proximity to fire station (fast response times).	High brush growth; several specifically designated (in FMP)* hazardous buildings barranca west of Coast Guard property highly overgrown with very limited (difficult) access; limited access to bluff structures.
3	Santa Barbara City College - well built (fire retardant materials, etc); residential areas have quick response times and access is good.	High brush growth on western and northeastern sides of SBCC; itself hazardous due to the high level of persons and vehicle traffic, insufficient water.
4		Numerous large, old hotels which are poorly maintained, have difficult access (especially those three stories tall) and have a relatively high incidence of fire; paper box company adds to hazard; response times slow; insufficient water.
5		Large warehouses, bulk oil storage, response times slow.
6	Andree Clark Bird Refuge occupies a large area and is not a hazard	East Beach townhouses and Kingswood Village - high density of people and buildings with poor access, low water pressure; Sheraton Hotel - large complex (high density of people) with no sprinkler system inside.
7	Golf Course presents no hazard	Coast Village Road - too great a distance from fire stations, poor access; Montecito Country Club - slow access; insufficient water.
8	Wharf has been closed off to public access	Wharf - poorly maintained wooden structure; people drop burning cigarettes onto wharf which get lodged in the planking and start fires; no access for fire engines; only protection is from harbor patrol boats which have difficulty reaching some areas and water pumps with low flow rates; high recurrence rate (13 fires in last 4 yrs.).
9	Breakwater has good access for fire engines; fire hoses & extinguishers are located at 50-foot intervals along docks.	Harbor - explosive & often exposed fuel tanks on almost every boat; boats made of fiberglass (majority) require special suppression techniques & fires can spread quickly; inadequate fire protection; insufficient water.
10	Fire services are on the Airport property; Slough is not a fire hazard; nearby fire station would respond to structural fires.	Insufficient water flow, insufficient water pressure (pipes & hydrants old & weak); buildings old, wooden, poorly maintained; engine company undermanned for crash fires; LPG (Liquified Petroleum Gas) storage on property.

* Fire Master Plan

EXISTING PLANS AND POLICIES

The City of Santa Barbara has recently adopted its Seismic Safety/Safety and Conservation Elements to the General Plan. Both of these important elements deal directly and in-depth with the hazards discussed in this section of the LCP. The following discussion enumerates the adopted policies from these elements by hazard type. Each of these policies is applicable to all lands within the City, including the coastal zone. Following each policy is the suggested implementation action associated with carrying out the policy to mitigate the hazard to a level acceptable to the community.

Fault Displacement

1. Buildings shall not be allowed to be constructed over an identified active fault. Appropriate setback requirements shall be determined by a registered engineering geologist based upon the specific site conditions involved.
 - Additional geologic investigations of the More Ranch Fault should be conducted to determine the extent of the fault activity and determine its precise location.
2. The Mesa and Lavigia Faults shall be considered as potentially active, unless detailed seismic-geologic investigations confirm the contrary. Any other faults shall be considered as potentially hazardous and subject to further geologic investigation prior to development.
 - Additional geologic studies should be performed on the Mesa and Lavigia Faults to determine whether these faults should be considered active and to define further the width of the fault zones. Until such studies are completed, individual studies prepared by an engineering geologist shall be made for all major new structures proposed on faults or in fault zones identified by this report.
 - Santa Barbara should encourage the performance of regional and local geologic-seismic investigations by qualified federal and state agencies, universities, and private consultants.

Ground Shaking

1. Specific seismic investigations shall be conducted by appropriate consultants (engineering geologist, geophysicists, structural engineer, etc.) for all public buildings, disaster response facilities, schools, etc., and any structure over three stories located in the filled estero or thicker alluvium areas as shown on the Seismic Hazards Map.
 - Require the design and construction of utility systems, and other facilities which need to remain operable after an earthquake, to be able to resist strong ground shaking forces.
 - Design and install auxiliary equipment, facilities, and machinery which must remain operable after an earthquake to resist strong ground shaking forces.
 - Given that the possibility for greater ground shaking potential exists in some areas (i.e., filled estero lands) for larger structures, these areas should be given special consideration. Santa Barbara should encourage the performance of regional and local studies by qualified federal and state agencies such as the U.S. Geological Survey and the California Division of Mines and Geology, private research firms, and universities to more accurately determine the

potential for increased ground shaking.

- Investigate possibilities of obtaining comprehensive earthquake insurance for public and private residential, commercial, and industrial facilities.
- Lateral bracing requirements for mobile homes should be improved to prevent the trailers from falling off their foundations.

Liquefaction

1. Liquefaction evaluations and recommendations should be made by a qualified soils engineer for all new major or public structures located in high or conditional liquefaction potential areas (shown on the Liquefaction Hazard Map) whose failure could result in loss of life or high monetary loss.
2. Geologic reports which are prepared for areas of potential liquefaction and submitted for City review shall be sent for review by an independent registered engineering geologist to determine its adequacy and completeness.
 - A committee of independent registered engineering geologists should be formed to develop a framework and format for geologic reports which are prepared for areas of potential liquefaction.

Landslides

1. Any proposed development within areas of active and inactive landslides as shown on the Soil Creep and Expansive Soil Map of the Seismic Safety/Safety Element of the General Plan shall be evaluated by a qualified soils engineer to determine the feasibility of safe development occurring without the risk of renewed movement. The soils report shall include recommendations for slope stability measures to be taken, if needed, for safe development to occur. This report will be subject to the approval of the Building Official.
 - The Building Official should establish procedures whereby expert consultants shall make independent reviews of geologic reports in hazardous areas to assist him in determining adequacy of analysis and problem solutions.
2. Any grading operations undertaken in areas of active and inactive landslides shall be designed and supervised by a qualified soils engineer.

Erosion

1. Detailed grading plans with strict revegetation provisions shall be required for all sites of proposed structures in areas of active erosion or high erosion potential. If cuts greater than 4 feet in height are proposed, the grading plan should consider erosion control in areas with a conditional erosion potential.
2. Major construction projects in areas of active erosion or high erosion potential shall be required to implement erosion and sediment control procedures during the construction phase of the project.

High Groundwater

1. In areas where near surface groundwater is present or where historic high groundwater levels could return to their previous high levels, soils engineering and foundation studies shall be conducted to determine what engineering measures would best mitigate any potentially adverse impacts.

Tsunami

1. Tsunami warning and evacuation procedures as outlined in the City of Santa Barbara Natural Disaster Plan should be periodically reviewed and amended to insure that it will facilitate the rapid and orderly evacuation of the hazard area in the case of an imminent tsunami.
 - Conduct simulated tsunami warning operations involving Police, Fire, Public Works, Harbormaster, Airport, and any other agency concerned with tsunami warning and evacuation. This will serve to effectively familiarize each agency with their specific duties and responsibilities, and to pin-point inadequacies in the evacuation and warning procedures.
 - Amend and update as necessary the Disaster Contingency Plan for tsunamis to reflect any changes in warning and evacuation procedures that are found to be needed after conducting the simulations. Concerned agencies will then be made aware of any changes in their duties and responsibilities.
 - Familiarize the general public located in tsunami hazard areas with the nature and extent of the tsunami hazard and with warning and evacuation procedures. This may be done through mailings, news media, public service announcements and adult education.
 - Develop a warning system to alert boat owners with boats in the harbor of an imminent tsunami so as to allow them to move their boats to open water.

Seiche

1. To reduce the potential impact of seismically induced seiches, the seiche hazard shall be considered in all development within areas near open bodies of water and the harbor.

Seacliff Retreat

1. New development on the top of a cliff shall be placed at such distance away from the edge of the cliff that normal rates of erosion and cliff material loss will not seriously affect the structure during its expected lifetime.

Using the following simplified formula, a preliminary seacliff setback line has been devised (Hoover, 1978):

Setback = height of the shale seacliff + (thickness of terrace) (2) tangent of dip

(8"/yr) (75 yrs)

This formula assumes that unsupported bedding planes are unstable, the average rate of seacliff retreat is eight inches per year, terrace deposits (soil material deposited on top of shale) stabilizes at a 2 (H):1(V), and the design of life of the project is 75 years. This preliminary setback line is depicted on the seacliff maps of the “Seismic Safety/Safety Element.”

This setback is only a preliminary line and must be verified on a site specific investigation of the property in question by a registered geologist.

2. The addition of water to the seacliff can significantly lower inherent cliff stability and cause a stable cliff to become unstable. Therefore:
 - Erosion caused by rainwater collecting on the top of the seacliff and then running over the edge can be minimized by installing lateral or “French” drains to collect and control the water. The water can then be piped off the property and properly disposed of in storm sewers. New development shall be required to install some satisfactory means of removing water from the cliff top. Owners of existing structures should be encouraged to install their own drainage devices to protect their homes and property.
 - To prevent excess water from being applied to the top of the cliff for gardening purposes, the planting of lawns, gardens, etc., should be discouraged. Instead, native vegetation that is drought resistant, and that has deep strong root systems to aid in stabilizing the cliff material should be planted. Most of these plants will grow rapidly but are small or medium in size, so as not to obstruct views.
3. In an attempt to impede the cliff retreat process, programs to control or prohibit the following activities that can significantly alter the rates of seacliff erosion and retreat shall be implemented.
 - Improper Access - Improper access may be discouraged by providing existing, established official beach access routes with additional parking, improved access facilities, and publicizing their locations. The use of unmaintained, improvised access routes that have the potential or are creating a serious erosion problem should be discouraged. This could be done by posting informational signs at the top of the cliff near the access route, describing the adverse effects that improper access can cause and where the nearest maintained access routes are located.
 - Loading - Development that will add adverse amounts of excessive weight to the top of the cliff (i.e., large structures, swimming pools, artificial fill, etc.) shall be discouraged.
 - Improper Vegetation - Where feasible, existing non-native vegetation that requires large amounts of water, such as ice plant and annual grass, shall be replaced with native vegetation.
 - Trash Disposal - The disposal of any material onto the face of the cliff, including brush clippings from landscape vegetation, shall be prohibited.
4. To protect seacliffs and the structures placed on them from erosion caused by wave action, retaining walls, sea walls, broken concrete or stone revetment, breakwaters, and

groins are sometimes used. Before the construction of these or any other shoreline protection structure is allowed, the need, and potential for adverse environmental impacts of the project, shall be evaluated by appropriate engineers as designated by the Building Official.

Flooding

1. Floodplain management programs shall be implemented through the Building Officer of the Division of Land Use Controls, and the Flood Control Division.
 - Prohibit the construction of new structures in stream channels (except stream measurement or flood control related facilities).
 - Encourage light-intensity use in the floodway or floodway fringe with the requirement that such uses shall not impair the flood-carrying capacity of the stream.
 - Require adequate setbacks from flood channels of any new development as defined under the Federal Flood Insurance Program, for those properties within the identified flood hazard area.
 - Encourage the use of permeable or pervious surfaces in all new development to minimize additional surface runoff.
2. Hazard reduction programs shall be implemented in urban sections of the City already built in hazardous, flood-prone areas.
 - Restrict the replacement of old structures within the floodway fringe unless the applicant has satisfactorily demonstrated that the structure will not impair flood flow, and has proved that the floodway fringe boundaries as designated by the HUD maps should be adjusted.
 - Regulate buffer zones along creeks to protect against bank erosion from public or private practices including grading, brush clearing, trail maintenance, dumping, or construction of private structures such as bridges or walkways across creeks. Routine debris removal by the City for flood reduction is exempted.
 - Undertake flood control work projects as rapidly as possible where necessary to protect existing structures.
 - Conduct “precise-alignment” studies along Mission and Arroyo Burro Creeks to determine the most efficient stream channel configuration and set-back distances. Any improvements resulting from the studies should be reviewed as to consistency with the Conservation Element.
 - To assure the effectiveness and structural integrity of flood containment structures placed on private land, all such construction should be subject to the approval of the Santa Barbara County Flood Control District.
 - Develop a program to require removal or methods to effectively tie down floatable objects (lumber, trailers, empty storage tanks, etc.) located on the 100-year flood plain.
3. Policies of this land use plan are interrelated with those of the Safety and Open Space Elements of the General Plan and shall be considered together in the land use planning decisions.

- Encourage the use of natural building materials for flood control channels such as stone, heavy timber, erosion control shrubs, and wire revetment with plantings of native or naturalized flora whenever they provide a comparable degree of flood protection.
- Creeks and their banks constitute a scenic open space resource within the City in their natural state; thus, the Open Space Element also recognizes the importance of keeping structures out of the stream channels for preservation of City resources.
- The Safety Element recognizes the hazard to lives and property of encroachment of structures into stream channels and on stream banks; thus, it also supports the findings of this Element on the basis of hazard reduction.

Fire

1. Require that all land development proposals in the High Fire Hazard Zones be accompanied by detailed plans for fire prevention and control measures, prepared in accordance with City regulations. These plans shall be received by the City Fire Chief, Building Official, and other appropriate agencies.
 - Construct turnouts on roads in the High Fire Hazard Zones every 1000 yards to improve firefighting.
 - Install approved fire hydrants at 500 foot intervals along roads.
 - Encourage homeowners in High Fire Hazard Zones with low water pressure to install their own emergency supplies for firefighting operations. This could be swimming pools, water storage tanks, or other acceptable facilities.
 - Encourage and promote the planting of orchards on the margins of High Fire Hazard Zones as productive fuel breaks.
 - Encourage and promote the planting of fire retardant plants throughout the High Fire Hazard Zones in the City.
2. Average road grades for new development shall not exceed 16% in order to facilitate access by emergency vehicles.
 - Review and amend the Circulation Element of the General Plan to insure that emergency access routes for new subdivisions are adequate to allow fire and other emergency service vehicles to gain access.
3. The special building provisions for fire safety and prevention in the High Fire Hazard Zones shall be strictly enforced.
 - When feasible, comprehensive fuel management programs shall be instituted in High Fire Hazard Zones within the City.
 - Minimum brush clearance provisions in the High Fire Hazard Zones shall be strictly enforced. Where applicable, measures shall be taken to reduce the threat of spreading flames wherever fire hazardous trees (eucalyptus, gum) are planted near structures.
 - Periodically review and, if necessary, revise the High Fire Hazard Zone

- Maps to reflect new data regarding vegetation age and density.
- All of the above recommendations should be subject to review and, as deemed necessary, be amended in accordance with the City's Fire Master Plan.

Disaster Preparedness

The City's Disaster Plan should be reviewed using the information provided by this report. Particular consideration should be given to upgrading emergency communications and self-sufficiency within the City of Santa Barbara. This could involve, but not be limited to:

- Periodic earthquake and natural disaster drills conducted by the City and coordinated on a regional basis in cooperation with all involved jurisdictions.

In addition to the provisions outlined from the General Plan, the City of Santa Barbara has adopted other policies aimed at reducing risk from geologic and natural hazards. A brief summary of these policies follows:

The Uniform Building Code (UBC). These building code requirements of the 1979 UBC were adopted and appended to the Municipal Code in 1980. The UBC represents the current state-of-the-art in building safety and the construction of earthquake resistant structures.

In addition to these requirements, the City Building Official may require that, as a prerequisite to the granting of a building permit, the UBC requirements be supplemented with engineering geological reports, soils reports, building plans prepared by a registered architect or civil or structural engineer, and/or any other conditions deemed appropriate.

Included in the UBC are provisions for the abatement of unsafe buildings and building appendages such as parapets, cornices, spires, towers, tanks, etc. Current policy is to abate these hazards when they are identified. Historic buildings located within El Pueblo Viejo (the historic district located in the Downtown area) and various other locations throughout the rest of the City are subject to the Building Safety Codes for Historic Buildings as outlined in the UBC. To reduce the risk associated with the use of existing hazardous buildings, City policy prohibits the use of these structures for assembly type occupancy. Hazardous structures may have their maximum occupancy permits reduced by the Division of Land Use Controls.

Flood Plain Management Ordinance. This ordinance prohibits the construction of any structure within the 100-year flood plain (as identified by "The Flood Insurance Study for the City of Santa Barbara", May 4, 1978) without full compliance with the regulations set forth in the ordinance. The purpose of the Flood Plain Management Ordinance is to "promote the public health, safety and general welfare, and to minimize public and private losses due to flood conditions in specific areas."

The Uniform Fire Code. The Code provides minimum standards for the protection of public safety through the reduction of fire hazards. Supplementing the UFC are special regulations established for areas designated as "High Fire Hazard Zones." These particular areas have been designated as such primarily because they are predominantly brush areas and present a high summertime fire risk. Special regulations include increased brush clearances, use of fire resistant building materials and construction techniques, and installation of spark arrestors on firepits, fireplaces and appliances burning liquid and solid fuel.

GENERAL POLICY EVALUATION

The Coastal Act policy pertaining to minimizing risks to life and property from geologic, flood, and fire hazards is also the Goal of the Seismic Safety/Safety and Conservation Elements to the General Plan. The policy statements and recommendations contained within these Elements adequately fulfill the intent of the Coastal Act in this regard.

In relation to the second Coastal Act Hazards policy regarding the protection of the seacliffs and structures placed on them, the Seismic Safety/Safety Element also addresses this concern. However, the Element does not contain enough detail in its policies and recommendations to adequately fulfill the intent of this particular aspect of the Coastal Act. Additional policies pertaining to seacliff protection are provided in this report so that the intent of the Coastal Act is fulfilled (see the “Water and Marine Resources” section of this chapter).

The following matrix summarizes the adequacy of local conformity to the Coastal Act:

Hazards	Exist. Cond.	Local Policy	Local Land Use	Local Zoning
1. New development shall minimize risks in geologic, flood, and fore hazard areas.	–	○	–	–
2. Assure stability and not require alteration of bluffs.	–	○	–	–

LCP POLICIES

Policy 8.1

All new development of bluff top land shall be required to have drainage systems carrying run-off away from the bluff to the nearest public street or, in areas where the landform makes landward conveyance of drainage impossible, and where additional fill or grading is inappropriate or cannot accomplish landward drainage, private bluff drainage systems are permitted if they are:

- (1) sized to accommodate run-off from all similarly drained parcels bordering the subject parcel’s property lines;
- (2) the owner of the subject property allows for the permanent drainage of those parcels through his/her property;
- (3) the drainage system is designed to be minimally visible on the bluff face.

Policy 8.2

With the exception of drainage systems identified in Policy 8.1, no development shall be permitted on the bluff face except for engineered staircases or accessways to provide public beach access and pipelines for scientific research or coastal dependent industry. To the maximum extent feasible, these structures shall be designed to minimize alteration of the bluff and beach.

Action

- Amend the Seismic Safety/Safety Element to the City’s General Plan to include the above referenced two policies related to hazard reduction of seacliff retreat.

VISUAL QUALITY

VISUAL QUALITY

INTRODUCTION

The City of Santa Barbara is situated within a natural basin, protected by close-in foothills. With mountains as a backdrop and the Pacific Ocean at its front door, Santa Barbara reposes in a setting of exceptional charm. Of equal significance are the distant visual resources of the Santa Barbara Channel observable from that setting.

The Coastal Act manifests concern for:

- (1) Upgrading of deteriorated areas;
- (2) Neighborhood compatibility of new development;
- (3) Altering of natural land forms; and
- (4) New development blocking public vistas.

The Coastal Act Policy related to visual quality states:

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

LOCAL RESOURCES AND ISSUES

A good many sections of the coastal zone are especially attractive and well planned, or are headed in that direction. The upper hillside area in Component One, Shoreline Park, almost all of Component Six, the Montecito Country Club, and the Coast Village are such areas.

Some other parts of the zone are in degraded condition, however. The creek environments are generally unkempt and badly treated. Component Four presents a picture of uncoordinated planning, poorly maintained premises, and non ocean-oriented uses. The inappropriate C-M zoning has allowed for the development of an aesthetically unappealing neighborhood. Component Five for the most part exhibits a barren and unattractive area. The current M-1 zoning would permit a variety of manufacturing uses, such as for the production of cement materials and electrical equipment (both C-M and M-1 permit building heights up to sixty feet). The view of this general area from U. S. 101 is in sharp contrast to the overall Santa Barbara viewscape.

There are additional areas in need of maintenance and visual improvements: the Harbor and Stearns Wharf, parking areas, the Municipal Airport grounds, and the Goleta Slough.

Definitive cataloging of visual resources is represented by the map titled "Visual Resources in the Coastal Zone" which accompanies this report. This map delineates the view potential from station points located along the main transportation corridors within the coastal zone. Each "cone of view" gives both the

foregoing (within a radius of 300 feet) and a background (to the horizon) view.

The cone of view also rates each view as being plus (+) for desirable, minus (-) for undesirable and zero (0) for neutral. A (+) view can be either natural land forms, such as the mountains, foothills, ocean, lagoon and plant materials, or manmade such as significant buildings, harbor, and boulevards. A (-) view can either be an impairment of the background scene by foreground features, such as utility lines, or a foreground scene that is not maintained, or inappropriate. These include such examples as littered creeks, inappropriate buildings, and utility poles. An (0) view has neither desirable nor undesirable attributes but can be (+) or (-) depending upon a shift of point-of-view or an improvement or degrading of conditions. For example, a view that is desirable may have a minor view impairment, such as a utility pole, but by changing the observer's position or by eliminating the pole, the view becomes improved.

The observer, standing at a given station point, has a potential 360° view of both the foreground and background. Conditions in the foreground, such as plant materials, buildings and land features, may block all or portions of the background. In addition, desirable background scenes may become undesirable due to foreground conditions such as numerous utility lines and signs.

Of particular importance to Santa Barbara's visual quality is how the unique appearance of Highway 101 relates to the City's overall character. In particular, the segment of Highway 101 within the Coastal Zone (which stretches from Olive Mill Road to the Castillo Street interchange) provides a distinctive visual gateway to the community with its lush, established landscaping, unobstructed views of the mountains and ocean, and unique highway structures. The attractive appearance of the highway in this area has resulted to some degree from construction of the highway many years ago to serve the established communities of Santa Barbara and Montecito rather than the communities growing around an existing highway (which has often been the norm in many parts of Southern California). The vast amount of landscaping and the human-scale character of the highway's bridges, walls, and interchanges set Highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is itself unique.

Critical to maintaining the character of this outstanding community gateway is the preservation of established mature landscaping as well as skyline and specimen trees. The established plantings impart a sense of "old growth grace" which cannot be easily or quickly replaced. Where removal of vegetation is found by the City to be unavoidable and in the best public interest either due to construction of highway improvements or to maintenance, it is imperative that revegetation follow immediately and be continuously maintained to allow effective and timely regrowth. Plant types, species, and sizes selected for revegetation should reflect the lush character of the dominant historic landscaping, and the placement of these plantings should convey the feeling of lushness while still providing some openings that allow vistas and limited views of the mountains and ocean.

Another important aspect of Highway 101's appearance is the "idiosyncratic" character of many of the bridges, interchanges and walls. Unlike many highways, the structures along Highway 101 in Santa Barbara are not characterized by massive gray concrete diamond interchanges or imposing concrete block sound walls. Instead, the appearance of highway structures is softened by landscaping and by the use of wood and other materials and the structures are often small and somewhat peculiar in design (e.g., left-hand exits). Unfortunately, these highway designs of a different era do not always match current highway traffic volumes and travel patterns. As a result, replacement of many of these structures or construction of additional highway improvements may be necessary. Nevertheless, new structures and improvements should strive to capture the human-scale qualities of the original structures which currently contribute to the overall character of the highway. In addition, the design of new structures and sound walls should take into account important views of the ocean, mountains, and City. If possible, the use of sound walls should be minimized by retrofitting existing buildings with sound-proofing material or by using new sound-control technology as it becomes available.

In summation, the local issues concerning visual resources within the coastal zone pertain to:

- (1) Potential view blockage by new development;
- (2) Inappropriate and poorly maintained development;
- (3) Upgrading of unattractive areas; and
- (4) Preservation of the visual gateway created by Highway 101.

EXISTING PLANS AND POLICIES

The City of Santa Barbara has long prided itself on the unique visual qualities of its shoreline and has adopted many goals, policies, ordinances and regulations for its preservation and enhancement. The following is a brief overview of those most relevant to the protection of visual quality.

Conservation Element

Goals

Restore where feasible, maintain, enhance and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.

Prevent the scarring of hillside areas by inappropriate development.

Protect and enhance the scenic character of the City.

Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Protect significant open space areas from the type of development which would degrade the City's visual resources.

Policies and Implementing Actions

1. Development adjacent to creeks shall not degrade the creeks or their riparian environments.
 - Setbacks, as required by the Federal Flood Insurance program, should be enforced (see Drainage and Flooding section).
 - Examine undeveloped parcels having creek frontage for possible purchase and retention as open space.
 - Developments which require retaining walls or other topographic modifications of the creekside environment should not be permitted unless consistent with sound flood control management and soil conservation techniques.
 - Develop a creek beautification ordinance.
2. Development on hillsides shall not significantly modify the natural topography and vegetation.
 - Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted. The Slope Density Ordinance and

Grading Ordinance should also be amended.

- Performance bonds should be required to ensure achievement of revegetation of graded areas.
 - Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides.
 - All development on hillsides should be required to landscape the down slope side so as to hide or break up large surface area views of structures facing down slope.
 - Height restriction ordinances should be changed to allow for “step-down” development design on hillsides to hide or break up large surface area views of structures facing down slope.
3. New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.
- In the absence of Local Coastal Program policies, develop a design overlay zone to limit building heights.
 - The northerly side of Cabrillo Boulevard from Castillo Street to Los Patos Way should be designated a special design review district. Restrictions should be developed for this district which establishes setbacks and height limitations formulated to insure the preservation of views and view corridors from the beach toward the mountains.
 - When the Local Coastal Program is finalized, this element should be revised, as needed to preserve and enhance the Harbor, shoreline, and other coastal resources.
4. Trees enhance the general appearance of the City’s landscape and should be preserved and protected.
- Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.
 - All feasible options should be exhausted prior to the removal of trees.
 - Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.
 - Private efforts to increase the number of street trees throughout the City should be encouraged.
5. Significant open space areas should be protected to preserve the City’s visual resources from degradation.
- The City should consider purchase or the obtainment of development rights of significant open space where no other means can be found to protect visual resources from degradation.

- Parks and other public lands which provide panoramic views or scenic vistas, especially those at higher elevations, shall be protected and maintained for the enjoyment by the public.
6. Ridgeline development which can be viewed from large areas of the community or by significant numbers of residents of the community shall be discouraged.
- Develop a comprehensive analysis of the ridgeline areas of the City to review zoning and development regulations related to protecting the visual qualities of the community.

SCENIC HIGHWAYS ELEMENT

Two major streets within the coastal zone are designated for their visual qualities within the adopted scenic Highway Element. These are Cabrillo Boulevard and Shoreline Drive. The Element includes a descriptive analysis of the views along these scenic corridors. The following is a discussion of the issues and recommended actions for each of these areas:

Cabrillo Boulevard from 101 to Castillo Street

Land Use Controls

Along with other points of interest in the City, Cabrillo Boulevard is a major tourist attraction and should be preserved for visitors and residents as an urban scenic highway.

Land use regulations consistent with the policies of the General Plan should be in effect over the entire corridor. There are two areas on Cabrillo Boulevard, however, which are not in conformance at the present time. The first is an area north of Cabrillo Boulevard from Chapala Street to approximately Santa Barbara Street, designated in the General Plan for hotel and related commerce, which is presently zoned for commercial and manufacturing uses. Under the C-1 and C-M zoning, inappropriate land uses such as auto repair or retail and wholesale service activities could occur. The second is an adjacent area, also north of Cabrillo Boulevard, from Santa Barbara to Punta Gorda Street, designated in the General Plan for hotel and residential development. It is presently zoned M-1 for manufacturing uses and should be rezoned to enable proper development to take place. These areas are within the Central City Redevelopment Project study area and may be rezoned upon specific land use recommendations resulting from the study.

Although there are height restrictions for hotel and motel development, setback requirements are minimal. Because the second area is a prime site for some type of hotel facility, it is recommended that appropriate setback requirements be established, and that a height-setback relationship be created in such a manner that any future development does not obstruct views of scenic resources or infringe on the open quality of the corridor. In addition to setbacks, it is recommended that building separations be required to provide significant open spaces and to control the intensity of development. Excellence in landscape, architectural, and construction designs should be encouraged for this hotel site, as well as for the proposed redevelopment of Stearns Wharf. Both facilities must be considered visually important elements within the highway corridor, and should therefore be in keeping with the cityscape and skyline. Along with any other commercial development of Cabrillo Boulevard, these facilities should reflect the density, tempo, and activities of the population.

The size, height, number and type of on-premise restaurant, motel and other commercial advertising signs allowed on Cabrillo Boulevard should be the minimum necessary for identification. Both on-premise and off-site signs should be strictly controlled by the Architectural Board of Review or the Historic Landmarks Commission in the scenic highway corridor. Their design and location should relate to the

surrounding environment. The Architectural Board of Review's and Historic Landmarks Commission's control over building colors should be expanded to cover repaintings not only within the scenic highway corridor but throughout the entire City.

The public right-of-way should be landscaped, where appropriate. Mission Creek, passing under Cabrillo Boulevard near State Street, is presently an eyesore. The creek should be improved and landscaped.

Planning, Design, and Maintenance Standards

The essence of Cabrillo Boulevard as a scenic drive is its proximity and exposure to the shoreline. The City is considering enhancing the shoreline through the expansion of Palm Park in order to provide recreational features such as bikeways, walkways, picnic areas and parking areas within uncrowded, generous spaces. The park is heavily used on the weekends, and additional space is necessary to reduce the density.

In order to accomplish this expansion, it has been suggested that the beach area beyond Palm Park be widened. Methods to expand oceanward, to the south, should therefore be investigated. Such an expansion could also be accomplished by widening the Park northward. This latter type of expansion requires the realignment of Cabrillo Boulevard.³¹ The designation of a scenic highway is based on that which can be seen by the traveler in relation to the corridor adjacent to the highway. Therefore, adequate standards for the planning, location, and design of the Cabrillo Boulevard realignment, if that occurs, should be applied in order to take advantage of the best scenic values within the corridor.

Toward this end, planning and design for Cabrillo Boulevard should provide for roadside parking areas and lookouts wherever scenic vistas are warranted. Parking areas on the ocean side should be designed and treated in such a way as to preserve the view of the shoreline from the highway. A good example of such design can be found in Shoreline Park, where lots are depressed and landscaped so that their impact on the scenic vista is minimized. On-street parking should be prohibited on Cabrillo Boulevard east of State Street. West of State Street, to Castillo Street, on-street parking should be removed on the ocean side of Cabrillo. The varied needs of parkers in the area between State Street and the Harbor presently conflict and need to be studied as part of an overall shoreline plan already recommended in the General Plan.

Night views from Cabrillo Boulevard are also treasured as scenic resources by residents and visitors alike, and should be protected. If Cabrillo Boulevard is realigned, the street lighting installed should be more traditional. Lighting standards in keeping with the image of the City should replace those existing, which now lend a "freeway" feeling to the drive.

Actions

- Rezone areas not in conformance with the General Plan.
- Establish appropriate setback requirements for development on Cabrillo Boulevard.
- Create a height-setback relationship for development.
- Require building separations for development.
- Consider either realigning Cabrillo Boulevard, or widening East Beach in order to allow for the expansion of Palm Park (see footnote on preceding page).
- Prohibit on-street parking on Cabrillo Boulevard, east of State Street.
- Remove on-street parking on the ocean side of Cabrillo Boulevard, west of State Street.

³¹ It should be noted that the City Council in 1977 went on record as not supporting the realignment of Cabrillo Boulevard northward. This intent was reaffirmed by the Council in early 1979.

- Landscape the public right-of-way.
- Improve Mission Creek at Cabrillo Boulevard.
- Control building colors on Cabrillo Boulevard.
- Control on-premise and off-site outdoor advertising signs on Cabrillo Boulevard.
- Utilize traditional lighting standards.

Shoreline Drive, from Castillo Street to the end of Shoreline Park

Land Use Controls

Beginning at Castillo Street, Shoreline Drive curves past the harbor to the south. Existing parking areas on the north side of Shoreline Drive in the vicinity of City College should be landscaped so that they do not detract from the view.

Passing by City College, Shoreline Drive rises onto the Mesa offering another beautiful panorama of the Santa Barbara Channel beyond the lawns of Shoreline Park. The speed limit in this area of Shoreline Drive at the present time is 30 miles per hour. Although average daily traffic counts demonstrate that 30 miles per hour is an appropriate speed, the scenic aspects of the route may require a slower speed limit in order for drivers and pedestrians to properly enjoy another of Santa Barbara’s scenic resources in safety.

Actions

- Landscape properly the existing parking areas on the north side of Shoreline Drive in the vicinity of City College.
- Consider the scenic aspects of Shoreline Drive as well as the average daily traffic in determining the appropriate speed for the route.

Building Heights

The City’s General Plan includes specific language regarding the control of building heights (p. 114):

The General Plan therefore strongly recommends that the maximum building heights expressed by the current zoning ordinance be maintained and, if anything, reduced in certain areas, such as El Pueblo Viejo. Building heights are so important to the nature of urban development that the City should consider being even more positive than simply maintaining zoning ordinances establishing the desired maximum height limit. Placing the maximum building height limits into the Charter should also be considered by the electorate.

In 1972, such a Charter Amendment was adopted. Building Heights Charter amendment, Section 1506 regulates the maximum building height allowed in the City. Under this provision, no building can exceed:

- 30 feet for single and two-family residential;
- 45 feet for three-family or more, and Hotel/Motel; and
- 60 feet for industrial, manufacturing and other commercial.

STREET TREE MASTER PLAN

Developed pursuant to Section 15.20.050 of the Municipal Code, the following outlines the goals and objectives of the Street Tree Master Plan:

The goal of the Street Tree Master Plan is to preserve and enhance Santa Barbara’s image, character, and aesthetic beauty through a well planned and established street tree system

which is efficiently and uniformly well managed.

In an effort to achieve this goal, the following objectives have been established:

- (1) To establish a street tree planting and replacement program for the purpose of planting all designated locations with trees best suited for each site and for the replacement of diseased, declining, and undesirable trees.
- (2) To develop a systematic street tree maintenance program based on the requirements and characteristics for each tree species and designed to provide maximum efficiency through programmed preventive maintenance scheduling and optimum allocations of personnel and equipment.
- (3) To establish a method for documenting all tree maintenance functions performed by the Parks Division for use in evaluating work performance and productivity, preparing and substantiating accurate and realistic budget requests, and protecting the City in liability claims involving alleged negligence in maintenance.
- (4) To increase public awareness of the valuable contribution street trees make to Santa Barbara and to acquaint residents with the laws and regulations governing street tree planting, maintenance, and preservation.

LANDSCAPING AND PLANTING

Vegetation removal is governed by Chapter 22.10 of the municipal Code which controls “the removal of vegetation from hillside areas of the City of Santa Barbara and areas designated as open space in the Open Space Element of the General Plan in order to prevent erosion damage, denuding, flood hazards, soil loss, and other dangers created by or increased by improper clearing activities.” The Division of Land Use Controls has the authority to enforce this law, and can therefore regulate the indiscriminate removal of vegetation which could cause adverse effects. Areas designated as open space in the Open Space Element³² of the General Plan are subject to limited development only, and are protected under this ordinance.

Section 28.87.200 (5) deals with the approval of planting and landscaping plans by the appropriate city official. Such plans may be disapproved if:

“Any or all of the proposed plant materials, as affected by normal growth, will probably block view, sunlight or fresh air flow otherwise available at a window or other opening in the walls of a building on the property or of a building on adjacent property. “

This would restrict the planting of a dense row of trees or other vegetation which would block public views.

REDEVELOPMENT

Chapter 22.52 of the City’s Municipal Code gives the Redevelopment Agency the power and the authority to enact Section 33000 (et seq.) of the California Health and Safety Code. The Municipal Code states that there are certain “blighted areas” within the City, and that because of this, there is a need for the Redevelopment Agency to act pursuant to Section 33110. The purpose of the Redevelopment Plan is:

32 Creeks, major hillsides, shoreline, major parks.

- (1) To encourage harmonious, environmentally compatible and economically efficient land uses throughout the Project Area, thereby achieving functional, economic and visual order;
- (2) To coordinate such land uses and the accompanying standards, controls and regulations with those land uses which lie outside the Redevelopment Project boundary; and
- (3) To create an attractive and pleasant environment within the Project area.

GRADING

Chapter 22.06 (“Grading”) controls excavation, grading and earthwork construction, including fills and embankments. This provision serves to protect hillside areas from indiscriminate grading activities. This chapter also requires that cut slopes be no steeper than 2:1 (two horizontal to one vertical unit of distance).

ZONING ORDINANCE

Chapter 28.10 of the Municipal code establishes the various zone classifications and zone boundaries within the City and the uses permitted in these zones. Zoning is essentially a means of insuring that the land uses of the community are properly situated in relation to one another and regulates and restricts building height, bulk, density and open space, all directly affecting a project’s visual impact on and off the site.

SIGN ORDINANCE

The Sign Ordinance³³ (Chapters 22.70, .72, .74, .78, .80 of the Municipal Code) sets forth detailed regulations for the height, size, erection and maintenance of signs and advertising structures throughout the City. Regarding the need to preserve the natural beauty, distinctive architecture, and historic character of the City, the Sign Ordinance maintains that these signs and advertising structures must be compatible with the surrounding area in terms of size, height, location, style and color.

HISTORIC STRUCTURES ORDINANCE

Chapter 22.22 of the Municipal Code, also referred to as the Historic Structures Ordinance, directs that structures, natural features, sites, and areas having historic and aesthetic value shall be preserved and protected. In addition, this policy emphasizes enhancing the visual character of the City by encouraging and regulating the compatibility of architectural styles within Landmark Districts reflecting unique and established architectural tradition (Section 22.22.010). Sections 22.22.040 and 22.22.050 of the Municipal Code designate the criteria and procedure for the designation of landmarks.

In November 1993, the electorate amended the City Charter to add Section 817 which incorporates the powers and duties of the Historic Landmarks Commission within the Charter and amend the powers and duties of the Architectural Board of Review to exclude its review of projects within areas under the jurisdiction of the Historic Landmarks Commission. Until that time, projects in landmark districts required review by both the Architectural Board of Review and the Landmarks Committee. With the adoption of the Charter Amendment and the subsequent amendment of the Municipal Code to incorporate these changes, projects in landmark districts no longer require double review and are subject only to Historic Landmarks Commission review and approval.

³³ The City is currently in the process of rewriting the Sign Ordinance.

GENERAL POLICY EVALUATION

In recent years the existing City review bodies and implementing ordinances have achieved a degree of visual quality for most development in the City. However, in the coastal zone, large vacant parcels in Components 2, 4, and 5 which are undeveloped or inappropriately developed warrant additional considerations.

Visual Resources	Existing Conditions	Local Policy	Local Land Use	Local Zoning
Protect Coastal scenic and visual qualities	–	–	–	•

In addition, both Mission and Sycamore Creeks are visually as well as environmentally degraded and present controls have been ineffectual in improving their condition. In general, the existing regulations designed to insure the protection of visual and scenic resources appear adequate to meet the intent of the Coastal Act. However, more specific policies and actions need to be developed to carry out the actions already recommended in the General Plan and address the following two issues:

- (1) Protection and enhancement of public views where they now exist within the coastal zone.
- (2) Enhancement of the visual quality of the Waterfront Area.

LCP POLICIES

Policy 9.1

The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- (1) Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new developments;
- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
- (4) Developing a system to evaluate view impairment of new development in the review process.

Actions

- Explore Federal, State, and local funding sources for park and open space acquisition.
- Delineate view corridor locations on new construction/ development plans by additional building limits, building orientation, and setback requirements.
- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project’s height, setback, and clustering of buildings.

Policy 9.2

A special design district in the waterfront area, excluding the area mentioned in Policy 9.4, shall have area-wide architecture design standards developed by the Architectural Board of Review for their use in their design review of new development.

Actions

- Form a task force consisting of area businesspersons, property owners, and concerned citizens to develop design guidelines.
- Provide City staff as support for the task force.
- Create a holding pond of the central drainage channel and landscape with native plant material.

Policy 9.3

All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.

Action

- The City will work with the utility companies to hasten the undergrounding of utilities in the coastal zone.

Policy 9.4

Expand El Pueblo Viejo Landmark District to include the property fronting on the following streets: Castillo Street, from U.S. 101 to Cabrillo Boulevard; and the proposed Garden Street extension from U.S. 101 to Cabrillo Boulevard, and Cabrillo Boulevard.

Action

- Amend existing El Pueblo Viejo ordinance to include the streets described above.

Policy 9.5

All parking facilities shall be screened from public view in a method suggested in the City's Scenic Highways Element of the General Plan.

Action

- Adopt a City parking/landscaping ordinance to reflect the above policy.

Policy 9.6

In order to protect and maximize the open space and visual character of the Wilcox Property and the Clark Estate, these areas shall be developed in a cluster type development, or other suitable design mechanism which would accomplish the purpose of this policy.

Policy 9.7

In order to protect the visual, historic, and/or architectural character of the Clark Estate, a significant coastal resource, and notwithstanding any other policy contained in this Plan, a revetment may be permitted along the beach frontage at the Clark Estate if the City determines that it is necessary to, and will accomplish the intent of, protecting the visual, historic, and/or architectural character of the property, and that there are no alternatives that are less environmentally and aesthetically damaging.

Policy 9.8

The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.

Actions

- Create a local scenic highway designation and designate Highway 101 as a local scenic highway.
- Amend the Scenic Highways Element of the General Plan to include Highway 101 as a potential State Scenic Highway.
- Apply to Caltrans for a State Scenic Highway designation for Highway 101 within the Coastal zone and work to encourage its designation.
- Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.
- Amend the Sign Ordinance to provide special sign regulations within the Highway 101 Special Design District (excluding the highway right-of-way). In particular, the use of backs of buildings as billboards should be prohibited.

Policy 9.9

The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.

Policy 9.10

The City shall work with the County, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of new highway improvements and landscaping.

Policy 9.11

Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.

Policy 9.12

When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review

prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

The landscape plan shall address the following elements:

- (1) To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)
- (2) When tree removal cannot be prevented, replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.
- (3) The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.
- (4) The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes reclaimed water when available.
- (5) The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.

Actions

- Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.
- If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.

Policy 9.13

Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).

Action

- Support efforts by private organizations to provide tree planting or other landscaping anywhere along Highway 101, and particularly in the section between Castillo Street and Hot Springs/Cabrillo Blvd. through the Adopt-a-Highway program or through other similar programs or efforts.

Policy 9.14

New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.

Policy 9.15

In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.

Action

- Form a joint subcommittee of the Architectural Board of Review and Historic Landmarks Commission to: 1) establish criteria of what constitutes an “exemplary highway structure”; 2) identify and inventory exemplary highway structures worthy of special consideration; and 3) establish design criteria for these structures during reconstruction and renovation. Amend the Municipal Code and Coastal Zoning Ordinance to require Historic Landmarks Commission review of changes to or replacement of identified highway structures as a condition of a Coastal Development Permit.

Policy 9.16

The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.

Policy 9.17

Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.

Action

- The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework or other artwork to improve the appearance of existing or future highway structures where needed.

Policy 9.18

The amount of lighting provided along the highway shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen from nearby residences and recreational areas.

Action

- When reviewing proposed improvements to Highway 101, the Architectural Board of Review shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.

CULTURAL RESOURCES

CULTURAL RESOURCES

INTRODUCTION

In years past many of the Santa Barbara coastal zone archaeological, paleontological and historic resources have been destroyed to make way for new development. To protect these valuable, nonrenewable resources, a Coastal Act policy pertaining to the protection of archaeological and paleontological resources is as follows:

Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Resources Officer, reasonable mitigation measures shall be provided.

The above stated Coastal Act policy does not specifically address the protection of historic resources. Because Santa Barbara has such an abundance of these valuable resources, the discussion of this policy has been expanded to also include historic resources.

LOCAL RESOURCES AND ISSUES

Paleontological Resources

There is only one known location of any paleontological significance in the City's coastal zone. Fossil Hill is an outcrop of the Santa Barbara Formation near the Santa Barbara City College (the formation was so named because it was first identified locally). Students of paleontology utilize the site for studying a variety of constituents found in the shallow marine deposits.

Archaeological Resources

The most significant archaeological site in the Santa Barbara coastal zone is located on a 65 acre site immediately east of Arroyo Burro County Beach Park, known as the Wilcox property. Archaeological remnants found on this site include a shell midden deposit in a dark brown soil matrix comprising approximately 30,000 square feet. The cultural deposit represents an intact accumulation of shellfish remains, bone, artifacts, and lithic debris. Artifacts observed on the site surface included flakes, flake tools, core tools, hammerstones, and projectile points. The range of lithic materials utilized by the site's inhabitants included sandstone, quartzite, and cherts of numerous kinds.

This particular archaeological site comprises a significant body of data for the generation and testing of both current and future anthropological theory. The site is remarkably intact, having received minimal impact from past activities. From this perspective the site is unique to the entire Santa Barbara Channel.

An added dimension concerning the significance of this archaeological site is provided by the current increased awareness among Native American groups of the potential for archaeological resources to elucidate and validate a link with their cultural heritage. All archaeological sites known to contain the remains of Native American ancestors are sacred and, as such, should be protected.

Other archaeological sites located in the coastal zone include Burton Mound, once a Chumash Indian settlement which has since been developed for residential uses, and an area of the Goleta Slough which has more recently been used as a motorcycle race track.

The "Cultural and Historic Resources" section of the Conservation Element indicates areas of known and suspected sites of archaeological significance. The mapped locations are purposely vague so as not to be helpful for those who would seek to despoil and/or pilfer artifacts from the sites.

Historical Resources

Santa Barbara's heritage combines centuries of Indian culture with years of Spanish, Mexican, and American influence. This blending of cultures manifests itself in the style, character, pace and appearance which have made our City one of the most widely acclaimed centers of historical and cultural significance in the State. Those structures and remnants of settlement which remain are cherished not only as links to our colorful and varied past, but also as irreplaceable components of the City's ambience.

Located on East Mason Street and Burton Circle, Burton Mound is the only designated State Landmark within the City's coastal zone. As mentioned earlier, this was the site of a Chumash Indian village, known as Siujtu. The knoll was once an island, thirty feet above sea level, and covered an area 600 feet long by 500 feet wide. Today little remains of the ancient mound and apartment dwellings occupy the historic site.

The City of Santa Barbara Historic Landmarks Committee has recently conducted a survey of all structures and sites located in the downtown and waterfront areas of Santa Barbara, with the exception of the "Freeway Survey" area. In part, it was the intent of this survey to inventory architectural and historic resources for possible inclusion on the State Inventory of Historic Resources. A list of these sites and structures located in the coastal zone is included in the Appendix.

The Moreton Bay Fig Tree (*Ficus Macrophylla*), located on the southwest corner of Chapala and West Montecito Streets, has been designated a "Tree of Notable Historic Interest". This tree is protected by the "Preservation of Trees" Ordinance, Municipal Code Chapter 14.24, and therefore may not be destroyed. The tree measures 60 feet in height with a 31 foot trunk circumference and an approximate 151 foot canopy.

Portola's 1769 expedition camped nearby, on a site selected by Capt. Ortega, the trail scout. Ortega later was a founder of Santa Barbara and Commandante of the Presidio.

EXISTING PLANS AND POLICIES

At the present time, none of the archaeological or paleontological sites within the City's coastal zone are listed on the National Register of Historic Places.

General Plan

Contained within the Conservation Element of the General Plan is a Cultural and Historic Resources Section. Applicable goals, policies, and implementing actions of this section are as follows:

Goals

Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.

The Hispanic tradition of architecture reflected in the El Pueblo Viejo district of the central City shall be perpetuated.

Selected structures which are representative of architectural styles of fifty or more years ago (pre-1925) will be preserved wherever feasible.

Policies and Actions

1. Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.
 - In the environmental review process, any proposed project which is in an area indicated on the map as “sensitive” will receive further study to determine if archaeological resources are in jeopardy. A preliminary site survey (or a similar study as part of an environmental impact report) shall be conducted in any case where archaeological resources could be threatened.
 - Potential damage to archaeological resources is to be given consideration along with other planning, environmental, social, and economic considerations when making land-use decisions.
 - Publicly owned areas known to contain significant archaeological resources should be preserved by limiting access and/or development which would involve permanent covering or disruption of the sub-surface artifacts.
2. The Designated Landmark distinction shall continue to be extended to those structures and sites which have recognized significance.
 - The current list of Noteworthy Structures of Importance should be scrutinized for nominees for becoming Designated Landmarks.
 - Results of the architectural survey of the City should be examined specifically for potential nominees for becoming Designated Landmarks.
3. The establishment of historic districts should be encouraged as a method to provide for historic and cultural resources which warrant protection.
 - In any neighborhood districts designated as special preservation/design review districts, replacement structures, new construction, and exterior remodeling should be carefully evaluated by the Historic Landmarks Commission for neighborhood compatibility.
 - Within the boundaries of preservation/design review districts, special attention should be given to height limitations in order to prevent blockage and/or other aesthetic degradation of significant structures or areas.
4. The requirements and restrictions administered by the Historic Landmarks Commission and the Architectural Board of Review will apply to City and other public agencies as well as private projects.
 - Municipal Code Chapters 22.22 and 23.68 should be reviewed and revised to assure that both public and private projects are reviewed by the Historic Landmarks Commission or the Architectural Board of Review.

Historic Structures Ordinance

Local protection of historic landmarks is provided by the “Historic Structures Ordinance”. The ordinance officially declares that it is the City’s policy to recognize, preserve, enhance, perpetuate, and use structures, natural features, sites and areas which have historic, architectural, archaeological, cultural or aesthetic significance (Chapter 22.22, Municipal Code, City of Santa Barbara). Landmarks designated under the provisions of this ordinance cannot be altered (on the exterior), relocated, or demolished. The Historic Landmarks Commission, established under this measure, recommends to the City Council landmarks of historical significance to be designated. “Structures of Merit” may also be designated. Although these structures do not receive the protection of the ordinance, they have received official recognition.

Trees of notable historic interest, either because of age, type, or historic associations, may be designated as “Historic Trees” and are protected by the Municipal Code. Specimen trees are protected by the same chapter.

The aforementioned Historic Structures Ordinance also establishes a landmark district, El Pueblo Viejo, which is partially located within the coastal zone. The affected area encompasses the three square blocks between State and Chapala Streets, and between U.S. 101 and Cabrillo Boulevard. Also included are properties fronting on the east side of State Street and the west side of Chapala Street.

Exterior alterations to structures within the district, and all new construction, must be designed in traditional Hispanic styles.

Policy Evaluation

The combined effects of the Goals and Policies of the Cultural and Historic Resources section of the Conservation Element and local ordinances satisfactorily fulfill the intent of the Coastal Act in regards to archaeological and historic resources preservation.

The preservation of paleontological resources, however, is not addressed by the Conservation Element, nor by any local ordinance. Because of this, existing local policy does not completely fulfill all aspects of the Coastal Act in regard to the protection of archaeological, paleontological, and historic resources.

The policies contained with the Conservation Element must be amended so that paleontological resources are considered. Once this has been done, local policy will completely satisfy the intent of the Coastal Act.

At present, zoning policy for the Santa Barbara coastal zone does not specifically consider the protection or preservation of archaeological, paleontological, or historical resources. Zoning policy for the coastal zone could be used as a tool for the protection and preservation of these resources by preventing the encroachment of urbanization into sensitive areas and by allowing uses that are compatible with the existing resources.

Archaeological, Paleontological & Historical Resources	Existing Conditions	Local Policy	Local Land Use	Local Zoning
30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Resources Officer, reasonable mitigation measures shall be provided.	•	-	-	-

LCP POLICIES

In that existing City policy generally meets the purpose of the relevant Coastal Act Policy, the following actions are recommended in order to fully address this issue on conformance with the intent of the Act:

Actions

- Amend the policies of the Conservation Element to the General Plan where necessary to include the protection of important paleontological resources, or provide adequate mitigation measures for any adverse impacts upon these resources.
- Develop the necessary amendments to the City’s Zoning ordinance to provide for the protection and preservation of significant archaeological and paleontological resources.

Policy 10.1

Proposed improvements to Highway 101 shall be designed in a manner that is sensitive in design and function to the highway’s historic role within the City.

Action

- The City should carry out studies to determine historical relevance of Highway 101 and explore the potential for Highway 101 to receive National Register of Historic Places status.

Policy 10.2

Improvements to Highway 101 shall avoid to the greatest degree possible impacts to historic resources.

Policy 10.3

Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.

Policy 10.4

Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall minimize changes to the location, setting or context of the C.C. Park Watering Trough and Fountain.

PUBLIC SERVICES

PUBLIC SERVICES

INTRODUCTION

The applicable Coastal Act Policy states:

Section 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development of uses permitted consistent with the provisions of this division; ... Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

LOCAL RESOURCES AND ISSUES

A decisive factor in determining the kinds, location, and intensity of uses to be allocated for the coastal zone is the capability of relevant public works systems, such as water supply, sewage treatment, and transportation facilities, to accommodate the needs of new development. The Coastal Act requires that there be a high degree of coordination between public service system capabilities and development, and that where the expansion of systems is limited, services to coastal-dependent uses, essential services, and basic industries shall not be precluded by other development.

Water Supply

Future water supplies to the City will be dependent upon the availability of groundwater, the City's contract with the U.S. Bureau of Reclamation for Cachuma water, and rate of siltation and desilting of the Gibraltar Reservoir. The present and future demand and supply of water for the City as a whole is indicated by the table below:

Water Supply/Demand Comparisons in Acre Feet

	1978	1983	1986	2000	2015
Dry Year Demand	14,100	17,500	17,900	19,700	19,700
Normal Year Demand	13,500	16,900	17,300	19,100	19,100
Base Salary:					
Mission Tunnel/Juncal	1,000	1,000	1,000	1,000	1,000
Groundwater (Normal)	2,000	2,000	2,000	2,000	2,000
Cachuma	6,800	7,900	8,950	8,950	8,950
Gibraltar/Conjunctive	5,000	5,000	4,950	5,950	5,950
Cachuma Surplus	2,100	1,000			
TOTALS	16,900	16,900	16,900	17,900	17,900
Other Potential Sources:					
Conservation @ 5%	700	800	900	1,000	1,000
Reclamation, Low Level		700	700	700	700
Reclamation, High level			1,500	1,500	1,500
Gibraltar Desilting			1,000	3,000	3,000

Source: Provided by M. Hopkins, Water Resources Division, Public Works Dept., City of Santa Barbara, January, 1979.

As evidenced by this table, the City should continue to experience water surplus through 2015 with the successful pursuit of the potential sources of water. The City is presently pursuing a water conservation program, the desilting of Gibraltar, and investigating the possibilities of reclamation.

The demand figures for 1983 are adjusted to reflect the probable increase in demand expected, resulting from the adoption and implementation of a Water Services agreement between the City and the Goleta County Water District which is presently being negotiated.

The water demand projected within the table includes build-out of all components within the coastal zone. Hence, at the present time, it is projected that there is adequate water supply for the development of all areas described in the Land Use Plan.

Wastewater Treatment

The City's wastewater treatment plant was recently expanded and now has the capacity to process 11 million gallons per day (mgd). Included in this expansion is the provision for future upgrading to a capacity of 16 mgd as the demand increases. The number of people which the new 11 mgd plant can

serve is somewhere between 86,000 and 95,000, depending on the average per capita use. An expansion to 16 mgd could serve up to 120,000 persons. Wastewater treatment and collection capacities are not limited at the present time, and these facilities are considered adequate to accommodate total buildout in the coastal zone. There is presently an unused capacity of 2.5 mgd which will be considered as surplus for this analysis.

Projected Wastewater Demand of Total Buildout:

Component	Wastewater Demand (gallons per day)	% of Surplus (2,500,000 gpd)
1	18,760	0.75
2	51,800	2.07
3	61,880	2.48
4	8,741	0.35
5	272,820	10.91
6	9,290	0.37
7	41,720	1.67
8	<u>50,740</u>	<u>2.03</u>
Total	515,751	20.63

Note: Buildout in Components 1, 2, and 7 was calculated according to the maximum allowable under current zoning; buildout in the remaining components was calculated using the maximum development alternatives under the LCP development scenarios. (Alternative “C” - Preliminary Land Use Plan.)

It is apparent from the above numbers that the wastewater handling capacity is more than adequate to accommodate total buildout in the coastal zone.

Other Public Utilities

Public utility companies supplying natural gas, electricity and telephone service are required by law to extend service where needed. In the City’s coastal zone, necessary service extensions would involve relatively short distances, since the existing facilities already exhibit widespread coverage.

Circulation and Parking

In connection with circulation and parking related issues, the City’s coastal zone can be divided into three general areas: the Mesa, the Waterfront Area, and Highway 101.

The Mesa

The mesa is primarily a residential community. It is served by major arteries (Cliff Drive, Shoreline Drive, and Meigs Road), collectors, and local streets. From the western part of the City, Las Positas Road is the major ingress/egress route. Curbside parking is permitted throughout almost all of the Mesa.

Cliff Drive is the primary east/west roadway on the Mesa. It has four widely separated controlled intersections; three signalized Cliff Drive intersections at Loma Alta, Meigs Road, and Flora Vista Drive, and a three-way stop sign intersection at Las Positas Road. Cliff Drive consists of four lanes, with a posted speed limit of 40 mph. It is fully capable of handling existing traffic demands and demands

anticipated to beyond 1999 through its length from City College to Las Positas Road.

The Cliff Drive/Las Positas Road intersection, while presently operating at an excellent level of service, could be adversely affected by incremental development and changes in that general section of the City. Development of the Wilcox property (80-85 dwelling units), the 160 acre parcel located at the northeast quadrant of the intersection (110 units), and the Las Positas Park complex (500 parking spaces) are being, or have been, considered. Use of the recreational facilities at the Youth Football field on Las Positas Road and at the Arroyo Burro County Beach Park continues to increase from year to year. Ongoing development of the Braemar/Campanil residential neighborhoods is expected.

The City is currently studying the feasibility of closing Flora Vista Drive/Calle Canon to through traffic. The street connects the City's westside with the Mesa; however, complaints by residents about unsafe traffic conditions have prompted City Council action. If closure occurs, levels of service on Meigs Road and Las Positas Road are anticipated to be reduced, as is service at the Cliff Drive/Las Positas intersection.

Las Positas Road, south of Veronica Springs Road to Cliff Drive is functioning at 50% of its ultimate capacity. The two lane artery serves 1100 vehicles at peak hour in that section. Some or all of the aforementioned generators of increased use of Las Positas Road and the Cliff Drive intersection could necessitate the implementation of mitigation measures in order to preclude significant impacts on coastal access. The widening of Las Positas Road and signalization of the intersection are possible measures.

The Waterfront Area

The City contracted in 1978-79 with the De Leuw, Cather and Company to prepare the "Waterfront Area Transportation Study" (WATS), a comprehensive study of parking and circulation in the waterfront area. The following discussion of findings and impacts is extracted from the "Summary" chapter of the report. Detailed information on all of the issues discussed can be found in the Final Report.

Findings

Traffic Volumes

Traffic volumes are highest in the study area during the July and August summer months due to recreational travel. Traffic volumes build up during the week and peak on Sundays. Peak hour periods occur during the afternoon during weekdays and Sundays. Most of the traffic and parking analysis in this study examined peak summer Sunday and weekday conditions.

Traffic Capacity

Presently during summer weekdays and weekends, most streets and intersections in the study area operate at a level that provides good or even excellent traffic operation, and traffic delays are minor. The exceptions are the four U.S. 101 signalized intersections with Chapala Street, State Street, Anacapa Street and Santa Barbara Street which, during peak periods, experience poor operation on weekdays and fair to poor operation during Sundays. The congestion at these intersections is due to the high traffic volumes on the freeway, and the limited number of traffic lanes. (Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.)

Parking

There are over 5,300 public parking spaces in the study area, nearly evenly divided between curb and off-street spaces.

On Sundays, the number of vehicles parked in the beach area builds up over the day and peaks at 2:00 PM at which time 75 percent of the 4,200 parking spaces closest to the beach are occupied. At that time, most of the parking lots and on-street spaces adjacent to Cabrillo Boulevard are at or above their practical parking capacities. Closest available parking is generally located two blocks or more north of the beach area. The number of vehicles that occupy a single parking space during the day (turnover) averaged 2.7 which is much lower than the turnover rate exhibited in downtown lots, and indicates a predominance of long-term parkers.

Weekday parkers exhibited much different characteristics than the Sunday parkers. The peak parking occupancy occurred in the morning (10:00 AM) at which time about 60 percent of the spaces surveyed were occupied. The number of on-street parkers remains constant over the day at about 40 percent of the available supply. The amount of parking taking place in off-street lots, however, decreases over the day due to a drop off in demand for student parking near the Santa Barbara City College. Weekday parking utilization and turnover are significantly lower than those observed for Sunday.

Public Transit Service

Public transit does not provide comprehensive coverage of the study area, and for most riders at least one transfer is involved in reaching the area. Less than 1% of the total travel in the study area now occurs on the three public transit lines in the waterfront area. These lines are relatively well utilized compared to the rest of the MTD transit system but do not provide direct access between all major local destinations.

Bicycle Travel

More people ride bicycles in the study area than ride public transit. Presently, there is only one bicycle route in the waterfront area, the recently completed Cabrillo Boulevard bike path along the beach. Other bicyclists must mix with auto traffic on local streets. Significant potential exists to improve the bike route system.

Characteristics of Parkers

- The trip purpose most often reported by Sunday parkers is recreation at the beach, Arts and Crafts Show, boating and restaurants. Many people reported multiple trip purposes. Over one-half of those reporting the Arts and Crafts Show as a purpose also reported at least one other trip purpose.
- About one-half of weekday and Sunday parkers originated their travel from within the City of Santa Barbara. However, Sunday parkers from outside of the City often came from much farther away than the weekday parkers.
- Most parkers walked 2 blocks or less to their first destination.
- Sunday parkers come far less frequently to the waterfront area than do weekday parkers.

Employment Characteristics

About one-half of the total 3,600 person employment in the waterfront area is concentrated in 53 restaurant and overnight accommodation establishments. The largest employer in the area is the City College which represents one of every six jobs. It also has an existing enrollment of about 6,700 full time equivalent students. The remaining employment is in a wide variety of retail and commercial businesses that generally employ less than 10 to 20 employees each.

Employee Travel Characteristics

- Most employees live in the City of Santa Barbara and drive alone to work.
- City College employees live an average of 5 miles from work, and exhibit conventional work start and end times.
- Other employees (restaurant and motel workers primarily) and City College students live an average of 2.5 miles from work, but exhibit a wide variation of work schedules. Also they frequently change their schedules. This implies that ride-sharing (carpool, vanpool, etc.) programs, which depend on uniform work start and end times as well as daily adherence to a schedule, could not be expected to attract significant numbers of employees in the study area.
- About one-half of the employees indicated that they would use a shuttle bus along State Street during the week for access to downtown.
- Employees indicated that if they no longer had free or low-cost parking they preferred improved bus service or free remote parking with shuttle bus service to commute to work.

IMPACTS

Future Developments

Specific estimates were made of the types and levels of development which could occur in the waterfront area based on current proposals, the Redevelopment Agency's plans and City staff estimates. They do not necessarily reflect any specific current proposals for development; rather the objective was to pick realistic scenarios while spanning the range of possible alternatives. Altogether, 10 development sites were considered, and for each site one or more alternatives were evaluated. The alternatives considered are:

1. City College Expansion with 300 or 1,300 new students.
2. Harbor Expansion with 500 or 800 new boat slips.
3. West Beach Build-Out to two alternative mixes of apartments, motel rooms and retail shops.
4. Hotel/Conference Center with five alternative mixes of park, hotel rooms, conference center, and condominium units.
5. Mixed Light Industrial Park (between Santa Barbara Street and Salsipuedes Street) with increase of 420,000 square feet of industrial, educational, office and restaurant development.
6. Stearns Wharf with either 49,000 or 35,000 square feet of regionally oriented restaurant, marine related and shopping development. (Stearns Wharf with 28,000 square feet of locally oriented development was also examined in terms of parking needs. This is a recent proposal of the City.)
7. East Beach Build-Out with either 18 new apartments or 45 new motel rooms.
8. Clarks Estate with park or single family residential development.
9. Redevelopment Area (between State Street and Santa Barbara Street) with 283,000 square feet of new retail commercial. (This would replace 560,000 square feet of existing commercial manufacturing, auto related services, and office space.)
10. Transportation Center with 200 parking spaces and multi-modal transportation services.

Transportation Demands of Developments

Table 12 (page 168) presents the estimated peak period weekday and Sunday traffic and parking demands resulting from the various alternatives. Maximum development of all 10 sites represents approximately 36 percent of existing weekday and 31 percent of Sunday peak hour trip generation. Maximum development of all sites would require 5,430 new parking spaces in the waterfront area.

Traffic Impacts

Traffic service in the waterfront area would be seriously reduced at the presently congested four U.S. 101 signalized intersections for most individual development alternatives during the summer Sunday peak periods. Additionally, combining all alternative developments under minimum or maximum conditions would cause severely deficient operation at the four U.S. 101 signalized intersections for both weekday and summer Sunday peak conditions. (Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.) The only other intersection that would not operate at an acceptable level would be the Castillo Street/Cabrillo Boulevard intersection on summer Sundays under maximum site development. Detailed impact matrices are included in the Final Report that indicate impacts for each development project alternative.

TABLE 12**TRAFFIC AND PARKING GENERATION**

Development³⁵	Alt.	Two-Way P.M. Peak Hour Vehicle Trips³⁴		Parking Demands	
		Weekday	Sunday	Weekday	Sunday
City College Expansion	A	50	0	150	-
	B	220	0	650	-
Harbor Expansion	A	200	300	250	380
	B	320	480	400	600
West Beach Build Out	A	150	160	210	230
	B	160	180	220	250
Hotel/Conference Center	A	550	550	900	900
	B	250	250	430	430
	C	350	350	600	600
	D	350	350	580	580
	E	450	450	750	750
Mixed Light Industrial Park	A	570	50	480	50
Stearns Wharf	A	310	310	600	760
	B	190	190	390	490
East Beach Build Out	A	5	5	30	30
	B	20	20	50	50
Clarks Estate	A	10	10	10	10
	B	80	80	130	130
State St. to Santa Barbara St. Redevelopment Area	A	180	690	1,050	1,320
Transportation Center	A	80	80	200	200

34 Rounded off values from, Table VI-2, Final Report.

35 See Final Report for detailed description of each development.

Increased traffic volumes may require traffic signalization at up to three intersections along Cabrillo Boulevard.

If U.S. 101 is not improved through the signalized intersections, then some diversion would occur from the freeway onto local waterfront area streets. Up to five intersections would operate at an unacceptable level. However, some of the sites could be developed before diversion impacts become critical at most of these locations. (Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.)

Increased traffic volumes could occur on residential streets, especially on weekends, due to drivers looking for parking. This could increase traffic volumes on those streets up to one-half of existing traffic volumes.

Parking Impacts

Most developments would have to provide all of their required parking supply on site. This is due to a very limited available parking supply in most areas.

Regional population growth could increase the weekend beach area parking demand by about 10 spaces per year independent of demand created by new development in the area.

Highway 101

Highway 101 between Olive Mill Road and approximately the Castillo Street interchange is within the City's coastal zone and serves as an important local travel corridor as well as a major state highway through the community. Because of Highway 101's role as a major state highway, increases in vehicle traffic can be expected as growth occurs both locally and statewide.

In the late 1980's, the segment of Highway 101 from the western City Limit to Castillo Street was widened to six lanes. In 1991, Caltrans completed the Crosstown Freeway project which widened Highway 101 to six lanes from Castillo Street to Milpas Street and removed all four traffic signals. From Milpas Street to the eastern City limit at Olive Mill Road, Highway 101 remains a four-lane highway.

Increases in regional and local vehicle traffic may ultimately lead to the need for further improvements along Highway 101. Proposals have been included for many years in the Santa Barbara County Association of Governments' Regional Transportation Plan to widen the remaining section of Highway 101 to six lanes and to provide improvements to Milpas, Cabrillo Blvd./Hot Springs Road, and other interchanges. These improvements would serve to reduce traffic congestion for a period of time, but are not expected to handle the anticipated traffic demands indefinitely. The City has a goal to find ways to increase the use of alternative transportation modes in order to accommodate future regional and local traffic demands on Highway 101.

Because physical roadway improvements alone cannot be relied upon to address future vehicle traffic demands, the City has supported various methods to reduce vehicle trips and encourage use of alternative transportation through existing policies and implementation strategies such as a Transportation Demand Management program, the Bikeways Master Plan, and other mechanisms. In relation to the Highway 101 corridor, all feasible efforts to increase the use and availability of alternative transportation (e.g., carpooling, bicycles, public transit, rail service, walking) should be implemented before undertaking any major capacity improvements to Highway 101. Furthermore, future improvements to Highway 101 should incorporate features that encourage alternative modes of transportation, such as improved pedestrian walkways, bicycle lanes, park and ride facilities, and transit stops.

It should also be noted that while Highway 101 serves as a vital transportation link for Santa Barbara, the Highway, with its east-west configuration, serves as a barrier between the coastal portion of the City and

the inland areas. Where appropriate, improvements to Highway 101 should also incorporate measures to increase access to coastal areas by pedestrians, bicyclists and vehicles through either new or existing routes.

Public Transit

Metropolitan Transit District

The Metropolitan Transit District operates three bus routes in the coastal zone.³⁶ Line #5 services the Mesa area from the downtown Transit Center along Cliff Drive to the Arroyo Burro County Beach Park. Route #15 is a one-way line from the Transit Center to the Mesa by way of Castillo Street and Cliff Drive, returning by way of Meigs Road and Cabrillo Boulevard. Both lines service the City College from downtown every fifteen minutes; however, in the other direction only line #5 serves the campus. Thus, service in that direction is at thirty minute headways. Outbound bus trips do not appear to be well coordinated with class schedules, requiring a minimum twenty-five minutes wait from the time which most classes end to the next bus arrival. Direct service is not available from the college to the beach areas or to most residential areas of the City.

East of Castillo Street, route #21 provides service from the Transit Center to the beach and coastal recreational areas and to Coast Village, returning to the CBD again by way of Cabrillo Boulevard. It is estimated that roughly 1% of the total person-trips generated in the waterfront area is attributable to bus ridership.

The District's lines serving the coastal zone have adequate capacity to accommodate foreseeable demands. The Waterfront Area Transportation Study (WATS), however, proposes a large number of improvements in public transit services, motivated by the need to mitigate potential circulation and parking impacts from new development.

Greyhound

Greyhound Bus Lines operates inter-city service within Santa Barbara County as well as inter- and intra-state service to points outside the County. Greyhound operates 30 daily bus runs in Santa Barbara County, 12 northbound and 18 southbound. Greyhound has experienced a gradual decline in ridership since 1971. Although the Greyhound terminal is located outside the coastal zone (at the corner of Chapala and Carrillo Streets), it is immediately adjacent to the Metropolitan Transit District Transit Center (Chapala and Figueroa Streets). This enables passengers to arrive downtown via Greyhound and continue to their destination via MTD with considerable ease.

Increased demand on any Greyhound line is accommodated by the addition of as many buses as necessary. It is Greyhound's method to sell as many tickets for each route as possible, and then call on standby buses to serve additional ticket holders. Consequently, Greyhound could probably handle any level of additional demand as it occurs.

Amtrak

Amtrak provides passenger rail service via one northbound and one southbound train per day (the Coast Starlight trains), with each providing service between Los Angeles and San Francisco. This is one of Amtrak's most popular routes, showing a steady increase in ridership since 1971. These trains are currently running at or just under capacity, and Amtrak would like to add another train to this line. In

³⁶ On weekdays, service is provided every thirty minutes on all three routes. Service is reduced on weekends, with line #15 dropped altogether.

order to do this, however, Amtrak must first reach an agreement with Southern Pacific Transportation Company for the additional use of Southern Pacific's tracks. Such negotiations are currently underway.

Bikeways

The City has adopted a Bikeway Master Plan which outlines goals, objectives, and policies in "an effort to encourage the safe use of the bicycle as a healthful, non-polluting form of transportation." The Master Plan proposes approximately 40 miles of bikeways utilizing existing road shoulder areas, and about 20 miles of bikeways which are to be located offstreet. The Plan concludes that, "Bicycling can be an important and useful transportation alternative as well as a desirable recreational activity."

One of the objectives of the plan is to tie the City's bikeways in with the County's, thereby providing both greater opportunities for commuter use to and from downtown, and additional access to the coastline.

Within the coastal zone, a bikeway extends from Cliff Drive at Las Positas Road to Meigs Road along Shoreline Drive to Cabrillo Boulevard and along the length of Cabrillo Boulevard to Coast Village Road and Old Coast Highway.

It is very difficult to estimate the level of bicycle use which various types of development could generate. Bike use tends to fluctuate with both the weather and the availability and cost of other modes of transportation. It is anticipated that as the automobile becomes more expensive to operate, added pressures will be placed on other forms of transportation. Under the current level of demand, the existing bikeways are adequate. The expansion of bicycle-related facilities (such as parking) will encourage increased bicycle usage and is therefore desirable.

WATS recommends adoption of a City-wide bicycle parking ordinance to require all future developments to provide bicycle parking.

Santa Barbara City College

Santa Barbara City College is a key element in future transportation plans for the waterfront area. During fall and spring months, full operation of the campus affects vehicular circulation and availability of parking in the area.

Access to the College is concentrated through four intersections: Montecito/Castillo, Cabrillo/Castillo, Loma Alta Drive/Cliff Drive, and Shoreline Drive/Loma Alta Drive. Weekday afternoon peak hour levels of service are very good or better at those intersections (WATS). Volume to capacity computations made in 1975 show similar findings for peak morning hour operations.

Parking demands for SBCC are discussed in detail in the "Waterfront Area Transportation Study" and have been considered in the following section. Utilization of available lots is very high at times during session days.³⁷

The College and the City of Santa Barbara have for several years shared use of and cost of maintaining a large number of facilities situated in the western portion of the waterfront area. Through a joint use agreement, the following facilities *including all existing and proposed parking areas* are utilized conjunctively:³⁸

³⁷ An exception to this general condition pertains to use of the relatively new parking facility located on the West Campus. With 483 available spaces, the lot is rarely utilized to capacity. The West Campus is connected to East Campus by an attractive pedestrian structure over Loma Alta Drive.

³⁸ City parking areas included in the agreement provide 1,539 spaces; current on-campus spaces total 1,011.

Pershing Park	Leadbetter Park
La Playa Field	Playa del Mar
Los Banos del Mar	

In addition, the City has access to all existing and proposed SBCC facilities. Responsibilities and conditions of use are detailed in the agreement.

At the peak of student registration in the mid-seventies, the College developed the Master Plan for Santa Barbara City College (1974). Its purpose was to form a basis for educational programming and facilities development. Phasing of the plan has been integrated with enrollment increases. Student enrollment, however, peaked in 1975. In subsequent years, to the present, the trend has been one of decline. Community College District officials are projecting a steady decline in enrollment over the next thirty years (the trend is attributable to various economic and demographic factors). Because of this and recent fiscal constraints, there are currently no plans for facilities expansion. Any new academic programs which are added to the curriculum will be those which do not create a need for new facilities.

EXISTING PLANS AND POLICIES

The City’s adopted General Plan includes policies and discussion regarding the provision of public services, including circulation, parking and water service. These policies are general in nature, and do not specifically address the issues of the provision of public services to meet the competing demands of future development of the City’s coastal zone.

The major public service issues in the coastal zone center around the capacity of the circulation, transit, and parking systems of the waterfront to handle future development. These questions are discussed in the Waterfront Area Transportation Study which examines measures to mitigate the negative transportation impacts of future development of the area and recommends actions the City could take to this end. This report has been accepted by the City Council; however, the recommendations and actions have not been formally adopted as policy direction for future development.

Public Works	Exist. Cond.	Local Policy	Local Land Use	Local Zoning
30254. Limit new or expanded water, sewer, and transportation systems to that necessary to accommodate needs generated by development consistent with the Coastal Act; where capacity is limited, reserve portion for essential uses and recreation.	○	—	•	•

LCP POLICIES

The following policies are directed at the question of providing adequate circulation, transit, and parking within the waterfront area in order to continue to provide access to this important coastal resource area.

Freeway

Policy 11.1

The City shall continue to support the proposed U.S. 101 Crosstown Transportation Corridor. This project shall include at a minimum the following:

Complete grade separation of the freeway through the study area.

At least two roadway undercrossings of the freeway between the waterfront area and downtown as set forth in the “SGRN” plan.

Actions

- The City shall work towards the completion of the preferred “SGRN” freeway plan at its earliest possible date.
- The City shall investigate the relocation of the railroad in the future.

(Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.)

Local Streets

Policy 11.2

Until the crosstown freeway corridor is improved, the city shall limit development to that which can be accommodated by a modified local street network and which will provide adequate levels of service and access to the Waterfront. The modifications to local streets shall be those which are related to existing or future potential circulation impacts.

Action

- The City shall develop a system of “deficiency points”, as discussed in the WATS report, to aid in the determination of which projects, at what scale, can be developed in the waterfront area before traffic diversion from the freeway negatively impacts local streets. Prior to the improvement to the freeway, the City would restrict new development to those which would have a cumulative total of 100 points or less. (See Waterfront Area Constraints, p. 4-16.) The deficiency point system shall be reviewed periodically in order to ensure that adequate access and circulation are provided.

(Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.)

Policy 11.3

The Castillo Street/Cabrillo Boulevard/Shoreline Drive intersection shall be improved to increase the handling capacity for future levels of traffic.

Action

- The City Public Works Department will monitor this intersection and implement the necessary improvements if traffic queues begin to develop on the approaches to the intersection.

Policy 11.4

The City shall investigate the development of the following additional east/west streets in the Waterfront Area in order to alleviate traffic along Cabrillo Boulevard:

Prior to Freeway reconstruction, the extension of Yanonali Street east to Salsipuedes Street.

After Freeway reconstruction, (a) the realignment of Montecito Street to Yanonali Street, per the “SGRN” Freeway Plans; and (b) the development of a new street along the Southern Pacific right-of-way connecting to Mason Street.

Action

- The City shall investigate the possible alignments of such streets and investigate means and sources of possible funding of development. The development of these streets is recommended in order to divert commercial and industrial traffic in the waterfront off of Cabrillo Boulevard, minimizing the need to further signalize this scenic route, and maximize its use for recreational and visitor related trips.

(Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101.)

Parking

Policy 11.5

All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

Actions

- The City shall investigate the creation of a Waterfront Area Parking District.
- The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require parking in excess of the minimum ordinance requirements.

Policy 11.6

The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

Actions

- As part of the on-going, comprehensive Transportation Management Plan and in conjunction with the Redevelopment Agency, the City shall identify, prioritize, and develop additional public parking facilities in the waterfront area.
- As part of the discretionary review of new private developments in the waterfront area, the City shall encourage the development of multi-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible.

Policy 11.7

Any proposed development of the Southern Pacific Property located south of the existing railroad right-of-way, north of Cabrillo Boulevard, west of Milpas and Punta Gorda Streets, shall provide replacement public off-street parking spaces if the existing public spaces presently within the public right-of-way of Carpinteria Street are removed. These spaces would be in addition to those provided for in Policy 11.5.

Policy 11.8

Parking shall be provided for the proposed Stearns Wharf restoration by:

1. The future development of new off-street public parking at Santa Barbara Street and Cabrillo Boulevard; and
2. New parking on the Wharf subject to a parking management plan in order to:
 - a) Prevent queuing or stacking of vehicles on the Wharf or at Cabrillo Boulevard;
 - b) Eliminate non-user vehicle circulation on the Wharf; and
 - c) Encourage reasonable turnover of vehicles in the public parking spaces on the Wharf.

Policy 11.9

The City shall investigate the posting of time limits or the imposition of parking fees for on-street parking in order to:

Generate revenues to pay for local transportation related programs; and

Divert drivers into peripheral parking facilities or alternative transportation modes.

Policy 11.10

The City shall investigate developing a residential parking sticker program for the West Beach and East Beach residential neighborhoods to guarantee parking for residents and discourage long-term parking by non-residents.

Action

- The City, to implement such a program shall:
 1. Determine street by street the support for such a program and desired plan features.
 2. Determine procedures and fees for providing residential vehicle stickers and enforcement needs.
 3. Coordinate this program with the similar program being considered for the downtown residential areas.
 4. Coordinate the control of on-street parking in these neighborhoods with the development of peripheral parking lots or the Santa Barbara Street/Cabrillo Boulevard site.

Policy 11.11

The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the waterfront.

Actions

- Tie into the ride-sharing program the Area Planning Council proposes to establish and operate. Carpool applications should be widely distributed and promotional activities performed. Also, a staff member should be designated to be responsible for liaison.
- Assign reserved parking spaces to carpoolers in premium parking areas.

Public Transit

Policy 11.12

The City shall, if feasible, implement the development of a shuttle bus system in the waterfront area as an alternative means of transportation.

Action

- The following Waterfront Area Transportation Study recommendations shall be investigated:
 1. Operate a shuttle bus along State Street that is an extension of the downtown “Peplemover” that connects to the end of Stearns Wharf. Operate with 8 minute headways (time between buses) during peak periods and 20 minute headways during other periods. Operate with shorter headways after a freeway undercrossing of State Street is built.
 2. Operate a Cabrillo Boulevard shuttle bus between City College and Milpas Street. On weekdays the route would loop around City College, and on weekends it would terminate in the City College parking lot on Shoreline Drive. Buses would operate on eight minute headways during peak periods and 20 minute headways during other periods. The route would be coordinated with the State Street route to provide transfers at the State Street/ Cabrillo Boulevard intersection.

Upon completion of grade-separation of State Street, the headways on the Cabrillo Boulevard route would also be reduced to provide even better transit service. The services should be implemented just prior to the opening of a Stearns Wharf development.
 3. A shuttle system should be purchased for the waterfront area to provide these services in concert with the transit shuttle bus improvements planned for downtown.

Policy 11.13

The City shall cooperate with the Metropolitan Transit District in improving bus service to the waterfront area and coordinate this service with any future shuttle-bus program.

Policy 11.14

The City shall implement the Bikeway Master Plan in the waterfront area in order to encourage the use of the bicycle as an alternative mode of transportation.

Action

- The City shall:
 1. Give first priority to developing bike lanes on State Street.
 2. Design the State Street and Garden Street freeway undercrossings for bicycle movement and amend the Bicycle Master Plan appropriately to include these extensions.
 3. If the Castillo Street/U.S. 101 interchange is improved, provisions shall be made for bicycle movements.
 4. Consider using State Street as a lower cost alternative to the Master Plan’s proposed bike path along Mission Creek south of U.S. 101.

5. Develop the bike path in the Master Plan from Cabrillo Boulevard through Pershing Park to at least Montecito Street to reduce the need for bike riders to use Castillo Street.
6. Site plans for all developments should be reviewed by the City to ensure that good bicycle access is provided to existing and future bike routes.
7. As an extension of the recommended bike rack inventory/installation program for downtown, provide additional public bike racks in the waterfront area. A total of at least 300 bike rack spaces should be provided in the beach and commercial areas.
8. A City-wide bicycle parking ordinance should be adopted.

Policy 11.15

Pedestrian movement and safety should be encouraged and provided for throughout the area.

Action

Review individual projects or capital improvement projects within the waterfront area to incorporate safe pedestrian movement.

Policy 11.16

In order to encourage walking as an alternative to travel by automobile, the City shall protect existing pedestrian access to coastal areas from areas north of Highway 101 and strongly encourage the development of new pedestrian accessways.

Action

- The City shall explore methods and possible funding mechanisms to improve pedestrian and bicycle access for the Garden Street interchange, such as a new pedestrian tunnel or overcrossing.

Policy 11.17

The Highway 101 pedestrian undercrossing at Butterfly Lane shall be retained and if feasible, the utility and appearance of the undercrossing enhanced by provision of clearer signage, improved accessibility, and additional landscaping.

Policy 11.18

Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara's East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.

Actions

- The City shall explore pedestrian and bicycle access improvements to the Salsipuedes Street underpass area upon extension of Salsipuedes Street to Cabrillo Boulevard.
- The City and/or Caltrans should explore extension of Cacique Street under Highway 101 including improvements for pedestrian and bicycle access.

Policy 11.19

All proposed modifications to highway interchanges with City streets shall provide freeway and local street access that is consistent with the City's Coastal Plan policies and zoning regulations, transportation standards and thresholds and the Circulation Element. Modifications should strive toward resolving existing functional and aesthetic concerns.

Policy 11.20

Where feasible and appropriate, proposed improvements to Highway 101 shall incorporate alternative transportation improvements into the project design. These improvements may include provisions for travel by carpool, bicycle, public transit, rail service, or walking (including, but not limited to new pedestrian walkways, bicycle corridors, carpool lanes, park-and-ride lots, bus pockets, stops, and shelters). Projects shall include these features in the project design or shall allow for provision of these improvements in the future.

Action

- The City, the Santa Barbara Association of Governments (SBCAG), and/or Caltrans should explore methods to obtain funding sources for planning and developing alternative transportation systems to reduce dependence on the automobile as the primary mode of transportation.

Policy 11.21

The City shall ensure the identification of feasible methods to provide alternative transportation for the efficient use of the U.S. Highway 101 transportation corridor to accommodate further local, regional, and statewide transportation needs. Prior to the approval of a Coastal Development Permit for major metropolitan transportation investment projects pursuant to Chapter 1 of Title 23 CFR, Part 450, dated October 28, 1993, including the addition, relocation, or widening of any lanes, or construction of highway interchanges along U.S. Highway 101, the City Planning Commission, or the City Council on appeal, shall find that either:

1. The project is consistent with those portions of the Santa Barbara Association of Government's (SBCAG) Regional Transportation Plan that are applicable to the City's portion of the Coastal Zone and which (i) includes an alternative transportation mode study as described below, and (ii) have been incorporated by amendment into the City's certified Local Coastal Program; or
2. The project sponsor/applicant has completed an alternative transportation modes study to determine the type and extent of improvement needed to accommodate projected transportation levels. Such a study shall also evaluate the effectiveness and cost of alternative investments or strategies in attaining local, state, and national goals and objectives. The study shall consider the costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing, and energy consumption, consistent with federal regulations (Chapter 1 of Title 23 CFR, Part 450, dated October 28, 1993). The study shall specifically investigate the feasibility of alternative transportation modes such as, but not limited to, lanes dedicated to public commuter vehicles or multiple rider vehicles; mass transportation systems such as rail service; or other means of increasing the efficient use of the transportation corridor. The study shall also investigate the feasibility of accommodating non-motorized traffic through the development of recreational trails or commuter bikeways as an integral part of the transportation corridor.

For purposes of satisfying the application filing requirements relative to this standard for a Coastal Development Permit, the scope of the alternative transportation modes study shall be developed jointly by the Santa Barbara City Community Development Department and the Santa Barbara County Association of Governments and shall be proportionate and related to the scope of the proposed development. Further, the alternative transportation modes studies shall be coordinated with Santa Barbara County, the cities within the Santa Barbara County Coastal Zone, and with the adjoining Counties of San Luis Obispo and Ventura. The information requirements under this standard will be deemed met upon a determination by the Director of the Community Development Department that the scope of work has been fulfilled through the completion of the alternative transportation modes study.

As an alternative to the above study, the Director of the Santa Barbara City Community Development Department may determine that the environmental review for a project on U.S. Highway 101, or any combination of existing studies, adequately satisfies this application filing requirement. In this instance no further study shall be required, providing that the information upon which such environmental review or other studies is based is current. This determination shall be based on the finding that the study/document(s) contain an adequate analysis of the plans, methods, and potential actions to implement feasible alternative transportation modes as described above.

The cost of complying with either (a) or (b) above shall be the responsibility of the project sponsor/applicant. The application for a Coastal Development Permit shall be deemed complete only after this requirement is satisfied.

Policy 11.22

Improvements to Highway 101 shall not remove any existing bikeways or pedestrian accessways or preclude the construction of any proposed bikeways without providing comparable or better replacement facilities.

LOCATING NEW DEVELOPMENT

LOCATING NEW DEVELOPMENT

INTRODUCTION

The essence of the local coastal planning process is the locating of new development consistent with the objectives and policies of the Coastal Act. In addition to the previously discussed policy groups of the Act, four additional Coastal policies are directed specifically at the process of locating and planning new development.

Section 30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential of public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253. New development shall:

- (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
- (4) Minimize energy consumption and vehicle miles traveled.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline.

Except as provided in this division, coastal-dependent developments shall not be sited in a wetland.

In simple terms, these policies state: (1) locate development in or near existing developed areas; (2) maintain access by providing better transit, parking, etc., (3) relate new development to local and on-site recreation so as not to overload coastal recreation areas; (4) minimize energy consumption and vehicle miles traveled; and (5) give priority to coastal dependent development.

Because the City's coastal zone is an almost wholly urbanized area, future development will be located in or near developed areas. This in-filling is compatible with the Coastal Act policies regarding new development. Such in-filling would be conducive to the expansion of efficient public transit. Water and sewer service generally has adequate capacity for the population allowed by existing zoning. Problems do, however, exist in siting new development in regard to compatibility with existing neighborhoods, public view protection, provision and location of visitor serving facilities, ocean dependent activities, public access, and adequate circulation and parking in certain areas.

The focus of this section will be to look at each of the subcomponent areas of the City's coastal zone and present the following analysis:

1. General comparison of zoning, General Plan, Redevelopment Plan, and existing land use.
2. Potential development under existing zoning;
3. Major coastal issues within the component;
4. Recommended LCP land use; and
5. Constraints on development.

Essentially, this plan will attempt to:

- Designate areas appropriate for development, specifying the type, location and intensity of uses, consistent with coastal policies; and
- Bring together in a consistent manner the previously discussed policies regarding the pattern, intensity, phasing of development, and the provision of public services in conjunction with new development.

The development of the recommended land uses within each component is based upon the consideration of existing land use patterns, Coastal Act policies, proposed LCP policies, existing City plans and policies, and constraints upon development.

SUB-COMPONENT ANALYSIS

Component 1: Western City Limit to Arroyo Burro Creek.

1. Existing Plans and Land Use

General Plan: Entire component is assigned for one dwelling per acre use. The Beach Park is shown as a Major Public Use.

Land Use: Almost entirely developed as one-family residences; Arroyo Burro County Beach Park.

2. Potential Development

Vacant land would allow up to an additional sixty-five single family dwellings on a fill-in basis.

3. Major Coastal Issues

The major coastal issues within this component include: hazards related to fire services and seacliff retreat; maintenance of views along Cliff Drive; and lateral access along the beach below the bluffs (see related policy issue discussions in Chapter 3).

4. LCP Land Use

In that this component consists entirely of in-filling of existing residential areas, the proposed LCP land use is "Residential (1 dwelling unit per acre), the same as the existing General Plan. Additionally, land use designations for Arroyo Burro County Beach Park of "Recreational/Open Space", Bluffs, Beach, Vistas, Creeks, and Public Parking are provided. (See related discussion in policy sections: Hazards, Public Access, Recreation.)

5. Constraints of Development

One possible constraint upon development may consist of the provision of adequate water pressure and emergency access to the Campanil Hills/Braemar area. The City Fire Department is presently investigating the water pressure situation and will be determining in the near future whether development of this area will have to be controlled pending the solution of these problems.

The other possible constraint upon development in this component is the generation of additional traffic onto Las Positas Road, impacting the presently inadequate interchange at U.S. 101. The City has considered this problem and has instituted a special "Las Positas/La Cumbre Road Overpass Improvement Fee" to collect fees from new development in this area to assist in the funding of the necessary road improvements presently scheduled by Caltrans for fiscal year 1982-83.

Component 2: Arroyo Burro Creek to Westerly Boundary of Santa Barbara City College.

1. Existing Plans and Land Use

Zoning: Residential, 5 units per acre, 12 units per acre; Neighborhood Commercial.

General Plan: No appreciable disparity between General Plan and zoning. La Mesa Park, the Coast Guard property, Washington School, and Shoreline Park are designated as Major Public/Institutional uses by the General Plan.

Land Use: Primary land use is one family residential, a few areas of multiple family residential, Neighborhood Commercial, La Mesa and Shoreline Parks.

2. Potential Development

The only site for significant development potential is the Wilcox Property. Between 80-85 single family units could be accommodated. The remaining coastal zone section of the Mesa contains only scattered vacant parcels.

3. Major Coastal Issues

The major coastal issues in this component are: the protection of the riparian habitat of Arroyo Burro Creek; hazards of seacliff retreat and flooding; maintaining and providing access, both vertically and laterally, along the bluffs; protection of recreational access to Arroyo Burro County Beach Park; protection of archaeological resources; maintenance of existing coastal views and open space; and provision of adequate circulation on Las Positas Road (see related policy discussions in Chapter 3).

4. LCP Land Use

No changes from the existing General Plan are recommended in that the majority of this area is already built-out with only sporadic small lot developments in-filling. The one significant parcel with development potential, the Wilcox Property, is recommended as "Residential, 3 and 5 dwelling units per acre" considering the constraints and requirements of development discussed in the earlier policy sections on water and marine environments, hazards, access, recreation, visual quality, cultural resources, and housing. (See related policy sections for detailed policy discussions.)

5. Constraints on Development

The only present constraint to development in this component is the Las Positas Interchange situation as described in Component 1. A portion of this component, including the Wilcox Property, is within the area of the Special Overpass Improvement Fund.

Component 3: Santa Barbara City College to Chapala Street.

1. Existing Plans and Land Use

- Zoning: Multiple Residential; Hotel/Residential.
- General Plan: Western two-thirds of the area is Santa Barbara City College (with the exception of a multiple residential zone near the intersection of Cliff Drive and Loma Alta Drive). The General Plan designates the College as a Major Public and Institutional Use, thus zoning is not in conformance. The eastern third of the component shows zoning and the General Plan in agreement.
- Redevelopment Plan: The plan calls for “tourist related commercial” along Castillo Street from Cabrillo to Yanonali and along Cabrillo Boulevard. The interior of this neighborhood is designated “tourist related commercial and residential and related facilities”.
- Land Use: City College dominates the western half of this component. The areas fronting upon Castillo Street and west of Bath Street are a mixture of hotel/motel, residential, and related commercial. The area north of Mason Street, east of Bath Street, south of Los Aguajes Avenue and west of Chapala consists entirely of residential uses, excepting one motel at Mason and Bath Streets. Playa del Mar, Pershing Park, and Ambassador Park are within this component.

2. Potential Development

Prospects for expanding Santa Barbara City College are discussed in the Public Services section. Under current zoning, some conversions of motels to dwelling units could take place.

3. Major Coastal Issues

The major coastal issues within this component include: hazards from flooding of Mission Creek and potential liquefaction; protection of existing recreational facilities; provision of visitor serving uses, primarily hotel/motel related; protection of the unique West Beach residential neighborhood; problems of circulation and parking related to the waterfront area in general and, specifically, possible City College expansion (see related policy discussions in Chapter 3).

4. LCP Land Use

Santa Barbara City College shall be designated “Major Public and Institution” and the existing apartment complex at Loma Alta Drive classified as “Residential - 12 units per acre”. The park complex at Castillo Street and Cabrillo Boulevard shall be designated as “Recreational/Open Space”.

In order to protect the existing pattern of hotel/motel development in the West Beach area, the area bounded by Castillo Street, the southern boundary of the commercial area fronting on Montecito Street, the half block east of Castillo Street, the alley south of Mason Street, Chapala Street, and Cabrillo Boulevard shall be designated “Hotel and Related Commercial I”, excluding Ambassador Park which is to be retained in the “Recreational/Open Space” classification. (See policy section “Visitor Serving Uses”.)

The area bounded by the half block west of Bath Street, the half block north of Los Aguajes Avenue, Mission Creek including small area of Component 4, and the alley south of Mason Street shall be designated “Hotel and Residential” in order to preserve the unique character of this small neighborhood (see discussion in “Housing” policy section).

Remaining areas along Montecito Street shall be designated as “Commercial” and “Hotel and

Residential” in conformance with the existing pattern of development.

5. Constraints on Development

The constraint upon development within this component relates to the circulation and parking constraints within the waterfront area discussed in the “Public Services” section. The recommendations regarding these constraints are discussed under “Waterfront Area Constraints” which follows this sub-component analysis section.

Component 4: Chapala Street to Santa Barbara Street.

1. Existing Plans and Land Use

Zoning: Commercial/Manufacturing.

General Plan: This area is set aside in the General Plan for Hotel and Related Commerce and Ocean-Oriented Commercial uses. The purpose of the Ocean-Oriented Commercial land use designation is to foster a vital, mixed use neighborhood in the Waterfront. Uses permitted and encouraged are those that contribute to balanced use of the City's Waterfront and maintain the small scale, local character that is unique to the Waterfront area. Land uses are also encouraged that maintain and enhance the desirability of the Waterfront as a place to work, visit, and live. Such uses, include ocean-dependent and ocean-oriented uses, uses that provide commercial recreational opportunities for residents and visitors to the City, restaurants or uses that provide work space for local artists (as defined in the Zoning Ordinance). As of 2004, new residential development must be in a mixed-use context where residential uses comprise no more than 70 percent of the project floor area. Development projects comprised exclusively of units affordable to very low, low or moderate income households shall be exempt from the mixed-use requirements. Any parcel of 5,500 square feet or less in size as of June 2004 which is not contiguous to another adjacent parcel(s) which is held in common ownership with the first parcel shall also be exempt from the mixed-use requirement.

The area bounded by Helena Avenue on the west, Highway 101 on the north, Santa Barbara Street on the east, and Cabrillo boulevard on the south plus parcel No. 033-082-002 at the northwest corner of Helena and Yanonali and the Villa del Mar condominium project at Santa Barbara and Yanonali Streets (excluding parcels fronting on Cabrillo Boulevard or within the Cabrillo Boulevard Plaza Specific Plan area and parcels fronting on Montecito Street) is set-aside in the General Plan for Ocean-Oriented Commercial uses. In the Ocean-Oriented Commercial area located south of the railroad tracks, small hotels (up to six guest rooms) would also be allowed with a Conditional Use Permit.

Parcels fronting on Montecito Street within the area described above, as well as the property at 25-27 East Mason, are set aside in the General Plan for combined Ocean-Oriented Commercial and Hotel and Related Commerce uses except that any residential development shall be subject to the mixed use development standards for Ocean-Oriented Commercial

(Residential Uses) established in Chapter 28.71.20 (Ocean-Oriented Commercial Zone) of the certified Local Coastal Program Zoning Ordinance.

The remainder of component 4 sub-area is comprised of parcels fronting along State Street and Cabrillo Boulevard. These parcels are set aside for Hotel and Related Commerce uses.

Redevelopment Plan: The Redevelopment Plan generally conforms to the designations of the General Plan.

Land Use: Existing land uses within this component consist of an equal distribution of general commercial and industrial uses, with the majority of visitor serving uses located along Cabrillo Boulevard and State Street. In the eastern section of the component around Santa Barbara - Gray Avenue, there is a scattering of residential uses. The Southern Pacific railroad station is located in the northwest sector of the component, and Mission Creek crosses the area in a southeasterly direction. .

2. Potential Development

The amount of vacant land in this commercial-manufacturing zone is negligible. Redevelopment potential is great in this area. Those projects which would be allowed and/or encouraged by the Redevelopment Plan are the Transportation Center and residential uses east of State Street.

3. Major Coastal Issues

Major coastal issues to be addressed in this component include: protection of the Mission Creek environment; hazards from flooding and the potential for liquefaction; visitor-serving uses; visual quality; and adequate circulation, public transit, and parking facilities in the waterfront (see related policy discussion sections in Chapter 3).

4. LCP Land Use

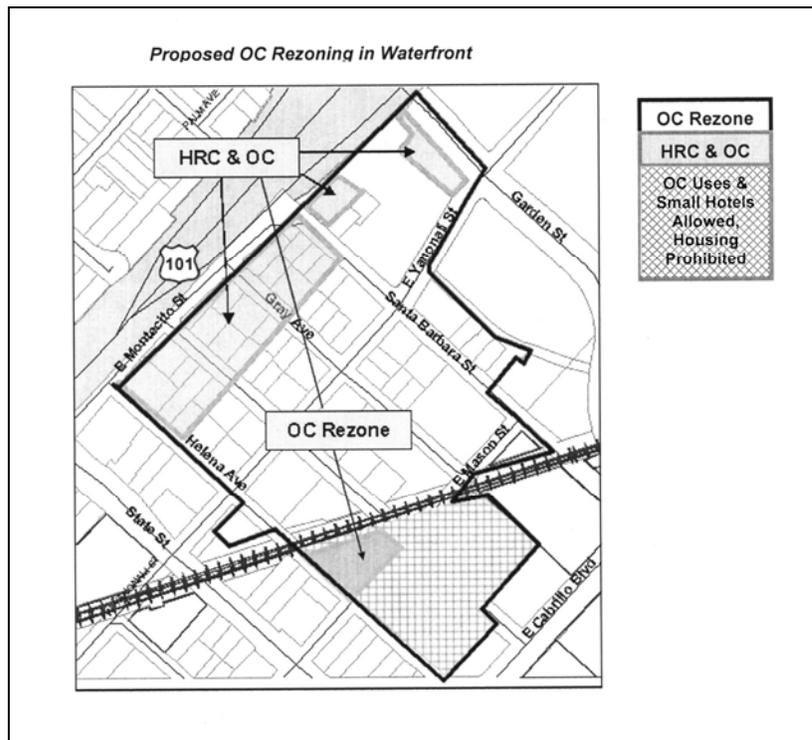
In conformance with the Redevelopment Plan, the areas generally fronting along Cabrillo Boulevard from Chapala Street to Santa Barbara Street, and State Street from Cabrillo Boulevard to the Freeway, shall be classified as "Hotel and Related Commerce II" and zoned for general visitor-serving uses (see "Visitor-Serving Uses" policy discussion).

Consistent with the Coastal Act Policies regarding public access and public services, the provision of a railroad depot/transit center has been planned for many years for the area just south of U.S. 101 and west of State Street. While decisions regarding the plans for a transit center in the waterfront have not been adopted by the City, this concept would be consistent with the land uses proposed for either Components 4 or 5.

In the area east of State Street and north of the existing railroad right-of-way there are no significant coastal related issues. The redevelopment of this area to Ocean-Oriented commercial uses or a mix of HRC and OC uses would generally be consistent with the Coastal Act policies and priorities. The land use designation within the LCP shall be a mixture of HRC II (visitor-serving use) and Ocean-Oriented

Commercial, which allows ocean-dependent and ocean-oriented, commercial recreational, arts related (as defined in the Zoning Ordinance), restaurants and residential uses as set forth below. The City will encourage ocean-oriented commercial, commercial recreational, arts related uses or restaurants and residential as a component of mixed use projects within this area.

As shown on the map below, the area between State Street and Helena Avenue is designated HRC II. The area bounded by Helena Avenue on the west, Highway 101 on the north, Santa Barbara Street on the east and the existing railroad right-of-way on the south (excluding parcels fronting and near to Montecito Street between State Street and Santa Barbara Street) is designated Ocean-Oriented Commercial (OC). The city will encourage visitor-serving uses between State Street and Helena Avenue and mixed use and visitor-serving uses along Montecito Street south of the freeway, and ocean-oriented commercial and residential as a component of mixed use projects within the remaining area.



Parcels fronting on and near to Montecito Street within the area described above, as well as the property at 25-27 East Mason, are designated as a combined Ocean-Oriented Commercial and Hotel and Related Commerce use category except that any residential development shall be subject to the mixed use development standards for Ocean-Oriented Commercial (Residential uses) established in Chapter 28.71.20 (Ocean-Oriented Commercial Zone) of the certified Local Coastal Program Zoning Ordinance.

The railroad corridor in its existing alignment is designated as being screened by a buffer area for visual quality and general aesthetics. If the railroad corridor is realigned under the "SGRN" freeway improvement plan, the existing right-of-way shall be merged into the adjacent land uses which are generally consistent with each other. The "SGRN" railroad alignment will decrease the amount of land designated "Hotel & Residential" just south of U.S. 101.

Proposed new parking facilities are depicted at the Santa Barbara Street/Cabrillo Boulevard site (see "Public Service" discussion in previous chapter).

5. Constraints on Development

As in Component 3, the major constraints to development are the circulation, public transit, and parking

problems of the waterfront area (see “Public Services” and the following “Waterfront Area Constraints” discussion).

Component 5: Santa Barbara Street to Punta Gorda Street.

1. Existing Plans and Land Use

Zoning: Manufacturing/Light Industrial

General Plan: The General Plan calls for the northward expansion of Palm Park and a rerouting of Cabrillo Boulevard in this area. The western half of the component, north of Cabrillo Boulevard, is designated as a site for ocean-oriented industries, whereas the eastern half is set aside for Hotel/Residential use by the General Plan. Current zoning, M-1, does not permit residential units to be developed.

Redevelopment Plan: The Redevelopment Plan generally conforms to the same designations of the General Plan³⁹.

Land Use: The existing uses in this component are primarily light industrial, limited commercial, some scattered residential, and the City’s Wastewater Treatment Plant.

2. Potential Development

There are roughly seventy-five acres of vacant property in this industrially zoned area. It includes privately owned and City owned lands, as well as property held by utility companies and the Southern Pacific Railroad, including the large parcel fronting along Cabrillo Boulevard south of the existing railroad right-of-way.

3. Major Coastal Issues

Coastal issues in Component 5 include: potential seismic hazards related to liquefaction; recreational opportunities in the waterfront; visitor-serving commercial possibilities; ocean-oriented industry related to the harbor area; and adequate public services related to circulation, transit, and parking facilities (see related policy discussion sections in Chapter 3).

4. LCP Land Use

The areas bordered by the existing Southern Pacific railroad right-of-way to the south, Garden Street to the west, U.S. 101 to the north, and Salsipuedes Street to the east, excluding the City’s Wastewater Treatment Plant, shall be designated “Ocean Oriented Industrial, General Industrial, and Hotel and Related Commerce II” consistent with the discussion and policies contained in the “Ocean Dependent Uses” policy discussion. The area immediately west of Garden Street, east of Santa Barbara Street, and north of the existing railroad right-of-way shall be designated Mixed HRC II and Ocean-Oriented Commercial.

³⁹ It should be noted that in 1977, the City Council indicated by a unanimous vote that the projected realignment of Cabrillo Boulevard northward was no longer contemplated. This position was reaffirmed by the City Council with the direction that the General Plan and Redevelopment Plan should be amended to this effect.

The areas which front upon Garden Street shall incorporate a “buffer” of landscaping and special architectural review to ensure that this major entrance to the City’s waterfront develops in an appropriate manner.

The Wastewater Treatment Plant shall be designated “Major Public and Institutional”, and the Central Drainage area is to be designated “Buffer-Creeks”.

The area east of Salsipuedes Street, south of U.S. 101, west of Milpas Street, and north of the railroad right-of-way is presently an area of mixed industrial, commercial, and some residential. No major coastal policies affect this area, which has been zoned and used for industrial uses for many years. In that the light industrial area of the City consists entirely of the areas north and south of U. S. 101 in this particular area and no alternative areas exist for the types of uses allowed within this zone, it is recommended that a general “Industrial” designation be given to the area excepting for a “Commercial” designation along Milpas Street and “Buffer” areas at the freeway and along the railroad right-of-way where specific concerns of visual quality will have to be addressed in specific design and development proposals or redevelopment of the area.

Additionally, it should be noted that the “Public Services” discussion on circulation indicated a need for an additional street within the existing railroad right-of-way to service the industrial/commercial areas of Components 4 and 5 without burdening or diverting traffic on Cabrillo Boulevard. This recommendation has been reflected on the Land Use Plan, connecting to the extension of Mason Street to the west and Cacique Street/U.S. 101 interchange to the east. In the short-term prior to relocation of the railroad, Yanonali Street can be extended to Salsipuedes Street in order to facilitate east/west circulation within the industrial area. The long range circulation plans for the area include the improvement of the signalized portions of the Freeway with major interchanges at Castillo Street, Garden Street, and Milpas Street, with the realignment of the railroad parallel to the freeway in a single transportation corridor. (Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101 and completed the interchange at Castillo and Garden Street.)

The area bounded by Santa Barbara Street to the west, the railroad right-of-way to the north, Milpas Street and Punta Gorda Street to the east, and Cabrillo Boulevard to the south, has been an area of significant concern within the City. The General Plan and Redevelopment Plan have depicted for many years the rerouting of Cabrillo Boulevard northward from its present alignment with an expansion of Palm Park to the south of the proposed alignment and a hotel/conference center site northeast of Cabrillo Boulevard eastward to Milpas Street. As noted earlier in this report, the City Council has indicated in two separate actions that it is the intention of the City to retain Cabrillo Boulevard in its present alignment. The Coastal Act policies and the proposed LCP policies and discussion regarding “Recreation” and “Visitor-Serving Uses” would support the retention of an expanded Palm Park and a hotel/conference center site north of Cabrillo Boulevard. Previous plans and discussions have generally indicated that the hotel/conference center site should be developed east of the projected southerly extension of Salsipuedes Street, with the park expansion to the west of this area. Additionally, the City owns a strip of land along the Cabrillo Boulevard frontage which should be retained and expanded, through dedication, purchase, and/or site design of any proposed private project, to be developed as a linear pedestrian/parkway corridor along the southerly frontage of the Southern Pacific property for mitigation of possible visual and circulation impacts on Cabrillo Boulevard.

This area, commonly called the Southern Pacific Property, is recommended for the following land use designations: The eastern half of the property, excluding the buffer strip along Cabrillo Boulevard, shall be designated “Hotel and Related Commerce I”, the western half of the property, excluding the buffer area, shall be designated Recreation/Open Space, with an underlying designation of Mixed Uses, consisting of HRC II and Residential. This latter designation signifies that if the property is not developed as a planned expansion of Palm Park north of Cabrillo Boulevard, the appropriate secondary land use would be one of a “mixed use” nature. Also, a portion of this western area is expected to fulfill

the requirements of the “Recreation” and “Public Service” dedication requirements (policies 3.3, 3.5, 3.14, 11.7) discussed in Chapter III.

Development of the entire “Southern Pacific property” shall be planned as an integral unit and subject to the coastal policies discussed previously regarding hazards, recreation, visitor-serving uses, visual quality, and public services (circulation and parking) presented in Chapter 3, “Policies”.

New public parking facilities in this component shall include development of areas: (1) on City lands east of Santa Barbara Street and west of the future extension of Garden Street; and (2) within the area of the proposed expansion of Palm Park.

5. Constraints on Development

Component 5 is also constrained by the circulation, transit, and parking problems within the waterfront area in conjunction with Components 3, 4, 5, 6, and 8.

Component 6: Punta Gorda Street to City Limit (Cabrillo Boulevard at U.S. 101).

1. Existing Plans and Land Use

Zoning: Hotel/Residential, One-Family Residential

General Plan: Zoning for all of the City-owned lands in this component does not comply with the public use facilities designation of the General Plan. The commercial zone adjacent to the Bird Refuge is also given a public use designation. The hotel/residential zones in the East Beach area are in conformance.

Land Use: Existing land use includes a mixture of hotel/residential uses in the East Beach neighborhood, hotel/motel use along Cabrillo Boulevard and Milpas Streets; multiple family housing east of Ninos Drive; Murphy Field; Child’s Estate; Bird Refuge; Clark Estate; Commercial along Los Patos Way.

2. Potential Development

There is limited development potential for this component; however, the bluff top Clark Estate with twenty-three acres could, under present zoning, be subdivided for sixty-six family residences.

3. Major Coastal Issues

Major coastal issues in this component include: protection of the Bird Refuge; flooding of Sycamore Creek; recreational opportunities of existing facilities; visitor-serving uses of East Beach area; housing within the East Beach neighborhood; and adequacy of circulation, transit, and parking facilities.

4. LCP Land Use

The only recommended land use changes from the General Plan are as follows:

The existing hotel/motel uses along Cabrillo Boulevard and Milpas Street shall be designated “Hotel & Related Commerce”.

The existing multi-family residential area at Los Ninos Drive and Cabrillo Boulevard shall be designated “Residential, 12 units per acre”.

The land use designation within the LCP for the Los Patos Way area shall be a mixture of Hotel and Related Commerce II (visitor-serving use) and Residential due to its adjacency to the Andree Clark Bird Refuge and the potential impacts on that sensitive habitat (See Policy 6.14).

5. Constraints on Development

This component also is considered part of the waterfront area and subject to the same constraints related to circulation, transit, and parking facilities as Components 3, 4, 5, and 8.

Component 7: North of U.S. 101 (between Pitos/ Salinas/Ocean View and Olive Mill- Road).

1. Existing Plans and Land Use

Zoning: Residential (western area); Commercial (eastern).

General Plan: The tennis courts and the Montecito Country Club are zoned for residential uses. The General Plan designates both recreation areas for “Major Public and Institutional Uses”. The remaining sections of the component show conformance between zoning and the General Plan.

Land Use: The component is almost entirely developed in a land use pattern set by the existing zoning. A few residentially developed lots remain in the Coast Village Road area.

2. Potential Development

The Montecito Country Club is composed of eighty-eight acres. With existing zoning of 25,000 square foot minimum lot size, a maximum of 153 houses could be constructed. The Coast Village corridor could undergo moderate growth; however, there is very little vacant land in the area.

3. Major Coastal Issues

There are no major coastal issues within this area. Issues which, while not considered major, do apply generally to development of this area include: recreational facilities; visitor-serving uses on Coast Village Road; housing.

4. LCP Land Use

There are no changes recommended from those designations on the City’s General Plan. (See related discussions of actions related to “Recreation” and “Housing” in Chapter 3).

5. Constraints on Development

Presently, there are no constraints upon development within this component.

Component 8: The Waterfront (Leadbetter Beach to the East Beach).

1. Existing Plans and Land Uses

Zoning: Residential, seven units per acre.

General Plan: All community owned beachfront lands zoned R-1 (single family residential) are indicated as public use facilities by the General Plan. The Harbor, Parklands and Beaches are all designated as such in the Land Use Element of the General Plan.

Land Use: Public beach; recreational facilities; Stearns Wharf; Harbor; and related commercial facilities.

2. Potential Development

The potential exists for Stearns Wharf development and Harbor expansion.

3. Major Coastal Issues

The major coastal issues related to the Waterfront include: water and marine environments of the Harbor, Mission Creek, and off-shore waters; hazards of flooding, tsunami, seiche; public access and recreation; visitor-serving uses; ocean dependent uses of the Harbor and Stearns Wharf; protection of visual quality; and provision of public services (circulation, transit, and parking) as they relate to public access to the shoreline.

4. LCP Land Use

The only recommended land use change to this component from that found in the City's existing General Plan is that for the Harbor. A new land use classification of "Harbor and Related Commerce" shall be developed and related to the proposed zoning classification discussed under "Ocean Dependent Activities" in Chapter 3.

5. Constraints on Development

Development of this component also is constrained by the question of future adequacy of circulation, transit, and parking facilities in the waterfront, which is discussed in the following section.

TABLE 13

DEVELOPMENT SCENARIOS

Site No.	Name	Development Alternatives	No. of Units		Unit Name	Source for Definition of Alternative
1.	City College Expansion	A B	300 1,300		Students Students	City College Staff
2.	Harbor Expansion ⁴⁰	A B	500 800		Boat Slips Boat Slips	WATS Advisory Committee
3.	West Beach Area Build-out	A B	30 150 8,000 -12 15 190 8,000 -12	Sq. Ft. Sq. Ft.	Apartment Units Motel Rooms Retail Shops Remove Homes Apartment Units Motel Rooms Retail Shops Remove Homes	Local Coastal Program Staff Motel Owners Association Local Coastal Program Staff Local Coastal Program Staff
4.	Hotel/Conference Center	A B C D E	7 500 1,200 200 12.6 350 1,000 12.6 500 1,200 350 1,000 100 500 1,200 100		Acres of Park Hotel Rooms Conference Center Seats Condominium Units Acres of Park Hotel Rooms Conference Center Seats Acres of Park Hotel Rooms Conference Center Seats Hotel Rooms Conference Center Seats Condominium Units Hotel Rooms Conference Center Seats Condominium Units	WATS Advisory Committee and Local Coastal Program Staff

⁴⁰ Harbor Development discussed in Chapter 3, Policy 7.2 is envisioned to be less intense than Alternative A, subject to specific design configurations.

Site No.	Name	Development Alternatives	No. of Units		Unit Name	Source for Definition of Alternative
5.	Mixed Light Industrial Park	A	210,500 21,000 147,000 37,000 <u>8,000</u> 423,500	Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft.	Marine Related Industrial Educational & School Related Light Industrial Office Restaurant TOTAL	
6.	Stearns Wharf ⁴¹	A	31,400 2,400 8,000 6,600 <u>800</u> 49,200	Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft.	Restaurant Fish Market Specialty Shops Convenience Foods Office & Other Space TOTAL	Developer's Plan
		B	20,000 2,000 2,500 3,800 1,400 <u>5,400</u> 35,100	Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft. Sq. Ft.	Restaurant Fish Market Specialty Shops Convenience Foods Office & Other Space Comm. Fishing Space TOTAL	California Coastal Commission report for Stearns Wharf and Local Coastal Program Staff
7.	East Beach Build Out	A	18 -7		Apartment Units Remove Homes	Local Coastal Program Staff
		B	45 -7		Motel Rooms Remove Homes	

⁴¹ Note: Recent City proposal for Wharf restoration calls for 28,000 sq. ft. of development, less intense than Alternative B.

Site No.	Name	Development Alternatives	No. of Units		Unit Name	Source for Definition of Alternative
8.	Clarks Estate	A B	23 66		Acres of Park Homes	WATS Advisory Committee
9.	State St. to Santa Barbara St. Redevelopment Area	A	283,000 315 -131,000 -366,000 -64,000	Sq. Ft. ⁴² Sq. Ft. ³ Sq. Ft. ³ Sq. Ft. ³	Retail Commercial Apartment Units Remove Auto Related Sales & Service Remove Commercial Manufacturing Remove Office Transportation Center	Local Coastal Program Staff
10.	Transportation Center	A				

42 Gross land area

WATERFRONT AREA CONSTRAINTS

(Note: In 1991, the Crosstown Freeway project was completed. This project removed all four signalized intersections on Highway 101 and completed the interchanges at Castillo and Garden Street.)

Circulation and Parking Constraints

The discussion of “Circulation and Parking” impacts contained within the “Public Service” policy section (page 142) of Chapter 3 highlighted the potential adverse impacts of future development of the Waterfront Area (Components 3, 4, 5, 6, and 8) which could be expected if development occurred prior to improvement to the signalized portion of U.S. Highway 101. The “Waterfront Area Transportation Study” concluded that diversion of trips from U.S. Highway 101 to local Waterfront Area streets would impact two intersections under maximum development of the ten potential development sites described in Table 13, page 195. The WATS Study suggests four general actions can be taken to mitigate the potential diversion impacts:

1. Improve U.S. 101 through the critical section.
2. Accept congestion on U.S. 101 and only improve those intersections that are impacted by diverted traffic.
3. Do not accept congestion at the U.S. 101 signalized intersections and limit development to that which can be accommodated at the existing levels of service at the freeway intersections.
4. Accept congestion on U.S. 101 and limit the level of local development to that which can be accommodated by a slightly modified local street network.

Improving U.S. 101 is the most effective mitigation measure and is recommended as a long term solution under Policy 11.1 because it not only solves the problems of diversion but also clears up existing problems, and is therefore recommended. Its primary drawback is that freeway improvement will require five to seven years to complete after approval. Therefore, some traffic diversion would likely occur in the intervening period due to any new development.

The City could accept the high level of congestion that is predicted to occur at the U.S. 101 signalized intersections and only improve the intersections impacted by diverted traffic. This would generally involve expenditures for roadway improvements of only local benefits that would not be needed in the long-term after U.S. 101 upgrading. For this reason this action is not recommended.

The City could decide *not* to tolerate the predicted high level of congestion that significant levels of development would cause at the four U.S. 101 signalized intersections (for both freeway and cross street traffic). The recommended approach would be to permit only those developments that would not cause the U.S. 101 intersections to worsen their operation to levels of service “E” or “F”. This would eliminate the negative impact of diverted traffic onto local streets and severely restrict the number of projects that could be developed. Therefore, only alternative developments 1, 5, 7, and 8 could be developed. They could, however, be developed in any combination.

As described in Policy 11.2 of the “Public Services” policy discussion, the recommended action is for the City to accept additional congestion at the U.S. 101 signalized intersections and to limit development to that which can be accommodated by a modified local street network. To aid in determination of which project alternatives could be developed before traffic diversion negatively impacts local streets a decision matrix has been formulated and is shown in Table 14, page 199. If the summed number of “deficiency points” is kept below 100, then all Waterfront Area local street intersections should operate at a good level of service (“C” or better). For example, if Stearns Wharf Alternative B and the Hotel/Convention Center Alternative A were developed, the deficiency point total would be 50 (20 + 30).

TABLE 14**DECISION MATRIX****Diverted Traffic**

Development	Alternative	Deficiency Points
1. City College Expansion	A	5
	B	10
2. Harbor Expansion	A	40
	B	60
3. West Beach Build Out	A	15
	B	20
4. Hotel/Conference Center	A	30
	B	15
	C	20
	D	20
	E	25
5. Mixed Light Industrial Park	A	10
6. Stearns Wharf	A	30
	B	20
7. East Beach Build Out	A	2
	B	2
8. Clarks Estate	A	0
	B	5
9. State St. to Santa Barbara St. Redevelopment Area	A	30
10. Transportation Center	A	5

This would imply that there should be no negative diversion impacts at local street intersections due to those two projects. Combining the deficiency points for all developments at the maximum levels renders 202 points; therefore, only selected projects can be developed. Also, land use transitions that are now occurring should be considered in deficiency points.

The determination of the deficiency points was based on the following:

1. The assumption is made that the Castillo/Shoreline/Cabrillo intersection, which is most susceptible to negative impacts by diverted traffic, would be improved.
2. The deficiency points relate to the four other intersections (U.S. 101 with Castillo, Milpas, and Cabrillo and Castillo/ Montecito) that could be negatively impacted by diversion. The deficiency points relate to how much surplus capacity is used at the sensitive intersections

before traffic flows exceed Level of Service “C”. For example, West Beach build out Alternative B would generate some traffic that would be diverted from U.S. 101 onto the local street system and utilize 20 percent of the surplus capacity at the most sensitive intersection.

3. Diverted traffic would not all be related to the new developments but would be made up of existing and new drivers who would change their routes due to freeway congestion.

Using the matrix necessarily restricts the City’s flexibility to choose projects. Higher impact projects (more deficiency points) allow choice of fewer projects. Grouping can therefore be made by decision-makers. Only a few of the proposed developments are pending at the present time and many of the development projects studied may not be developed until after the freeway is fully improved. Also environmental considerations other than traffic and parking may require scaling down or elimination of some of the project alternatives.

Development Priorities

Section 30254 of the Coastal Act addresses the priorities of development in areas where existing or planned public works facilities can accommodate only a limited amount of new development. These types of development, in order of their priority, are:

TABLE 15

Priority	Type of Land Use
1	Coastal Dependent Uses
2	Essential Public Services, Regionally Important Industries
3	Public Recreation
4	Commercial Recreation
5	Visitor-Serving Uses
6	All Other Types of Land Use

This section of the Act also goes on to state that public services to land uses in priorities 1 through 5 shall not be precluded by other development in priority 6.

Based upon these priorities, the potential new developments listed in Table 13, page 195, can be classified as follows:

TABLE 16

Priority	Development (Site No.)
1	Harbor Development (1) Stearns Wharf (6) Ocean Dependent Industrial (5)
2	Transportation Center (10)
3	Palm Park Expansion (4) Clark Estate Park (8)
4	Possible Commercial Recreation (9) in Redevelopment Area
5	Visitor-Serving Commercial-West Beach (3) Visitor-Serving Commercial-Redevelopment Area (9) Motel-West Beach (3) Motel-East Beach (7) Hotel/Conference Center (4)
6	City College Expansion (1) Mixed Light Industrial (5) General Commercial-Redevelopment Area (9) Housing-West Beach (3) Housing-East Beach (7) Housing-Clark Estate (8) Housing-Redevelopment Area (9)

Based upon this analysis, the following policy is recommended to be the guiding policy on new development within the Waterfront Area:

Policy 12.1

During the period preceding the completion of the improvements to the signalized section of U.S. 101, the City shall use a refined version of the “Decision Matrix-Diverted Traffic” (Table 14, page 199) to allocate “deficiency points” and shall not approve developments during this period which cumulatively would total greater than 100 points (Policy 11-2). The priority of developments which can be approved during this period shall be consistent with the priorities of Section 30254 of the Coastal Act.

Action

- Immediately following City approval of the Land Use Plan, the City shall further refine the development of the “deficiency point” system to individual types of potential projects in the Waterfront Area. Based upon this refinement, an evaluation of these point totals to the priorities of Section 30254 of the Coastal Act shall provide a listing of those developments and development areas which could be approved and completed prior to freeway improvement. This priority of waterfront developments shall be adopted by resolution of the City Council and used in the review process of new development within the affected area.

On a preliminary basis prior to the refinement and adoption of the deficiency point allocation system, the City shall establish three major priorities:

1. Harbor Preservation
2. Stearns Wharf
3. Hotel/Conference Center

Intensity of Development

Four major resource criteria should be considered when attempting to evaluate the appropriate intensity of potential development in the Waterfront Area. These criteria relate to the resource qualities which presently exist: openness; lack of congestion; naturalness; and rhythm. Specific aspects of each of these criteria which should be considered in evaluating alternative intensities of development include the following:

1. Openness
 - Minimizing visual impacts of building density, scale, mass, and height.
 - Protecting access to the Waterfront area in general by balancing the distribution of coastal resources and urban facilities at levels which maintain the existing degree of openness.
2. Lack of Congestion
 - Protecting and maintaining the status of Cabrillo Boulevard as a scenic drive and grand boulevard by (1) controlling adjacent land uses so that they neither directly or indirectly exit on Cabrillo Boulevard so as to cause a need for additional traffic signals; and (2) focusing pedestrian activity, and facilities generating pedestrians, south of the Boulevard, to avoid the need for pedestrian crossings in the stretch of Cabrillo along Palm Park.
 - Protecting the uncongested quality of the waterfront by locating additional parking facilities to handle peak loads north rather than south of Cabrillo, with provision of shuttle bus service along the waterfront.
3. Naturalness
 - Protecting views to the foothills, mountains and channel within the view corridors along Cabrillo Boulevard with three client populations in mind: motorists and other users of Cabrillo Boulevard as a scenic drive, Palm Park users, and users of adjacent beach areas and public facilities (e.g., bikeway).
 - Protecting the view corridors from excessive building height or mass, intense architectural programming, facade treatment, or activities which detract the natural dominance of these views.

4. Rhythm

- Protecting, maintaining, and enhancing rhythm and patterns of the waterfront.
 - a) The art show reflects the application of this principle.
 - b) Access to the beach, waterfront facilities, and other activities should proceed on this principle by matching increased demand, such as occurs during summer weekends, with shuttle buses and other forms of mass transit rather than through addition of hard facilities such as parking structures or lots along the waterfront.

Policy 12.2

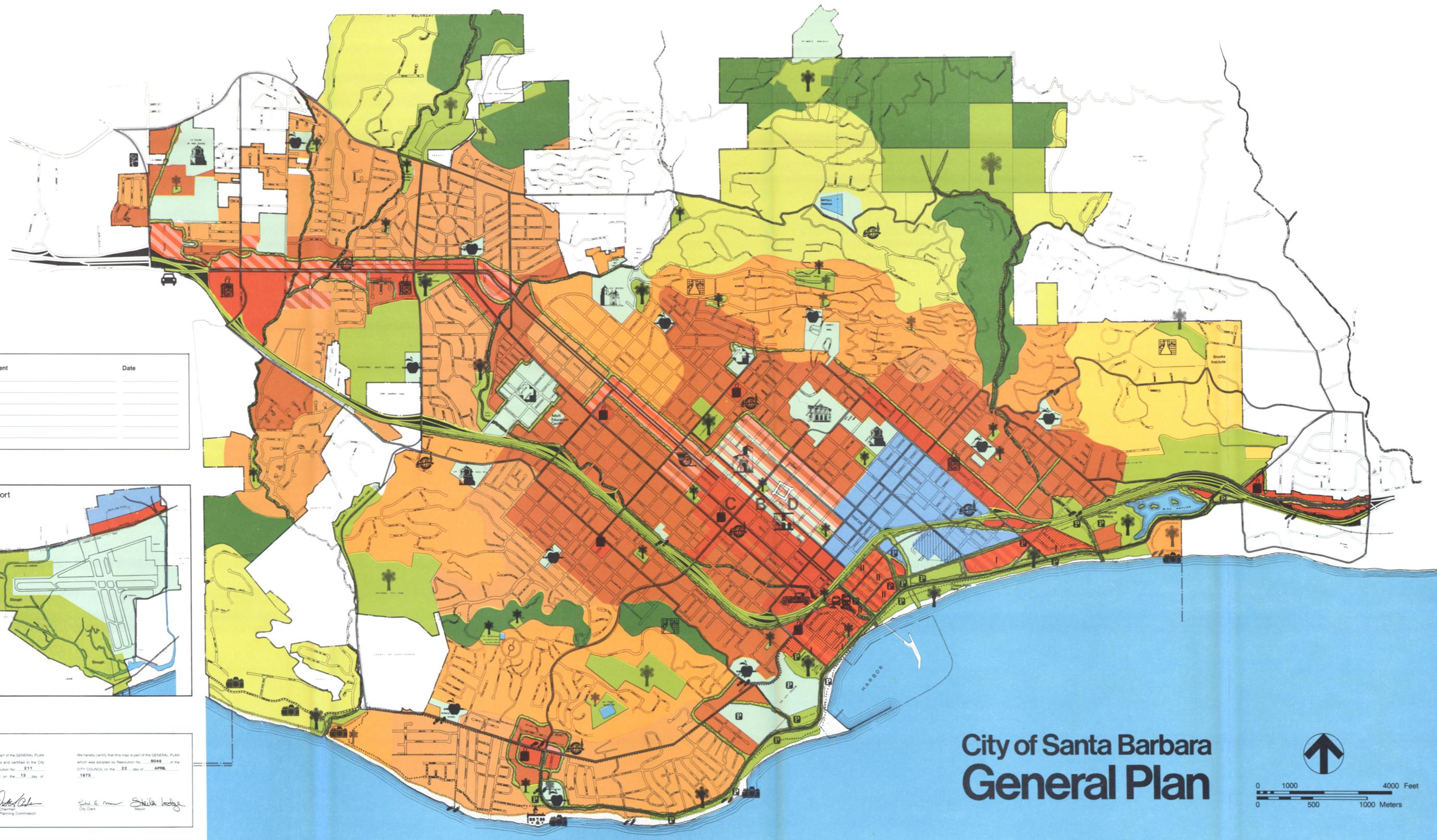
New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:

1. Openness;
2. Lack of Congestion;
3. Naturalness; and
4. Rhythm.

Action

- The City shall develop objective criteria as part of the Phase III Implementation Plan in order to assist decision-makers in assessing the impacts of new development.

LAND USE MAP



General Plan Amendment	Date



Certification

We hereby certify that this map is part of the GENERAL PLAN which was adopted, recommended and certified to the City Council of Santa Barbara by Resolution No. 211 of the PLANNING COMMISSION on the 13 day of MARCH, 1975.

We hereby certify that this map is part of the GENERAL PLAN which was adopted by Resolution No. 8046 of the CITY COUNCIL on the 22 day of APRIL, 1975.

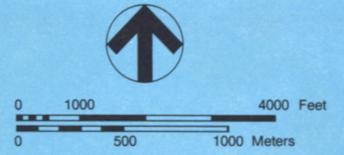
John A. ...
Vice Chairman
Planning Commission

Stella Lodge
City Clerk
Mayor

Legend

- Residential**
 - 1 unit per acre
 - 2 units per acre
 - 3 units per acre
 - 5 units per acre
 - 12 units per acre
- Commerce**
 - General commerce
 - Hotel and related commerce
 - Hotel and residential
 - Offices
 - Offices and residential
 - Industrial
 - Ocean oriented industrial
- Community shopping center
- Neighborhood shopping center
- Highway service center
- Automotive center
- Administration and research
- CBD**
 - Central business district
 - Harbor commercial
- Recreation and open space**
 - Open space
 - Major hillside
 - Buffer/stream
 - Regional park
 - Community park
 - Neighborhood park
 - Proposed park
 - Beach
 - Bluff
- Major public and institutional**
 - Elementary school
 - Junior high school
 - Senior high school
 - Performing arts center
 - Medical center
 - Fire station
 - County Court House
 - City Hall
 - Santa Barbara Mission
 - Lighthouse
- Transportation center
- Arterial streets
- Railroad
- Public parking
- Vista
- Existing coastal access
- Proposed coastal access
- Pedestrian grade separation
- Tram for shuttlebus
- Bikeway
- Scenic highway

**City of Santa Barbara
General Plan**



LAND USE MAP DESIGNATIONS

A principle objective of the Land Use Plan is to designate the kinds, location, and intensity of uses to be applied to the coastal zone. Policies designed to protect resources and to plan for development have been presented in Chapter 3. The land use designations depicted on the Land Use Plan Map reflect those policies and the discussions of Land Use in this chapter.

The Land Use Plan is intended to amend the City's General Plan. It is, therefore, a planning document. It does not purport to offer specific methods to implement policies; that task will be accomplished in the final phase of the City's Local Coastal Program.

The following is a brief description of the Land Use designations which can be found on the Land Use maps associated with this document.

Residential

The residential classifications for the coastal zone represent five density levels: one, two, three, five and twelve dwellings per acre.

Hotel/Residential

This classification allows for development of visitor-serving facilities and for residential use at a density of twelve units per acre.

Hotel and Related Commerce I

HRC-1 Designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations, ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

Ocean-Oriented Commercial

The purpose of the Ocean-Oriented Commercial land use designation is to foster a vital, mixed use neighborhood in the Waterfront. Uses permitted and encouraged are those that contribute to balanced use of the City's Waterfront and maintain the small scale, local character that is unique to the Waterfront area. Land uses are also encouraged that maintain the desirability of the Waterfront as a place to work, visit, and live. Such uses include ocean-dependent and ocean-oriented uses, uses which provide commercial recreational opportunities for residents and visitors to the City, restaurants or uses which provide work space for local artists (as defined in the Zoning Ordinance). As of 2004, new residential development must be in a mixed-use context where residential uses comprise no more than 70 percent of the project floor area. Development projects comprised exclusively of units affordable to very low, low or moderate income households shall be exempt from the mixed-use requirements. Any parcel of 5,500 square feet or less in size as of June 2004 which is not contiguous to another adjacent parcel(s) which is held in common ownership with the first parcel shall also be exempt for the mixed-use requirement. In the OC area south of the railroad tracks, small hotels (up to 6 guestrooms) would also be allowed with a Conditional Use Permit.

Hotel and Related Commerce II

HRC-2 Designation shall include all uses allowed in HRC-I and such other visitor-serving use examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit.

Commercial

Three commercial use areas provide for neighborhood shopping centers. Uses include markets, drug stores, liquor stores, service stations, and a variety of small shops.

The Coast Village Road area would continue to include such uses as service stations, motels, restaurants, financial institutions, and general commercial operations.

The small commercial area adjacent to the Bird Refuge, on Los Patos Way, would provide restaurants and outdoor cafes, and gift shops. It should be designed to accommodate visitors disembarking from the proposed shuttle system at the nearby terminus. (This is a terminus point for the Cabrillo Bikeway as well.) A landscaped area dividing the commercial development and the bird sanctuary shall be created as a means for protecting refuge wildlife.

Harbor

The primary uses for the Harbor are to provide protection and storage for commercial and recreational vessels. To support this end, sufficient facilities, such as boat hoists, ramps, repairs, and service are necessary. In addition, low cost visitor-serving activities such as fresh fish markets, cafes, boat rentals, and vista points are necessary to ameliorate a functioning Harbor.

Ocean-Oriented Industry

Uses permitted and encouraged are those which are ocean-dependent or -related, such as boat building, repair, service, sales, and storage; seafood processing operations and fish markets; marine supplies, repairs, sales, and service; manufacturing, repairing, selling and servicing of aquatic sporting equipment (e.g., surfboards and scuba devices); and such general commercial and industrial uses that are not incompatible with such ocean-related uses.

Industrial

The definition of industrial, as applied to Santa Barbara, is service oriented and would permit the following uses: warehousing and distribution points for merchandise, lumber yards, building material storage and supply, machine shops, gravel yards, iron and woodworking shops and so forth.

These uses would be subject to both performance and development standards that include controls on architecture, setbacks, landscape, traffic movement, and the emission of dust, smoke, noise and other obnoxious elements.

Major Public and Institutional

Washington Elementary School and Santa Barbara City College are assigned this classification, as is the proposed Transportation Center.

Recreational/Open Space

Most areas designated as recreational/open spaces are for unrestricted public use. Private land uses which are recreational in nature, such as the Montecito Country Club, also are appropriate under this classification.

Buffer

The purpose of this classification is to signify the need for a separation between potentially conflicting uses or an area of transition between land uses not directly compatible.

APPENDIX A

PUBLIC PARKS

The City of Santa Barbara's coastal zone contains seventeen public parks, totaling 218.77 acres. Facilities available at these locations are as follows: (See Table 17, page 210)

- Three parks furnish play equipment.
- Seven provide playing fields.
- Seven have picnic facilities.
- Six are equipped with restrooms.

La Mesa Park, Moreton Bay Fig Tree, and Ambassador Park, provide no off-street parking for park users. Cabrillo Ball Park and the Andree Clark Bird Refuge have limited parking on adjacent dirt strips accommodating approximately sixty-eight cars at the Ball Park and twelve at the Bird Refuge.

Two large parking areas are shared by visitors to various park facilities. West Beach, the Los Banos del Mar Pool, and the Harbor share the Harbor parking area and Pershing Park, Plaza Del Mar, and the Carriage Museum share a 305-space parking lot.

TABLE 17

PARK FACILITIES INVENTORY

PARK	Component	Size in Areas	Off-street Parking	Play Equip.	Play Fields	Picnic Facil.	Restrooms
Ambassador Park	3	.53	None				
Arroyo Burro Beach Co. Park	1	6.0	160		x	x	
Andree Clark Bird Refuge	6	43.42	12				
Cabrillo Ball Park	6	5.0	68		x		
Child's Estate	6	16.0	100				
Dwight Murphy Field	6	10.5	286	x	x	x	x
East Beach	6	44.0	275				
La Mesa Beach	2	8.87	None	x		x	x
Leadbetter Beach	8	27.35	¹			x	x
Los Banos Del Mar Pool	3	2.87	²				
Moreton Bay Fig Tree	3	.75	None				
Municipal Tennis Courts	7	7.77	223		x		x
Palm Park	5	10.0	280		x	x	x
Pershing Park ³	3	5.0	305		x		
Plaza Del Mar	3	4.54	2		x	x	
Shoreline Park	2	14.67	106	x		x	x
West Beach	3,4	11.5	3				
TOTALS		218.77	1,815 spaces	3	7	7	6

¹ Share Pershing Park facilities.

² Share Harbor parking.

³ Leadbetter Park (3 to 4) acres at base of City College bluffs is included part of Pershing Park. Source: Ref. 66,75, LCP Staff Park Inventory, June, 1978

Ambassador Park

Location:	100 West Cabrillo Boulevard
Size:	.53 acres
Off-Street Parking:	None provided
Public Dedication:	Yes
Description:	Ambassador Park is a rectangular, turfed area located between two beachfront motels on the north side of Cabrillo Boulevard. The unsigned park is bordered by two rows of Phoenix Palms and affords an excellent view of the Harbor/Beachfront area contributing to the primarily passive use of the area. There is no vehicle access to the Park and all parking is off-site along Cabrillo Boulevard.
History:	A portion of the present day Ambassador Park is believed to have once been the site of the Indian village of Chief Yanonalit-Syujtun. In 1860, D.L. Burton, after whom the general area is named, acquired the property. The land was subsequently used as a promenade between the beach and the fashionable Potter Hotel which opened in 1902, was renamed the Ambassador in 1918 and destroyed by fire in 1921. After the City failed in an attempt to purchase the hotel grounds for a park, the parcel was subdivided for development, but not before archaeological excavations revealed artifacts from Indian villages which predate Syujtun. In April, 1924, Hellman Commercial Trust and Savings gave the site to the City for use as a park. The park has been designated and marked by a "Burton Mound" plaque designating the site as a State Historical Landmark.
Restrictions:	Dedicated for public use; no buildings or structures of any kind shall ever be built on this land.

Andree Clark Bird Refuge

Location:	East Cabrillo Boulevard and Highway 101
Size:	42.42
Off-street Parking:	Approximately 12 spaces
Public Dedication:	Yes
Description:	The Andree Clark Bird Refuge is an enclosed saltwater marsh and adjacent lowlands bordered by Cabrillo Boulevard on the south and east, Southern Pacific Railroad on the north and A Child's Estate to the west. The Refuge's southern and eastern perimeters include a heavily used bikeway and linear turfed area. By deed mandate, the area is used solely as a wildlife refuge. The Refuge supports a varied resident and transient bird population including cormorants, coots, various migrating ducks, egrets, geese, gulls and herons. Vehicle access is restricted to the north shore. No parking is permitted along Cabrillo Boulevard.
History:	The City purchased the original parcel of salt marsh for \$7,364 in 1909. Soon after, a group of public minded citizens formed the Salt Pond Fund to solicit donations to purchase additional property. In August, 1928, Huguette M. Clark, owner of the Clark Estate (opposite the marsh) gave the City \$50,000 to: excavate the marsh and create an artificial freshwater lake, to landscape, and to construct walkways and bridle paths. Mrs. Clark's donation was conditioned on the stipulation that the marsh/pond be named the "Andree Clark Bird Refuge" (in memory of her daughter) and that the area remain a wildlife refuge.
Restrictions:	The erection of <i>any</i> building or other structure around the Bird Refuge is prohibited. Boating or swimming in the lake are prohibited. Parking or standing of vehicles along East Cabrillo Boulevard is specifically prohibited.

Arroyo Burro Beach County Park⁴

Location: On Cliff Drive, just west of the Cliff Drive/Las Positas intersection.
Size: 6 acres; 612.5 feet (0.116 mi.) of beach frontage.
Off-Street Parking: 160 spaces
Public Dedication: No
Description: A day-use only facility. Parking lot is filled to capacity every summer weekday and beyond-capacity on weekends (i.e., double parking and overflow conditions occur). These same conditions prevail during the winter on warm, sunny days. The park facilities include a snack stand, bait and tackle shop, a grassy area with volleyball courts and barbecues-picnic facilities. Park activities include: swimming (lifeguard on duty in summer), surfing, surf-fishing, jogging, strolling, sunbathing, volleyball, horseback riding. Approximately 90-95% of usage is by local people. 1975 attendance was 322,385 and was 650,792 in 1976.

Cabrillo Ball Park

Location: Bounded by Cabrillo Boulevard and Milpas and Punta Gorda Streets
Size: 5 acres
Off-Street Parking: Approximately 68 spaces. Parking space for cars is available on a narrow dirt strip which separates the playing field from Punta Gorda Street.
Public Dedication: Yes
Description: Cabrillo Ball Park is a triangular site developed exclusively for team sports. The Park has a single softball diamond, bleachers and lights. Heavy vegetation screens the field from Cabrillo Boulevard and Milpas Street. Easy vehicular access is possible from either Cabrillo Boulevard or Milpas Street.
History: The park was purchased in five parcels from several banks in 1925, 1926 and 1927, using funds from a \$195,000 bond issue designed for public beachfront acquisitions. Portions of the original purchase were used in the realignment of Cabrillo Boulevard and the remaining acreage was developed with a baseball diamond and dressing/shower facility. During World War II, the field and its dressing rooms were used to accommodate armed services baseball teams primarily from Camp Cooke. The dressing rooms/shower facilities have subsequently been removed.
Restrictions: Public park for public convenience and enjoyment.

⁴Source: County of Santa Barbara-City of Carpinteria Local Coastal Program, "Phase I Progress Report-II Recreation and Visitor Serving Facilities", (Appendix A), undated.

A Child's Estate

Location:	1300 East Cabrillo Boulevard
Size:	16 acres
Off-Street Parking:	Approximately 100 spaces
Public Dedication:	Yes
Description:	A Child's Estate occupies a prominent knoll which is bordered on the north by Southern Pacific Railroad, on the south generally by Cabrillo Boulevard, on the west by Ninos Drive and Dwight Murphy Field and on the east by the Andree Clark Bird Refuge. A Child's Estate is the South Coast's only zoo and in addition to zoological gardens includes a small nature theater, a children's train and play area, and picnic facilities. The zoo is set among numerous mature trees and provides meandering footpaths and expansive turfed areas. Park access is from Ninos Drive.
History:	<p>An Indian village commanded the knoll where the Child's Estate now is located. In 1896, John Beale acquired the property and built a mansion on the knoll and named it Vega Mar. When Mr. Beale died in 1914, his widow married John H. Child from whom the wooded estate acquired its name. (In 1947, Mrs. Child left her estate to the Santa Barbara Foundation who six years later donated it to the City. The City burned down the mansion in 1957.)</p> <p>In cooperation with the Park Commission the Junior Chamber of Commerce pledged \$10,000 to develop a plan for possible uses of the property. In 1961, A Child's Estate Foundation was formed and a successful public fund raising campaign conducted. The City subsequently leased the property to the Foundation, which still operates the facility.</p>
Restrictions:	For Public Park, promotional, educational, cultural or recreational uses either in present or improved state.

Dwight Murphy Field

Location:	Bounded by Por La Mar and Ninos Drive
Size:	10.5 acres
Off-Street Parking:	Approximately 286 spaces
Public Dedication:	Yes
Description:	Dwight Murphy Park is a flat, triangular shaped, turfed area located in a mixed commercial - residential area a block from the ocean. The park enjoys extensive perimeter landscaping including numerous eucalyptus and palm trees. Park use is primarily devoted to team sports as park facilities include a lighted softball diamond and a lighted soccer field. There are other neighborhood facilities in the park including a children's play area, barbecue pits, picnic tables and restroom/shower facilities.
History:	The park was acquired in 1925 from the Pacific Southwest Trust and Savings Bank with a part of the bond issue passed that year. Known at first as the Municipal Soccer Field, in September, 1933, it was dedicated and named in honor of Dwight Murphy, Park Commission Chairman from 1927 to 1931. Improved with Depression-era funds, the field has been especially popular with soccer clubs throughout the years. Army troops used it for recreation and training during World War II. New restroom and locker facilities were constructed in 1969. In January, 1976, the Bicentennial Freedom Train was parked and open for display on a railroad siding abutting the park.
Restrictions:	Public Park for convenience, enjoyment and recreation.

East Beach

Location:	1400 East Cabrillo Boulevard
Size:	Approximately 44 acres; 2,937.5 feet (0.556 miles) of beach frontage.
Off-Street Parking:	275 spaces
Public Dedication:	Yes
Description:	East Beach is generally considered to be the area located east of Palm Park, west of the Clark Estate and south of Cabrillo Boulevard. East Beach offers recreational opportunities for many different age groups. Predominant beach area users appear to be local families who enjoy the wide sandy beach, wading pool, children's play equipment and turf-ed picnic area. East Beach use has also increased with the growing local interest in volleyball. Nine sand volleyball courts are heavily used for competitive and general recreational play (three more courts are planned). In addition to the sand and water oriented activities offered in the area, East Beach is also the site of the Cabrillo Pavilion. The Pavilion includes a major youth recreational center, public bathhouse and snack bar. Parking is available within two lots adjacent to the Pavilion.
History:	In 1904, the City acquired the property between the existing Corona del Mar and the Andree Clark Bird Refuge for park purposes and the construction of Cabrillo Boulevard. In 1924, the remainder of the area known as East Beach was acquired through the efforts of a citizens group--the East Boulevard Improvement Association. The Cabrillo Pavilion was built by David Gray, Sr. and offered to the City in 1925 for \$100,000. The bathhouse was extensively remodeled and opened for recreation services in 1940. Sand volleyball courts were installed in the early 1960s.
Restrictions:	For park purposes.

La Mesa Park

Location:	295 Lighthouse Road
Size:	8.87 acres (no bluff frontage)
Off-Street Parking:	None provided at this time
Public Dedication:	No
Description:	La Mesa Park is a neighborhood park located on Mesa bluffs opposite Washington School. The northeast portion of the park (near the Meigs Road entrance) is developed with play equipment, picnic and restroom facilities. The western portion of the park is generally undeveloped and includes a small creek, dense vegetation and prominent vistas of the ocean. There is no on-site parking, but limited parking is available along Meigs Road and Shoreline Drive.
History:	In 1856, the Federal Government built a thirty foot lighthouse on a twenty-eight acre Mesa parcel. When the lighthouse was destroyed in the 1925 earthquake the City attempted to purchase the land but the Federal Government replaced the destroyed lighthouse with an automated light. During the 1930s and 1940s, the Park Commission and Mesa Improvement Association identified the need for additional park and recreational facilities on the Mesa. The lighthouse property was identified as a site worthy of acquisition and development but World War II brought War Department needs for the property. After the war, the City attempted to acquire the land as surplus war property but prior to any decision the Korean War occurred and the property was again required for defense purposes. Finally in June, 1953, the City purchased 6.8 acres for \$3,094 and the School District obtained 8.2 acres and the Civil Air Patrol 3.0 acres. The remainder of

the 28 acres was retained by the Federal Government for use by a local Coast Guard detachment.

In 1955, under the urging of the Mesa Improvement Association, the City developed plans for park use of the 6.8 acres. In 1957, Ms. Harriet Cowles and the Junior Chamber of Commerce separately donated monies for general park improvements and play equipment.

Restrictions: To be used as a public park; all mineral rights and deposits are reserved for the grantor; property reverts to grantor should it be determined to be necessary for national defense.

Leadbetter Beach

Location: 300' west of the W line of Castillo Street, southwesterly to a point 100' east of the E line of La Marina, south of bluffs, and north of ocean.

Size: 27.35 acres; 3,800 feet (0.719 miles) of beach frontage.

Off-Street Parking: 305 spaces (snack bar area to west end of lot)

Public Dedication: No

Description: The area known as Leadbetter Beach is generally defined as the sandy beach, elongated turfed area and the asphalt parking lot located between the Harbor, Shoreline Park, Shoreline Boulevard and the ocean. Leadbetter Beach includes picnic, food concession and restroom facilities and has become one of the most heavily used City beaches.

History: Leadbetter Beach is situated below Leadbetter Hill which is also known as Dibblee Hill. Mr. Dibblee constructed a mansion (Punta del Castillo) near a Presidio-era gun battery on the hill overlooking the beach. The beach known as Leadbetter Beach once extended to the base of Leadbetter (Dibblee) Hill. Most of the beach area was subsequently acquired from the State in 1937 and 1940 (via State Tidelands Grant Act). The recent construction of Shoreline Drive linked West Cabrillo Boulevard with the Mesa area thus providing a major scenic waterfront thoroughfare. The beach became a fully operational beach park after improvements were completed in 1965.

Restrictions: None

Los Banos del Mar Pool

Location: 400 block West Cabrillo Boulevard, adjacent to the Harbor

Size: 2.87 acres

Off-Street Parking: (In the adjacent Harbor parking lot)

Public Dedication: Yes, Resolution 7607, September 19, 1972

Description: Los Banos del Mar is the larger of the two city operated pools. The L-shaped pool provides both competitive and general recreational activities. With a capacity of over 450,000 gallons, length of 50 meters, varying widths of 20 – 30 yards and a depth range from 10 – 3.5 feet, the pool has been improved and modified to accommodate major aquatic competitions. The pool's seven lanes and racing blocks provide the setting for one of the State's largest annual swim competition—Semana Nautica. In 1976, the meet attracted over 12,000 contestants and spectators for a four day meet. The pool's 25 and 30 meter water polo courses are also frequently used in local high school, college and A.A.U. competition. Santa Barbara City College is a frequent user of the pool as part of a joint powers and use agreement.

In addition to serving competition needs, pool staff offer, among other things, swimming and lifesaving, exercise, and synchronized swimming classes. The pool complex includes showers, locker facilities and a small classroom.

History: As early as 1880, private bathhouses were operated near the present pool site. The City constructed an elaborate bathhouse complete with an indoor pool, bowling alley, billiard parlor and outdoor bandstand on the present site in 1901. The bathhouse burned down in 1913 and the Edison Securities Electric Company constructed a new bathhouse in 1915. The popular Edison Bathhouse was damaged in the 1925 earthquake and ultimately sold to the City in 1934 for \$55,000. Acting upon a Park Board recommendation, the City Council approved the demolition of the bathhouse in 1937. The present Los Banos del Mar was built soon after in 1939 assisted by \$68,000 of Federal funding.

Moreton Bay Fig Tree

Location: Southwest corner of Chapala and West Montecito Streets

Size: .75 acre

Off-Street Parking: None provided

Public Dedication: No

Description: The Moreton Bay Fig Tree stands on a small, turfed site adjacent to Highway 101. It is recognized by most experts as the largest tree of its kind in the country. In 1976, a measurement of this sprawling tree determined a branch spread of 175 feet, a height of 75 feet, and a trunk circumference of 35 feet.

History: The great Moreton Bay Fig Tree (*Ficus Macrophylla*) is a native of the Moreton Bay region of eastern Australia, is said to have come to Santa Barbara by ship from Australia. It was originally planted near State and Montecito Streets and when it became "as tall as a walking stick", 9-year old Adeline Crabb and her mother transplanted the tree to its present site.

In November, 1941, the City, with the support of the Botanic Garden, signed an agreement with the owner of the site, Southern Pacific Railroad Company, to maintain and protect the tree. In the years immediately following, the tree was

pruned and cabled, utility poles removed, and the grounds planted with lawn and shrubs.

On September, 1970 the Moreton Bay Fig Tree became the City's first officially designated "tree of notable historic interest" which officially protects the tree from being cut down or destroyed. The tree was deeded to the City in 1976.

Restrictions: None

Municipal Tennis Courts and Clubhouse

Location: Old Coast Highway at Park Place

Size: 7.77 acres

Off-Street Parking: 223 spaces

Public Dedication: Yes

Description: The municipal Tennis Complex is located between Old Coast Highway and U.S. 101. The Complex is one of the City's two owned and operated complete tennis centers. The facility consists of five lighted and seven unlighted all weather courts, an exhibition court with bleachers (current slated for demolition) and a clubhouse with a lounge, showers and offices. A city-contracted tennis professional supervises numerous instructional programs and tournaments offered on the courts.

History: The site of the tennis complex was acquired in parcels from 1909-1913. The clubhouse and four courts were constructed as a W.P.A. project in 1937. The facility contained the first lighted courts in the area and at one time was the center of Southern California tennis tournament competition. Five additional courts were added prior to World War II and three more courts were constructed in the 1960s. New fencing, windscreens, resurfacing and restriping of the courts is slated to be completed in 1978. Plans to rehabilitate the stadium bleachers have been abandoned due to escalating costs. Portable bleachers inside a fence enclosure will replace the condemned stadium.

Restrictions: Public Resort.

Palm Park

Location: East Cabrillo Boulevard

Size: Approximately 10 acres; 5,412.5 feet (1.025 miles) of beach frontage.

Off-Street Parking: 280 spaces (in lot adjacent)

Public Dedication: Yes

Description: Palm Park refers to a linear turf strip bordered by rows of tall palm trees and Cabrillo Boulevard on the north, by beachfront to the south, by Stearns Wharf to the west and by the East Beach parking lot to the east. A large turfed playing field used heavily for soccer is located near the center of the park. The Palm Park Cultural Center is also located in the western end of the park. There are numerous picnic tables scattered throughout the park. The Cabrillo walkway and bike path extends the length of the park and it is along this parkway that the weekly Santa Barbara Arts and Crafts Show is held. Parking is available in an on-site lot and along Cabrillo Boulevard.

History: A portion of what is now Palm Park was once the site of palm thatched cottages rented out to winter visitors. In the late 1880s and early 1900s the area was developed with various wharf related businesses. Soon after the turn of the century, various citizens began to voice their concern over the waterfront's appearance and the fear of further commercialization. In March 1924, an East Boulevard Improvement Association was organized to secure beachfront property for City park purposes. By late 1920, the Association had successfully acquired most of the waterfront lands and agreed to hold them until January, 1927. In February, 1925, a bond issue was approved and the City began buying beach area lands. Using 1927 Bond Act funds, the lumber yard adjacent to Stearns Wharf was acquired in 1931, and Palm Park created.

Restrictions: For public purposes only; including a strip of land for a City sewage plant.

Pershing Park

Location: 100 Castillo Street

Size: Approximately 5 acres

Off-Street Parking: 305 spaces (shared with Plaza del Mar and the Old Spanish Days Carriage Museum)

Public Dedication: Yes, Resolution 7608

Description: Pershing Park is a flat, turfed site bordered by Plaza del Mar, Leadbetter Park and Castillo Street. Pershing Park has been developed as the sports field component of a fifteen acre park and recreation facility. The park includes two softball fields and a university sized baseball field. The softball fields are two of the City's most popular and heavily scheduled diamonds. The baseball field is primarily used by the adjoining City College's intercollegiate baseball team.

History: The first parcel which today comprises Pershing Park was acquired by the City in 1899, for \$2,000. Prior to World War II Pershing Park was known as Athletic Park and school football games were held there. Following the war, the park was renamed Pershing Park in honor of General Pershing.

In 1926 and 1927, the park was expanded and the City constructed its first lighted softball diamonds. A Laguna and Pershing Park Commission was created in 1935 to report on the Park's activities, revenues and expenses.

When City College took over the University's Mesa campus in 1962, a Joint Powers and Use Agreement for Pershing Park's facilities was signed between the City and College District. In June, 1964, the joint powers agreement was amended to provide for the District's construction of two ball diamonds, lighted tennis courts and eight handball courts. The ball diamonds and tennis courts have been constructed and are in daily use.

With the development of Pershing and Leadbetter Parks, the City and the old Spanish Days organization agreed to demolish the streetcar barn and construct a new carriage museum and float storage barn on the northerly portion of the park.

Restrictions: For public park purposes.

Plaza del Mar

Location: Castillo Street at West Cabrillo Boulevard
Size: 4.54 acres
Off-Street Parking: (Shares the 305-space Pershing Parking lot)
Public Dedication: Yes
Description: Plaza del Mar is a flat wooded area located at the intersection of Cabrillo and Castillo Streets and adjacent to Pershing Park. A variety of mature trees including a large stately fig tree grace the park. Plaza del Mar offers picnic tables, benches, outdoor checker boards and a band stand. Parking is available either along Castillo Street or in the Pershing Park parking lot.

History: The area developed as Plaza del Mar was a coastal wetland as late as 1870. The land was acquired by the City in 1891, with Ocean Boulevard Bond Election funds. Prior to the construction of an ocean boulevard (Cabrillo), Plaza del Mar was designated as a “public garden.” According to City Ordinance (223), the park was to be “covered with asphaltum or bituminous rocks, with band stand, fountains, seats and etc., as the Council may direct.” By 1898 the park was generally developed with large rectangular turfed areas, benches, palm trees and wide walkways. During the early 1900s, the plaza became the end of a street car lane and evolved as a popular spot for bathing, strolling and frequent band concerts. Relandscaping occurred in 1909 and cement tennis courts were installed in 1919 and 1924. In 1942, Cabrillo Boulevard was extended resulting in the park being divided in half, the removal of numerous palm trees and the relocation of various park facilities. In 1971, the State proposed to widen Castillo Street (a state highway) to four lanes which would have resulted in a loss of park trees and acreage. (The project was indefinitely postponed.)

Restrictions: None

Shoreline Park

Location: 900 block of Shoreline Drive; extending from La Marina to west of San Rafael Avenue.
Size: 14.67; 3,600 feet (0.681 miles) of bluff top frontage.
Off-Street Parking: 106 spaces
Public Dedication: Yes

Description: Shoreline Park occupies the Mesa Bluff area overlooking the ocean. The elongated park includes an enclosed children’s play area, expansive turfed areas, picnic areas with barbecue pits and tables, restrooms, wide walkways, and ocean vistas. Location and special recreational facilities have contributed to Shoreline becoming one of the City’s most popular parks. Shoreline’s expansive ocean view has also contributed to the park’s special significance as a whale watching site. Parking is available at both the easterly and westerly entrances.

History: Prior to the 1920s the portion of La Mesa containing Shoreline Park was part of the Law and Babcock farms. Following the development of the Marine Terrace subdivisions and Shoreline Drive in the early 1950s, the site was left vacant.

By 1963 City residents feared this coastal land would be developed for residential use, impeding public views and access. Public demand caused the City Council to pass a resolution condemning the land for park and recreation uses in 1963.

An ad hoc “Save Our Shoreline Committee” campaigned for passage of a park acquisition and development bond. The bond proposal passed in August, 1964. The City applied for Federal Land and Water Conservation Fund money to help with acquisition costs and in August, 1967 received \$325,000 toward the total purchase price of \$852,845.

Restrictions: None

West Beach

Location: West Cabrillo Boulevard

Size: Approximately 11.5 acres 2512.5 feet (0.475 miles)

Off-Street Parking: Not provided exclusively for West Beach; beach goers use the Harbor parking area.

Public Dedication: Yes

Description: The sandy beach area bordered by Stearns Wharf, Harbor parking lot and Cabrillo Boulevard is generally known as West Beach. Beach activities include frisbee, sunbathing and swimming, although harbor boat the desirability of the area as a swimming beach. A small stone fence and a row of large palm trees line the beach’s Cabrillo Boulevard frontage. Ample curbside parking is available along Cabrillo Boulevard.

History: West Beach was acquired by the City in 1902 as part of the Cabrillo Boulevard construction project. The palm lined boulevard bordering the beach was the idea of Mayor Peter J. Barbar who patterned the palm plantings after similar European boulevards. In 1928, the City purchased a parcel from the Stearns Wharf Company for \$25,000 which completed beach acquisition as it exists today.

APPENDIX B

PARKS AND RECREATION MASTER PLAN SURVEY COMMENTS

Question 6C *“Now, is there anything else you’d like to say about Park? Why did you rate it as you did? We’re especially interested in any comments you might have about the features listed in the lower left-hand portion of the card.”*

Ambassador Park

Don’t like aesthetically
Good for small children
Poor bathrooms
Facilities could be improved

Cabrillo Ball Park

General

Good for its purpose (ball games) 3
More flowers 2
Inadequate parking
More restrooms

Maintenance

Poor maintenance 4
Dirty 4
Restrooms a mess 2
Clean & well-kept

Dwight Murphy Field

General

Provides only ballfield—no other facilities 2
Good night baseball games 2
Watch soccer 2
Parking inadequate on *Sundays*
Like improvements
Clean & well-kept
Lots of parking-good

Site survey

Especially like the lighting 2
Plenty parking—but lot needs repair
More play equipment
More monkey bars
Parking gets crowded at times
Good field for practice
Soccer players get in our way (football player speaking)
Very convenient—It’s fine for jogging
Turf very adequate considering all the use it gets
Like that it’s close to the beach & Childs Estate—and it’s not overcrowded when we come here

La Coronilla Park

Uncrowded courts 2

Poorly maintained: equipment falling apart
Should be given over to horses or maintained properly

La Mesa Park

General

Fenced—good for kids 3
Good location 2
Good for exercise
Dogs without leash
Heavy traffic of lovers

Facilities and Maintenance

Good play area 3
Needs more lights 2
Better facilities (needed??) 2
Poor maintenance 2
Drinking fountains poorly maintained
Picnic area dirty
Well maintained

Site Survey

Teenagers could use some games: croquet, badminton
Disagree with chaining lot shut
Excellent plantings
Drinking fountain doesn't work
Lot of holes in parking lot
Hard to get in/out of entrance
Beautiful view. Nice place to sit. Real peaceful. More shrubbery needed. Trees great. My compliments to the city for a beautiful park.
Nice park, hasn't been over planted, over landscaped. It's natural. Quiet.

Moreton Bay Fig Tree

Transients, winos around 5
Tourist attraction 3
Great for children 3
Love the tree 2
Nothing to it 2
Too many dogs
Too noisy
Beautiful
Outstanding landmark
Great tree

Palm Park

House survey

Like arts & crafts exhibit 22 (includes 7 misplaced under Cultural Arts Center and 11 under Palm Park Beach)
Dirty restrooms 7
Good facilities 5
Neglected 5
Not many facilities 4
Nice trees 2
Poor drainage 2
Transients 2
Park is overtaken with art exhibits

Too many tourists
Too crowded on weekends
Nice setting
Open space to horse around in
OK

Site survey

Restrooms horrible
Parking very bad Sundays; adequate otherwise
Lousy parking
A mini-bus on Cabrillo would cut down weekend parking problems
Traffic noise is an unsolvable problem
Afraid to come here alone—"dirty old men," "way out element"
I'd come more often, but a lot of blacks and Mexicans hang out here, and I don't feel safe.
I'd like to bring my dog here—section of park for dogs to run
Don't like when they water summers around 11:00—can't sit on grass to eat lunch
Building the rig cut down on available electrical outlets for Sunday dancing

Pershing Park

General

Transients disrupt recreation: a nuisance 3
Nice area for watching activities 2
Nice
Needs to be beautified

Facilities and Maintenance

Good facilities 8
Tennis courts overcrowded; more needed 5
Good lighting for night play 3
More drinking fountains 3
Tennis courts in good condition 2
Good parking 2
Needs more care
More lighting toward cliffs needed
No adequate restroom facilities
Excellent sports equipment
More seating

Shoreline Park

General

Nice scenery 24
Nice to walk 16
Cliff dangerous for kids 4
Open space feeling 3
Good for kite flying 3
Good for biking 3
Enjoy open ocean view 2
Sidewalks good for skateboarding 2
Good for skating
Nice fresh sea breeze
Like because by beach
Excellent for children
Great asset
Design not too good
Lot of sidewalk--not enough grass & trees

Too close to highway
Very nice
Good for jogging
Enlarge the park
Lack of supervision for children
Great place for old car show
Park is great improvement over what it was before
Too many kids

Facilities

Great for picnics 6
Good playground equipment 5
Needs more bathrooms, messy 3
Parking is OK 2
Needs more tables & BBQ pits 2
Needs different play equipment—unpractical for kids—they're bored
Good facilities
Like benches
More playground equipment needed
Shuffleboard would be nice
Chess pavilion needed
Band facilities needed
Put up a decent guard rail

Maintenance

Well-kept, uncrowded 7
Clean 5
Weeds
Litter
Too many dogs; regulate them

Site survey

No grass around picnic facilities
One drinking fountain often flooded
More play equipment needed
Good there's not too many plantings
More lights needed shrubs not trimmed well--lot of weeds near plantings
Thrilled to death it's here. We just love it. Very nice for old people. Excellent for walking. I feel safe.
Really like the area, the lawn. Would be nice to have a fence along the highway.
S.B. is fortunate to have such a park. Good, rugged fence is good idea for safety.
Marvelous—it's essential. Great for walking. Very valuable addition to S.B.

Question 11 E*“What kinds of things do you usually do while at the beach?”*

Sunbathe	138
Swim	119
Walk	113
Picnic	77
Relax	54
Frisbee	42
Jog	32
Volleyball	28
Contemplate, look at scenery	25
Read	25
Play with, take children	22
Surf	21
Barbecue	16
Fish	14
Play ball	13
Beach comb	12
Play in sand	11
Walk dog	9
Social activities	8
Scuba dive	7
Sit	6
Fly kites	6
Birdwatching	5
Wade	5
Boating	4
Drink	4
People watching	3
Eat	3
Paddle boats	2
Make music	2
Make love	2
Dance	2
Photography	1
Exercise	1
Waterskiing	
Fly model airplane	
Horseback riding	
Sleep	
Play in water	
Write	
Enjoy sun	
Talk	
Play with dog	
Lay around	
Look around	
Look at girls	
Football	
Play with rubber raft	
Watch waves	
Rest	
Body surfing	
Meditate	
Bike	

Question 11 C

“Now, is there anything else you’d like to say about this beach? Why did you rate it as you did? We’re especially interested in any comments you might have about the features listed in the lower left-hand portion of the card.”

Arroyo Burro Beach**General**

Dirty with tar & seaweed, flies 11
Nice—change from usual 5
Dirty with kelp 3
Sand is washing away 2
Nice place to walk 2
Good for surfing 2
Good for camping 2
Nice natural setting 2
Enjoy it the way it is 2
Like—not confined
Secluded
Left wild
Adequate for all needs
Good for children
Nice sand & land
Rocky aspect is nice
Too rocky
Poor environment

Facilities, Maintenance, and Management

Bathrooms need better care 3
Should control dogs, leash 2
Too commercial
Snack bar is nice
Too many restrictions
Closes too early
Observant lifeguard
Good maintenance
Not well-kept
Shelter is needed for shade
Like to play volleyball in winter (nets down)

Social

Overcrowded 9
Less crowded than other beaches 3
Quiet in the mornings
People are friendly
Too many transients

East Beach**General**

Unsanitary, polluted 34
Tar 6
Parking problem 6
Sewer arrangement bad 3
Nice trees, shrubs, and grass areas 2
Less pollution than other beaches
Too close to road
Good access

Handy to downtown
Close to art exhibits
Close to restaurants

Facilities and Personnel

Good facilities 25
Needs more bathrooms 6
Good picnic facilities 5
Lacks BBQ facilities and tables 5
Needs more recreation facilities 3
Swimming pool wasn't filled 3
Good facilities for children 2
Love volleyball facilities 2
Supervision poor 2
Needs lifeguard during children's activities
Needs swings, other play equipment, like a kids' sandbox
Not enough drinking fountains
Need more wind screens
Nice benches for eating lunch
Tables on cement slabs (what??)
Needs walkway improvements
Good restroom facilities 2

Maintenance

Clean 7
Need citizen help in cleaning up
Dirty bathrooms
Grass needs more care
Pavilion needs repair

Social

Crowded 13
Grassy area too crowded 2
Beach party atmosphere 2
Dog regulations not enforced
Nice beach for tourists
More S.B. crowd than tourists
Not as crowded as other beaches

Site Survey

Not easy to find parking 2
Good maintenance 2
Dog mess needs cleaning 2
Nice BBQ facilities
More BBQ pits needed
Would like place for beach fires and BBQs
Best place to go to exercise & play volleyball
Two volleyball nets don't have ropes in ground
Put lights in to play volleyball nights
More drinking fountains
Need water faucets
Need some restrooms
Restrooms are always dirty
Beautiful
Peaceful, clean, nice beach

More plantings--shrubs cut down on noise
Should be able to have overnight parties
Would be nice to rent surfboards & boats

Leadbetter Beach

General

Enjoy it 12
Oil, pollution, flies 9
Nice scenery 2
Secluded 2
Not as much traffic (??) 2
Wind is problem for picnicking
Can see the seals & fish
New stairs are nice
Good for dogs
Poor environment
Beautiful
Nice trees
Tar isn't as bad
Nicest beach

Facilities

Poorly placed restrooms & not enough 6
Good picnic facilities 5
Good facilities 3
Insufficient facilities 2
Showers needed 2
More drinking fountains 2
Not enough BBQ pits, tables
Nice BBQ area
Not enough food stands
Good restroom facilities
Good for volleyball
Good parking facilities
More parking than necessary
Parking taken by SBCC students

Maintenance

Should clean seaweed 14
Uncrowded, clean 6
Dirty bathrooms
Dirty
Garbage problem on weekends

Social

Crowded 4
Good beach, but crowded
Too many young teenagers with foul mouths
Like to walk nights, but spooky

Site Survey

Good picnic facilities 3
Should have drinking fountains 2

Always clean 2
Would like to camp on beach 2
Should have a place for nude bathing
Use a few more volleyball courts
Restrooms very convenient
Restrooms should be cleaner
Restrooms need doors and toilet paper
Should have a nice, long bike path
Sometimes quite a bit of litter; glass is really dangerous
We really enjoy the atmosphere

Palm Park Beach

General

Dirty (litter? tar? seaweed?) 14
Oil, tar 2
Nice, roomy, grassy areas for sports
Nice on weekdays
Need warning signs for undertow
Do away with
Leave as is
Water is filthy
Like seclusion
Sewer smells
Liked band concerts

Facilities and Maintenance

Poor restrooms 5
Different, clean 2
Poor parking facilities 2
Good picnic facilities
All facilities are OK
Dog dung
Kelp needs cleaning
Put nets behind soccer goals (Palm Park?)

Social

Too many transients 3
Good beach patrol
Crowded
Grassy area too crowded

West Beach

General

Pleasant 6
Tar 6
Beautiful 2
Sailboat activities nice
Boats have ruined beach for bathers
Improved
Wind hinders picnicking
Too commercial—hot dog stand (Leadbetter?)
Reminds me of an industrial area
Glad breakwater is being fixed

Facilities

No facilities 4
Child likes playground 3
Need more tables 3
No parking facilities 2
All facilities good
More restrooms needed
Put play equipment back by pool
More development for recreation

Maintenance

Dirty—Not well maintained 17
Play equipment broken 2
Clean restrooms 2
Cleaner
Kelp needs cleaning

Social

Overcrowded 5
Quiet 2
Noisy
Men drinking
Full of bums

Other Beaches

MORE MESA

Enjoy nude bathing 4
Clean 4
Secluded; nice for Park Dept. to get permanently
No car traffic, lots of space, needs restrooms

BUTTERFLY

Good walking, sunbathing
Needs picnic tables up on bluff
Only place I can take my dog without being hassled
Like everything: quiet, birds
A little more privacy there

APPENDIX C

BIRD REFUGE – HABITAT CONDITIONS TO BE DETERMINED

I. CHARACTERIZATION OF BIOTA - TO INCLUDE:

A. Significant Plants

1. Types, i.e., diatoms, blue-greens, floating angiosperms, rooted plants.
2. Their life cycles
3. Estimated quantity
4. Seasonal changes in uptake of limited micronutrients and dissolved oxygen

B. Fish and Aquatic Invertebrates

1. Position in food web, especially those supporting wild fowl and those which can counteract the seasonal algal “blooms”

C. Birds

1. Contribution to ecosystem

II. WATER QUALITY PARAMETERS

A. Dissolved Oxygen Content

1. Night and day differences
2. Seasonal differences
3. Spatial differences; horizontal and vertical
4. Chemical and biological sources and sinks

B. Nutrients

1. Nitrates, Phosphates
 - a. Sources
 - b. Rate of accumulation or depletion
 - c. Diel and seasonal variations
2. Salinity and Temperature
 - a. changes through time
 - b. Supporting different flora and fauna
3. pH
 - a. Ascertain quantitatively the CO₂ cycle

III. SEDIMENT CHARACTERISTICS

A. Standing reserves of H₂S

B. Stratigraphy

1. Ascertain through coring

C. Accumulation or depletion of sediments

1. Rate
2. Sources, i.e., wind, well, run-off

D.

Composition

1. Granulometric analysis of the sizes of solid particles in the bottom sediments
2. Mechanical properties
3. Mineral grain content
4. Organic debris content
 - a. Especially, production of solids by carbon fixation

APPENDIX D

HISTORIC AND ARCHITECTURAL RESOURCES LOCATED IN SANTA BARBARA COASTAL ZONE

116-118 Bath Street	Apartment
Cabrillo Ball Park	
Cabrillo Blvd. and Punta Gorda Street	Roundhouse
Cabrillo Blvd. Park Strip on N. Side of Cabrillo Blvd.	
E. Cabrillo Blvd.	Dwight Murphy Field
Cabrillo Blvd. at State Street	Stearns Wharf
236 E. Cabrillo Blvd.	Chase Palm Park
28 West Cabrillo Blvd.	La Casa Del Mar Motel
West Cabrillo Blvd.	Ambassador Park & Burton's Mound
East Cabrillo Blvd.	Cemetery Superintendent's House
Cabrillo Blvd.	Clark Estate
Cabrillo Blvd.	Bird Refuge
Cabrillo Blvd.	Cemetery fountain
Cabrillo Blvd.	A Child's Estate
112 W. Cabrillo Blvd.	Veterans Memorial Building
Cabrillo Pavilion	Cabrillo Arts Center, Bath House, Wading Pool
1121 East Cabrillo Blvd.	Mar Monte Hotel
15 Chapala Street	Apartments
114 Chapala Street	Gledhill Residence
118 Chapala Street	Apartment House
530 Chapala Street	Dal Pozzo's Tire
509 Chapala Street 430 Corona Del Mar	New House House
431 Corona Del Mar	House

226-232 West Mason Street	Mason Apartments
Los Patos Way	Johnson House
210-220 West Mason Street	Spanish Bungalow Court
1015 Orilla Del Mar	
212 Natoma Avenue	Duplex
1035 Orilla Del Mar	Triplex
232 Natoma Avenue	La Ronda Apartments
35 State Street	Neal Callahan Building
36 State Street	Pierce Block
136 W. Yanonali Street	House
216-218 W. Yanonali Street	Duplex

APPENDIX E

ANALYSIS OF THE REGIONAL COMMISSION STAFF REPORT ON THE CITY'S LAND USE PLAN

Memorandum from Mayor and City Council dated December 5, 1980.....Pages 237 - 256

Office of the City Attorney



CITY HALL
DE LA GUERRA PLAZA
P.O. DRAWER P-P
SANTA BARBARA, CALIFORNIA 93102
TELEPHONE (805) 963-0611

FREDERICK W. CLOUGH
CITY ATTORNEY

ANTHONY C. FISCHER
ASSISTANT CITY ATTORNEY

JAMES O. KAHAN
DEPUTY CITY ATTORNEY

City of Santa Barbara

M E M O R A N D U M

DATE: December 5, 1980

TO: Mayor and City Council

FROM: Frederick W. Clough, City Attorney *FWC*

SUBJECT: Analysis of the Regional Commission Staff Report on the City's Land Use Plan

The purpose of this memorandum is to provide the City Council with a legal analysis of the recommendations of the South Central Coast Regional Commission Staff in their November 8, 1980 report that portions of the City's proposed Land Use Plan do not conform to the Coastal Act and should be disapproved by the Regional Coastal Commission.

I will discuss each Staff recommendations for disapproval in the order in which they appear in the Regional Commission Staff Report.

PUBLIC ACCESS:

1. Policy 2.2

a. L.U.P.

"As a condition of development of the bluff top portion of the Wilcox Property, the parcel traversed by Arroyo Burro Creek (APN 41-01-28) shall be offered for dedication to the City of Santa Barbara for park, habitat protection, and archaeological site protection purposes. If this lot is not accepted by the City of Santa Barbara, it shall be offered to

the Coastal Conservancy or its successor in interest for the same purposes. In the event the lot is not accepted by the Coastal Conservancy, the property shall be maintained by the owner and conditioned to protect the sensitive riparian habitat."

b. Staff Recommendation

At page 40, the Staff contends that this policy is "inadequate in meeting the requirements of the Act because: 1) it does not recognize the public's historic right of access along the beach on Parcel 47-01-28, rather it prohibits it; 2) it does not recognize the public's historic access on the dry sand beach below the bluffs on Parcel 77-01-29."

c. Analysis

This policy affects the Wilcox Property, but contrary to the Coastal Staff's interpretation, does not affect beach access. Beach access is covered in Policy 2.3. This misunderstanding is fully discussed at p. 6 of the City Planner's report dated November 13, 1980.

2. Policy 2.3

a. L.U.P.

"Access along the beach in the bluff area is a public right; no attempts to prohibit or interfere with the public's lawful use of this beach area will be allowed."

b. Staff Recommendation

The Staff contends that this policy does not conform to the Coastal Act for the following reasons:

(1) The phrase "along the beach" is not defined;

(2) The policy does not require the dedication to the public of the right of lateral access along the beach as a condition of new development.

c. Analysis

The source of the public access provision of the Coastal Act is Article 10, Section 4 of the California Constitution. (The Staff report misstates Public Resources Code Section 30210 as referring to Section 2 of Article XV. That section of the Constitution was repealed in 1976). Article 10, Section 4 provides in pertinent part as follows:

"No individual, partnership, or corporation, claiming or possessing the frontage of tidal waters of a harbor, bay, inlet, estuary or other navigable water in this state shall be permitted to exclude the right of way to such water whenever it is required for any public purpose...."

This constitutional right of public access, as well as these provisions of the Coastal Act intended to implement this constitutional provisions, are fully protected Policy 2.3. The policy's recognition that access along beach is a public right and its commitment to take necessary action to protect this right fully conforms to the Coastal Act. There is no specific requirement in the Coastal Act for the dedication of public lateral beach access. Such a requirement is unnecessary in the LUP because of the broad commitment in Policy 2.3 to take necessary action to protect the public's right to use the beach in the bluff area west of Shoreline Park if its use is ever threatened. It should be understood that the beach is all the area between the toe of the bluff seaward. This area historically has been used freely by the public and, therefore, has become the subject of a public recreational easement pursuant to the Gian and Dietz cases.

HOUSING:

1. Policy 5.1

a. L.U.P.

"Rehabilitation of existing housing for all economic segments of the community shall be encouraged."

b. Staff Recommendation

The Staff states that although they expect the effect of this policy to be limited, it is not inconsistent with the requirements of the Coastal Act.

c. Analysis

Since the Staff has conceded that this policy is consistent with the Coastal Act, there is no basis for Commission disapproval.

2. Policy 5.2a. L.U.P.

"Housing which provides living accommodations for persons of low and moderate income levels shall not be demolished unless:

(1) The cost of rehabilitation is disproportionate to the value of the existing building; or

(2) It is necessary to demolish for health and safety reasons; or

(3) The costs to rehabilitate the building would result in housing costs that are unaffordable to low and moderate income households; or

(4) The City Council has determined there is an overriding public need; or

(5) Where development of an equal or greater number of suitable housing units has occurred in the Coastal Zone within twelve months prior to City approval of demolition.

Suitable replacement housing shall be found within the coastal zone, if feasible, or within the City of Santa Barbara, for persons displaced by such demolitions. This demolition policy does not apply to owner-occupied, single-family homes when replaced by another single-family home or multiple-unit dwelling."

b. Staff Recommendation

The Staff recommends denial of this policy, in essence because they don't believe it will successfully protect affordable housing opportunities as required by §30213. Their specific objections to the policy are as follows:

(1) In 5.2(1), the term "disproportionate" is not defined.

(2) Policy 5.2(1) and (2) should be combined so that demolition could only occur if the building had health and safety deficiencies and the costs of eliminating these deficiencies exceeded a certain figure.

(3) Policy 5.2(3) would be difficult to implement because it would be difficult to document whether the costs required to cure Health and Safety Code violations would result in housing costs inaffordable to low and moderate income households.

(4) In 5.2(4), there is no definition of "overriding public need" and, therefore, it could be used as a loophole to avoid the requirements of the Coastal Act.

(5) Policy 5.2(5) should be revised so as to refer to "low and moderate income housing opportunities" rather than to "suitable housing."

(6) The Staff suggests adding an on or offsite within the Coastal Zone replacement requirement for any affordable housing opportunities which are demolished.

c. Analysis

In my opinion, there is merit to some of the Staff's comments. Section 30213 contains a clear mandate that housing opportunities in the Coastal Zone for low and moderate income persons or families be protected. To determine whether Policy 5.2 satisfies this requirement, I'll review each portion of the policy.

(1) Policy 5.2(1)

This policy would permit demolition if the cost of the rehabilitation were disproportionate to the value of the building. The problem with this language is that it includes no standard for determining (a) the level of rehabilitation or (b) the amount of rehabilitation which would be "disproportionate." In addition, it does not require that the housing be in a substandard condition before it could be demolished. Conceivably, because of construction costs today, the costs of rehabilitating to first class condition an older structure which was in satisfactory condition might be "disproportionate" to the value of the building.

(2) Policy 5.2(2)

This policy permits demolition if it is necessary for health and safety reasons. This is an appropriate policy except that it does not indicate when it would be

necessary to demolish a building for health and safety grounds. It should include a standard based on the costs of remedying the health and safety problems. The standard most appropriate would be that the costs of correcting the problem would make the housing unaffordable for low and moderate income households.

(3) Policy 5.2(3)

This policy provides the standard discussed above and, in my opinion, should be combined with Policy 5.2(2).

(4) Policy 5.2(4)

This policy permits demolition of affordable housing "if there is an overriding public need." That language is so general it would permit demolition of affordable housing for any public purpose. There is no exemption for public projects from the Coastal Act requirement of protecting affordable housing. However, §30007.5 provides for the resolution of conflicts between Coastal Act policies based on which policy is most protective of significant coastal resources. Since the principal "public need" with which the City is concerned is the construction of the freeway and access streets, the policy could be revised to specify that concern. The policy could provide that demolitions could occur if necessary to implement a public project which improved coastal access.

(5) Policy 5.2(5)

This policy permits demolition if an equivalent or greater number of "suitable" housing units have been constructed in the Coastal Zone in the preceding twelve months. The Coastal Act requires the protection of "housing opportunities for low and moderate income persons or families." The term "suitable" is undefined and, therefore, cannot be shown to conform to that Coastal Act policy. Accordingly, it should be replaced by the words "housing opportunities for low and moderate income persons or families."

One of the principal concerns expressed by members of the public concerning a demolition policy is that it creates a disincentive for property maintenance and may have a blighting effect. To ensure that this would not occur, the City could add to the LUP policy a commitment to implement Revenue & Taxation Code §17299. This statute provides a mechanism for notifying the Franchise Tax Board of rental property which violates state law or local code dealing with health, safety or building. Upon such notification, the owner of the substandard housing is precluded from deducting from his income for income tax purposes, interest, taxes, depreciation or amortization. This would be a significant disincentive for property owners to let their property deteriorate. A copy of §17299 is attached hereto for your information.

It should also be noted that because of downzonings in the past, most multiple residential property in the Coastal Zone is developed to a higher density than it could be developed to today. This fact is a significant disincentive to the demolition of existing housing and redevelopment of new housing.

3. Policy 5.3

a. L.U.P.

"New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on-street parking resources of existing residential neighborhoods shall not be permitted."

b. Staff Recommendation

The Staff recommends disapproval of this policy because it interprets it as precluding the construction of PUD units within single-family residence zones in the Coastal Zone. This interpretation is apparently based on the Staff's belief that the language in Policy 5.3 would preclude the four-unit multiple-family dwellings permitted in PUD zones because such buildings would not be compatible with the "scale, size, and design" of an existing single-family neighborhood. Therefore, the Staff concludes that this policy would prevent the construction of four-unit PUD condominiums which are the only type of ownership housing affordable to moderate income persons.

c. Analysis

The Staff's reasoning is completely fallacious since it overlooks the fact that the PUD zone is one which is designed specifically as an overlay zone for land which is also zoned single-family residential. By adopting Chapter 28.30 and its provisions concerning planned unit developments, the City of Santa Barbara has determined that the uses permitted in the PUD zone are compatible with those permitted in the single-family residential zones. Therefore, it would be impossible for anyone to effectively and logically argue that the four-unit, multiple-family buildings permitted in the PUD zone are incompatible with single-family neighborhoods. Accordingly, Policy 5.3 is not inconsistent with the policies of the Coastal Act.

4. Policy 5.6a. L.U.P.

"To the maximum extent feasible, taking into account economic, environmental, social, and technological factors, provisions for low and moderate income housing in all new residential developments shall be encouraged.

When the project includes the provision of up to 25 percent of the dwelling units or their equivalent in land dedication for housing opportunities for low and moderate income residents, the City shall provide at least two bonus incentives such as:

1. Construction of public improvements.

2. Use of Federal, State or Local revenues to provide land or lower cost financing or where feasible, purchase for management by the Housing Authority.

3. Expediting the development review and permit process.

To ensure that the low and moderate income housing remains affordable to persons of low and moderate income over time, measures such as resale control, rental agreements, or deed restrictions shall be required for a period of no less than 30 years."

b. Staff Recommendation

The Staff recommends disapproval of this policy because it "encourages" the provisions of low and moderate income housing in new developments, rather than requiring that it be "provided," if feasible.

c. Analysis

The Coastal Act's requirement for the provision of affordable housing in the Coastal Zone is found in Public Resources Code Section 30213. This section states as follows:

"Lower cost visitor and recreational facilities and housing opportunities for persons and families of low and moderate income, as defined by Section 50093 of the Health and Safety Code, shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the Coastal Zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of Subdivision (c) of Section 65302 of the Government Code."

In summary, Section 30213 imposes the following requirements on LCPs:

1. The LCP must include provisions protecting and encouraging housing opportunities for low and moderate income persons and families.

2. The LCP must include provisions providing, if feasible, housing opportunities for low and moderate income persons and families.

Policy 5.6 is intended to comply with the second of the two requirements set forth above. However, it does not require the provision of affordable housing in new developments, if feasible, but rather merely encourages its provision, if feasible. I agree with the Coastal Commission Staff's conclusion that this policy does not conform to the requirements of the Coastal Act, specifically Section 30213. To be legally defensible, this policy should be revised to replace the word "encouraged" with the word "provided." Policy 5.6 should also be modified to remove the apparent limitation of bonus incentives to projects which provide "up to 25%" of the dwelling units for low and moderate income housing. Government Code Section 65915 et seq., (AB 1151) requires the granting of density bonus or two other bonus incentives to a developer who agrees to construct "at least" 25% of the units in a housing project for low and moderate income housing. The current wording of Policy 5.6 does not

provide for the granting of two bonus incentives to a project which proposes to include more than 25% of its units as low and moderate income housing. Therefore, it does not comply with Section 65915 and should be revised.

5. Policy 5.7

a. L.U.P.

"Reduce the impact of the conversion of apartments to condominiums on residents in rental housing, particularly those of low and moderate income, and provide an opportunity for ownership of all types, and for all levels of income."

b. Staff Recommendations

The Staff recommends disapproval of this policy because the "action" proposed to implement is merely to apply the City's existing condominium conversion ordinance in the Coastal Zone. The Staff's principal objection to this action is that the condominium conversion ordinance would allow the conversion of low and moderate income housing in the Coastal Zone if an equivalent amount of new rental units were constructed outside the Coastal Zone. The Staff argues that this result would not be consistent with the mandate of Section 30213 to "protect" housing opportunities for low and moderate income persons or families in the Coastal Zone.

c. Analysis

In my June 12, 1980 memorandum to the City Council concerning the housing requirements of the Coastal Act, I concluded that the application of the condominium conversion ordinance in the Coastal Zone would not satisfy the requirements of Section 30213. My opinion has not changed. The condominium conversion ordinance includes substantial restrictions on the conversion of existing apartments to condominiums. However, to the extent that new apartment units are built anywhere in the city (to a maximum of one hundred), low and moderate income rental units in the Coastal Zone could be converted. Although condominium conversions cannot be approved unless the Planning Commission finds that the conversion will not delete a "significant" number of low and moderate income units from the City's housing stock, the mandate of Section 30213 is to "protect" housing opportunities for low and moderate income persons or families, not just the deletion of "significant numbers" of housing units for such persons and families. In conclusion, it is my opinion that

to conform to the Coastal Act, the action specified under Policy 5.7 should be reviewed. The simplest revision would be to limit the annual conversion to condominiums of apartments in the Coastal Zone to the number of apartment units constructed in the Coastal Zone during the preceding calendar year.

VISITOR SERVING USES:

1. Policies 4.1 and 4.5

a. L.U.P.

Policy 4.1

"In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated 'Hotel and Related Commerce I (HRC-I)' and 'Hotel and Related Commerce II (HRC-II)'.

HRC-I designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations and ancillary commercial uses directly related to the operation of the hotel/motel.

HRC-II designation shall include all uses allowed in HRC-I and such other visitor-serving uses examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit."

Policy 4.5

"Removal or conversion of lower cost visitor-serving uses in areas designated HRC-I and HRC-II shall be discouraged unless the use will be replaced by a facility offering comparable visitor-serving opportunities."

b. Staff Recommendation

The Staff's objection to these policies and to Land Use components 3, 4, 5 and 6 is that the Staff believes that they do not adequately protect existing low and moderate visitor-serving uses. Specifically, they contend that these policies and components would permit such uses to be displaced by residential uses. This, the Staff contends, would be contrary to the Coastal Act which requires the protection and, when feasible, the provision of lower cost visitor-serving and recreational facilities.

c. Analysis

Public Resources Code Section 30213 contains a clear mandate to protect lower cost visitor serving facilities. As stated by the Staff on pages 27 and 28 of their report, there are existing low and moderate income visitor-serving facilities which the LCP places in the Hotel/Residential designation. These facilities are generally found along Bath and Natoma Streets in the West Beach area and in the area of Orilla Del Mar and Corona Del Mar in the East Beach Area. The LCP places these areas in the Hotel/Residential designation. This would permit the removal of existing motels and their replacement with residences. In my opinion, this does not conform to the requirements of Section 30213. Therefore, the following changes should be made to the LCP:

(1) Policy 4.1 should be revised to apply the HRC-I designation, where feasible, to the areas of existing visitor-serving facilities described above;

(2) Components 3, 4, 5 and 6 should be revised to be consistent with the suggested revision of Policy 4.1.

2. Policy 4.6

a. L.U.P.

"The 'Southern Pacific Property' (that area roughly bounded by Milpas Street and Punta Gorda Street on the east, Cabrillo Boulevard on the south, the City parcel located at the approximate extension of Garden Street on the west, and the existing Southern Pacific Railroad right-of-way on the north) shall be designated

for a mixture of visitor-serving uses and recreational opportunities and planned as an integral unit in order to minimize potential circulation, visual, and other environmental impacts."

b. Staff Recommendation

The Staff argues that policy 4.6 and component 5 do not conform to the policies of the Coastal Act because they permit residential uses on the western portion of the Southern Pacific property. The basis for this contention is that the Coastal Act provides that residential uses are given a lower priority in the Coastal Zone than coastal-dependent or visitor-serving uses.

c. Analysis

The sections of the Coastal Act which are relevant to this issue are as follows:

Section 30001.5 which states in pertinent

"The Legislature finds and declares that the basic goals of the state for the coastal zone are to:

(d) Assure priority for coastal-dependent development over other development on the coast."

Section 30222 which states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry."

Section 30223 which states:

"Upland areas necessary to support coastal recreational uses shall be reserved for such uses, when feasible."

The Commission Staff appears to interpret these sections as prohibiting residential uses on the western half of the Southern Pacific property. I believe that interpretation is incorrect. Although these portions of the Coastal Act clearly require that certain nonresidential uses be given priority, they do not prohibit residential uses. The LCP, in component 5, designates the property as recreation/open space with an underlying designation of HRC-II and residential as mixed uses. In addition, Policy 4.6 requires that a specific plan be submitted for the property. At the time its review of the specific plan, the City can ensure that the residential uses do not predominate Coastal Act priority uses.

COASTAL DEPENDENT AND COASTAL RELATED USES:

1. Policies 7.2 and 7.3

a. L.U.P.

Policy 7.2

"The Harbor/Wharf complex shall be redesigned and restructured to:

- (1) Protect Harbor/Wharf facilities from southeast storms;
- (2) Reduce Harbor/Wharf shoaling.

Actions

The City shall develop a specific urban design/development plan for the Harbor/Wharf complex which will:

. . . .

- (4) Provide limited expansion of recreational boat slips;"

Policy 7.3

"Consistent with available land resources and environmental constraints, additional space created within the restructured harbor shall be utilized to:

. . . .

(2) Provide additional but limited slip accommodations for both recreational and commercial boating;"

b. Staff Recommendation

The Staff recommends disapproval of these policies because they appear to provide a preference for expanding slip accommodations for recreational boating over commercial boating. The Staff contends that additional in-harbor space suitable for new slips should go first to the needs of coastal-dependent commercial uses such as commercial fishing. They rely upon Sections 30001.5, 30001.2, 30254 and 30255.

c. Analysis

None of the sections cited by the Staff support their contention that commercial boating is given priority over recreational boating by the Coastal Act. Those sections provide that "coastal dependent developments" shall be given priority, but the construction of slips for recreational boating is clearly such a development. The pertinent sections are §30224 and §30231. Section 30224 provides that increased boating use of coastal waters shall be encouraged by providing additional berthing space in existing harbors. Section 30234 provides: (1) that facilities serving commercial fishing shall be protected and, where feasible, upgraded; (2) that commercial and recreational boating harbor space shall not be reduced; and (3) proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

The latter provision could be interpreted as precluding the construction of new boat slips for recreational boating if it interfered with the construction of needed slips for commercial fishing. Therefore, the aforementioned actions should be revised to provide for the expansion of both commercial and recreational boat slips with the limitation that meeting the needs of commercial fishing should be given priority.

2. Policy 7.5

a. L.U.P.

Policy 7.5 provides that land area inland of the proposed easterly breakwater shall be designated to permit and encourage ocean-oriented industrial and commercial uses

together with such general commercial and industrial uses as are not incompatible with ocean related uses.

b. Staff Recommendation

The Staff recommends disapproval of the Ocean Dependent Activities component of the L.U.P. and Policy 7.5 because they permit general commercial and industrial uses, as an alternative to ocean related uses, in the following areas:

(1) The area bordered by Garden Street on the west, proposed Yananoli Street extension to the north, the City wastewater treatment plant to the east, and the existing railroad right-of-way to the south.

(2) The area bordered by the City wastewater treatment plant to the west, the proposed Yananoli Street extension to the north, Salsipuedes street to the east, and the existing rail lines to the south.

The Staff contends that the Coastal Act requires that these be reserved for "ocean dependent and ocean related uses," and that permitting general commercial and industrial uses in these areas would cause the displacement of the ocean-dependent and related uses.

c. Analysis

The significant sections of the Coastal Act with respect to this issue are:

Section 30001.5 which states in pertinent part:

"The legislature finds and declares that the basic goals of the state for the Coastal Zone are to:

. . .

(d) Assure priority for coastal dependent and coastal-related development over other development on the coast."

Section 30101 which defines "coastal-related development" as "any use that is dependent on a coastal-dependent development or use."

Section 30255 which provides in pertinent part as follows:

"When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support."

If the thesis of the Commission Staff is correct, coastal-related uses will not be able to compete financially with general commercial and industrial uses in subject areas and will be displaced. Such a result would obviously violate the stated legislative policy of giving priority to coastal related uses over general commercial/industrial uses. This could be avoided by revising the LCP in either of two ways:

First, the LCP could be revised to provide that in the two areas in question, specific plans would be prepared so as to guarantee an appropriate mix of coastal related developments and general commercial/industrial uses which would be compatible therewith. The preparation of the specific plan could be preceded by a market study to determine the amount of demand for coastal related developments.

Second, the LCP could be revised to provide that non-coastal related development would not be permitted in the two areas in question unless the owner or developer submitted competent evidence to the City showing that (1) the proposed use was compatible with coastal related development; and (2) the property had no economic value if limited to coastal related use since there was no demand for such development. Pursuant to Section 30010, the Coastal Act is not intended to affect constitutionally protected property rights. A land use regulation which restricts the use of land to uses which have no economic value are unconstitutional. Agins v. City of Tiburon, (1979) 24 Cal.3d 266.

WATER AND MARINE ENVIRONMENTS:

1. Water and Marine Environments Component

a. Staff Recommendation

The Staff contends that this component is deficient because it does not include what they state is an existing wetlands drainage area along the western boundary of the City wastewater treatment plant.

c. Analysis

The pertinent Coastal Act sections are §30230, which requires that marine resources be maintained, enhanced, and when feasible, restored and §30231, which requires that the biological productivity and the quality of coastal waters and streams be maintained, and, where feasible, restored. Since these terms are not defined in the Act, whether the subject drainage channel is either a "marine resource" or a "coastal water or stream" is a question of fact involving technical expertise which I don't possess. Therefore, I cannot analyze the legal basis for the Staff's recommendations on that issue. However, it is interesting to note that the Commission Staff has never raised this issue before in spite of months of review of the City's LCP efforts.

2. Policies 6.1 and 6.10

a. L.U.P.

Policy 6.1

"The City through ordinance, resolutions, and development controls shall protect, preserve, and where feasible restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City."

Policy 6.10

"The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project."

b. Staff Recommendation

The Staff recommends denial of these policies because they do not provide for a standard minimum setback along creeks in the Coastal Zone. The Staff contends that this violates §30231 which requires that the biological productivity and the quality of coastal waters and streams shall be maintained and, where feasible, restored. The Staff argues that this requirement can only be satisfied by a linear creek system with a standard setback.

c. Analysis

In my opinion, policies 6.8 and 6.10 satisfy the requirements of §30231. The two policies together provide for the preservation, enhancement, and, where feasible, restore the riparian resources, biological productivity and water quality of the City's coastal creeks through requiring a creek setback based on the conditions of the site and the environmental impact of the proposed project. I see nothing in the Coastal Act which mandates a fixed or standard creek setback. Such an inflexible standard ignores the circumstances of Mission Creek, the primary creek within the City's Coastal Zone. Mission Creek is substantially developed, with improvements existing within the 100-foot setback suggested by the Commission Staff. Therefore, the adoption of such a fixed standard will not result in the linear system desired by the Staff.

WILCOX PROPERTY:

1. Policies 3.12 and 9.6a. L.U.P.Policy 3.12

"In order to preserve and expand existing recreational opportunities on the Wilcox Property, a public area for viewing the channel, lateral access along the beach and bluff, and continuation of existing public parking for Arroyo Burro County Beach Park shall be pursued through developer donations or public or private action."

Policy 9.6

"In order to protect and maximize the open space and visual character of the Wilcox Property and the Clark Estate, these areas shall be developed in a cluster type development, or other suitable design mechanism which would accomplish the purpose of this policy."

b. Staff Recommendation

Staff recommends disapproval of these policies on the ground that they do not contain language specific

enough to satisfy the requirements of the Coastal Act or the findings of the Commission when reviewing the Daon application for development of the Wilcox Property.

c. Analysis

In essence, the Commission Staff wants to see what amounts to specific plan for the Wilcox Property included in the Land Use Plan. Section 30108.5 defines "land use plan" as follows:

"Land use plan means the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and when necessary, a listing of implementing action."

It is clear from this definition that the Coastal Act does not require the LUP to include detailed development standards for individual parcels of property.

FWC:g/c

Attachment (Revenue & Tax Code §17299)

RESOLUTION NO. 04-041

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SANTA BARBARA AMENDING THE LOCAL COASTAL
PROGRAM TO CREATE AN OCEAN-ORIENTED
COMMERCIAL ZONE IN THE INTERIOR PORTION OF
THE HOTEL AND RELATED COMMERCE AREA

WHEREAS, in June 1981, the State Coastal Commission certified the Land Use Plan of the City's Local Coastal Program;

WHEREAS, Section 30514 of the California Coastal Act provides that all amendments to a certified Local Coastal Plan shall be processed in accordance with Sections 30512 and 30513 of the California Coastal Act;

WHEREAS, in June 1998, the City Council directed staff to study potential future land uses in the Hotel and Related Commerce (HRC) zoned areas of the City's Waterfront;

WHEREAS, in September 1998, the *HRC-1 and HRC-2 Zones Study Report* was released followed by public workshops and then a joint City Council / Planning Commission worksession on Waterfront land use issues on October 27, 1998;

WHEREAS, On December 15, 1998 and February 16, 1999, City Council and Planning Commission joint worksessions were held to discuss staff recommendations for future land uses in the HRC zones;

WHEREAS, on April 13, 1999, the City Council initiated General Plan, Local Coastal Program and Zoning Ordinance Amendments to the land use provisions of the HRC zones;

WHEREAS, on July 8, 1999 the Planning Commission held a noticed public hearing and recommended that the General Plan Map and Local Coastal Program Amendments be approved;

WHEREAS, on August 17, 1999, the City Council held a noticed public hearing and approved the proposed amendments;

WHEREAS, on August 31, 1999 the City submitted an application to the California Coastal Commission to amend the Local Coastal Program;

WHEREAS, in October 1999, a one-year time extension for Coastal review was issued by mutual consent;

WHEREAS, in October 2000, Coastal Commission review had not occurred and the City agreed to withdraw the application with the expressed intent to re-submit with additional information as requested by Coastal Staff;

WHEREAS, on September 6, 2001, the City re-submitted the LCP Amendment and provided the additional information requested by Coastal Staff;

WHEREAS, in November 2001, a one-year time extension for Coastal review was issued by mutual consent;

WHEREAS, in early 2002, City and Coastal Staff met several times seeking ways to address Coastal Commission concerns yet not compromise City goals;

WHEREAS, in June 2002, the City Council reviewed the modifications being requested by Coastal Staff and directed City Staff to pursue Coastal Commission certification of the City's application as submitted;

WHEREAS, on September 26, 2002, recognizing that a local Coastal Commission hearing could not be achieved within the current one-year time extension, the City withdrew and resubmitted the LCP Amendment application with the understanding that it would be considered at the next Coastal Commission hearing in Santa Barbara (April 2003);

WHEREAS, in January 2003, a one-year time extension for Coastal review was issued by mutual consent to achieve the local hearing;

WHEREAS, in April 2003, the Coastal Commission Staff Report recommended that the City's application be denied as submitted unless modifications are made including requiring mandatory mixed-use. At the April 10, 2003 Coastal Commission meeting in Santa Barbara, the Commission received a presentation from City Staff, held a public hearing and continued the item without taking any action;

WHEREAS, on July 1, 2003, the City Council reviewed the modifications being recommended by Coastal Staff. Council directed Staff to work with Coastal Staff to modify the LCP Amendment application and specified that a mixed-use percentage standard of 60% residential and 40% commercial would be acceptable;

WHEREAS, at the August 6, 2003 Coastal Commission meeting in Huntington Beach, the Coastal Commission denied the City's application as submitted but approved an LCP Amendment with the modifications recommended by Coastal Staff including mandatory mixed-use (70/30) for parcels 5,000 square feet or greater;

WHEREAS, on November 11, 2003, the City Council reviewed the Coastal Commission action and voted 4 to 3 to reject the changes and to withdraw the City's LCP Amendment application;

WHEREAS, on November 4, 2003, a city election was held resulting in the seating of several new Councilmembers in January 2004;

WHEREAS, on March 2, 2004, in response to continued community concern for the area, the City Council initiated a limited-scope Local Coastal Program (LCP) and Zoning Ordinance Amendment; and

WHEREAS, on April 22, 2004 the City Planning Commission held a noticed public hearing, recommended changes to allow restaurants in the OC zone and small hotels in the OC zone below the railroad tracks with a CUP, and recommended that Council adopt the amendments as revised; and

WHEREAS, on May 25, 2004 the City Council held a noticed public hearing, discussed the amendments and directed staff to revise the ordinance to exempt small lots and pending residential development applications from the mandatory mixed-use requirements and to apply the dual HRC / OC zoning designation to 25-27 East Mason Street;

WHEREAS, on June 15, 2004, the City Council introduced the revised ordinance for adoption on June 22, 2004; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA AS FOLLOWS:

SECTION 1. The General Plan Map of the City of Santa Barbara is amended as shown in Exhibit A.

SECTION 2. The Local Coastal Program (land use plan and map) of the City of Santa Barbara is as shown in Exhibit A (map) and Exhibit B (LCP text amendments).

SECTION 3. The Local Coastal Plan Amendments have been prepared consistent with the Coastal Act and the City's Coastal Land Use Plan.

SECTION 4. This resolution shall not be effective until the Coastal Commission certifies, and Council accepts, the certified LCP Amendment.

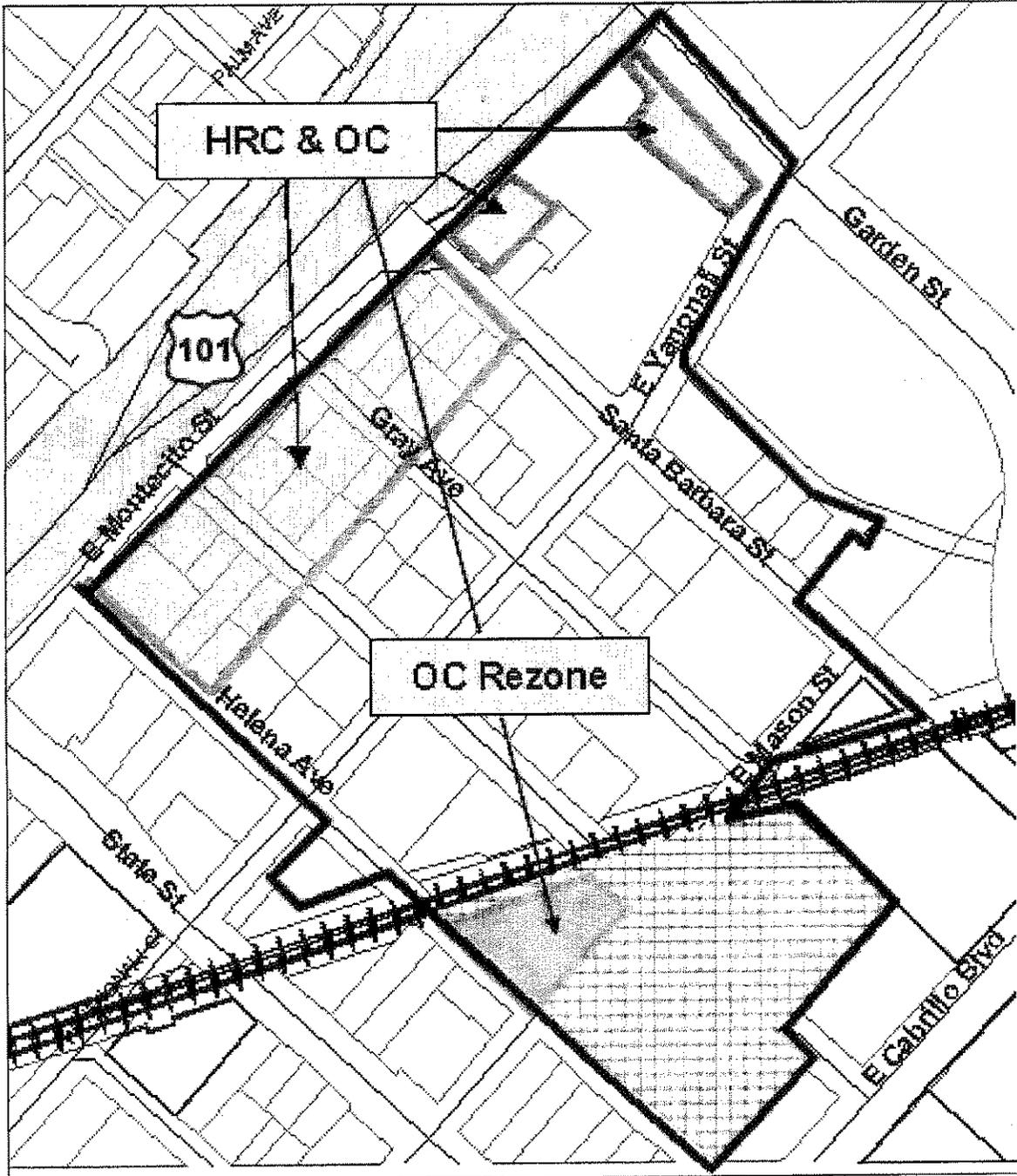
Exhibit A: Proposed OC Rezoning in Waterfront Map

Exhibit B: Proposed LCP Text Amendments



EXHIBIT A

Proposed OC Rezoning in Waterfront



OC Rezone
HRC & OC
OC Uses & Small Motels Allowed Residing Prohibited

EXHIBIT B

ADOPTED LOCAL COASTAL PLAN TEXT AMENDMENTS

p. 9 Component 4: Chapala Street to Santa Barbara Street

(3rd paragraph)...The General plan calls for "Hotel and Residential" and "Ocean-Oriented Commercial" uses on the General Plan map.

p. 68 Policy 4.1

HRC-1 designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations, ~~and~~ ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

p. 108 General Plan

Component 4, with commercial-manufacturing zoning, has businesses within its boundaries which are coastal-dependent or ocean oriented (e.g., retail fish markets, seafood processing plants, surfboard fabrication, sailmakers, a boat accessories store, and new/used boat sales). ~~The General Plan calls for relocating these operations out of this sector into component five to the east (p. 33a).~~

p. 115 Policy 7.5

The area designated Ocean-Oriented Industrial, northerly and adjacent to the Southern Pacific tracks, shall not extend westerly of the eastern boundary of the present recorded alignment of the existing Garden Street Easement and the balance of land to the west of the easterly boundary of the existing Garden Street Easement shall be designated Visitor-serving and Ocean-Oriented Commercial.

p. 187 Component 4: Chapala Street to Santa Barbara Street

1. Existing Plans and Land Use

Zoning: Commercial/Manufacturing

General Plan: ~~Current zoning does not reflect the General Plan's land use designation for Component 4. This area is set aside in the General Plan as a Hotel and Related Commerce and Hotel/Residential neighborhood. Moreover, the current uses are, for the most part, not ocean-oriented or visitor-serving and not appropriate for the area in which they are located. for Hotel and Related Commerce and Ocean-Oriented Commercial uses. The purpose of the Ocean-Oriented Commercial land use designation is to foster a vital, mixed use neighborhood in the Waterfront. Uses permitted and encouraged are those that contribute to balanced use of the City's Waterfront and maintain the small scale, local character that is unique to the Waterfront area. Land uses are also~~

SHOWING CHANGES FROM PREVIOUS TEXT
LOCAL COASTAL PLAN, JULY 1994 VERSION

encouraged that maintain and enhance the desirability of the Waterfront as a place to work, visit, and live. Such uses include ocean-dependent and ocean-oriented uses, uses that provide commercial recreational opportunities for residents and visitors to the City, restaurants or uses that provide work space for local artists (as defined in the Zoning Ordinance). As of 2004, new residential development must be in a mixed-use context where residential uses comprise no more than 70 percent of the project floor area. Development projects comprised exclusively of units affordable to very low, low or moderate income households shall be exempt from the mixed-use requirements. Any parcel of 5,500 square feet or less in size as of June 2004 which is not contiguous to another adjacent parcel(s) which is held in common ownership with the first parcel shall also be exempt for the mixed-use requirement.

The area bounded by Helena Avenue on the west, Highway 101 on the north, Santa Barbara Street on the east, and Cabrillo Boulevard on the south plus parcel No. 033-082-002 at the northwest corner of Helena and Yanonali and the Villa del Mar condominium project at Santa Barbara and Yanonali Streets (excluding parcels fronting on Cabrillo Boulevard or within the Cabrillo Boulevard Plaza Specific Plan area and parcels fronting on Montecito Street is set-aside in the General Plan for Ocean-Oriented Commercial uses. In the Ocean-Oriented Commercial area located south of the railroad tracks, small hotels (up to 6 guest rooms) would also be allowed with a Conditional Use Permit.

Parcels fronting on Montecito Street within the area described above, as well as the property at 25-27 East Mason, are set aside in the General Plan for combined Ocean-Oriented Commercial and Hotel and Related Commerce uses except that any residential development shall be subject to the mixed use development standards for Ocean-Oriented Commercial (Residential Uses) established in Chapter 28.71.20 (Ocean-Oriented Commercial Zone) of the certified Local Coastal Program Zoning Ordinance.

The remainder of Component 4 sub-area is comprised of parcels fronting along State Street and Cabrillo Boulevard. These parcels are set aside for Hotel and Related Commerce uses.

Redevelopment Plan: The areas fronting Cabrillo Boulevard and State Street are planned for "Tourist Related Commercial". The interior area north to the freeway and east into Component 5 are designated "Tourist Related Commercial & Residential & Related Facilities". The area around U.S. 101 is depicted as "Public Facilities — Transportation Corridor" projecting the proposed improvement corridor of the freeway improvement plan. The Redevelopment Plan generally conforms to the designations of the General Plan.

SHOWING CHANGES FROM PREVIOUS TEXT
LOCAL COASTAL PLAN, JULY 1994 VERSION

4. LCP Land Use

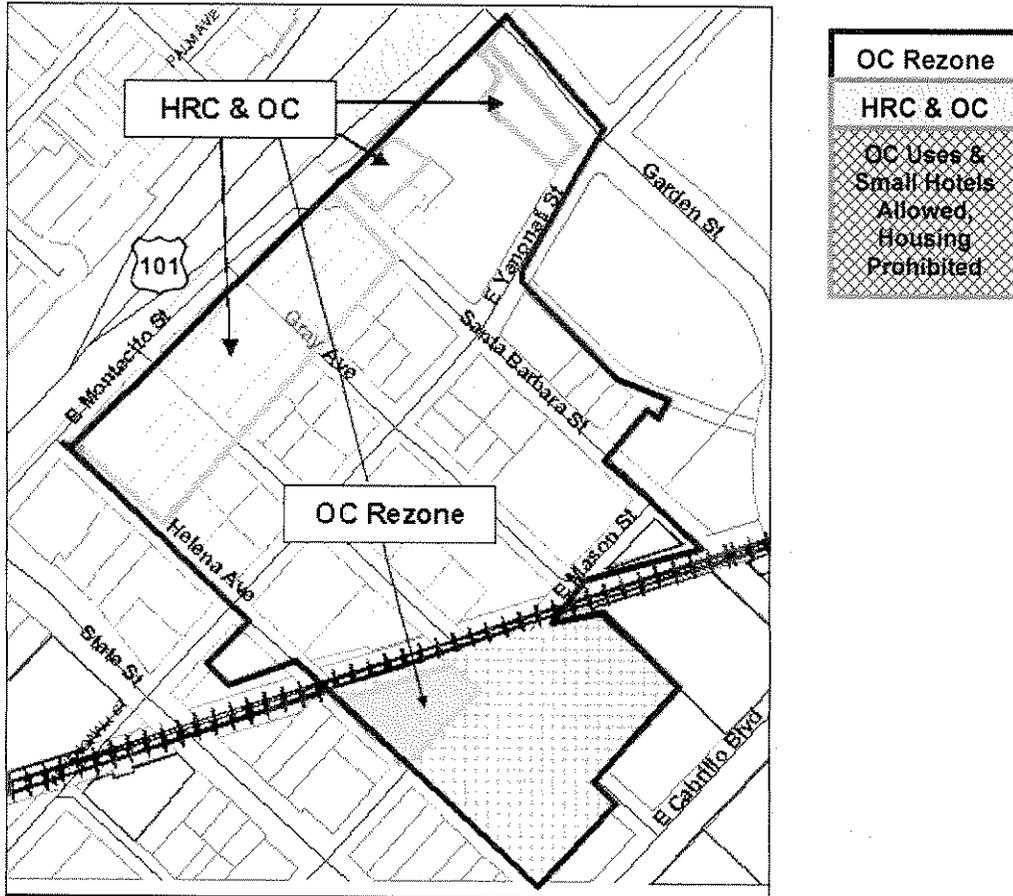
(3rd paragraph) In the area east of State Street and north of the existing railroad right-of-way there are no significant coastal related issues. ~~The General Plan and Redevelopment Plan call for Hotel/Residential uses. Presently, there are no hotels and very few residential uses in this area.~~ The redevelopment of this area to "tourist-related" ocean-oriented commercial uses or a mix of HRC and OC uses would generally be consistent with the Coastal Act policies and priorities. Residential development of this area would, however, appear to be in conflict if a ~~portion of any new redevelopment-related housing opportunities is not set aside or specifically developed for low to moderate income households.~~ Hence, the "Housing" policies shall be important in guiding the redevelopment of this area. The land use designation within the LCP shall be a mixture of HRC-II (visitor-serving use) and Residential Ocean-Oriented Commercial, which allows ocean-dependent and ocean-oriented, commercial recreational, arts related (as defined in the Zoning Ordinance), restaurants and residential uses as set forth below. The City will consider development of a specific plan to be used as a general guideline for this area. The City will encourage mixed use projects visitor-serving ocean-oriented commercial, commercial recreational, arts related uses or restaurants and residential as a component of mixed use projects within this area.

As shown on the map below, the area between State Street and Helena Avenue is designated HRC II. The area bounded by Helena Avenue on the west, Highway 101 on the north, Santa Barbara Street on the east and the existing railroad right-of-way on the south (excluding parcels fronting and near to Montecito Street between State Street and Santa Barbara Street) is designated Ocean-Oriented Commercial (OC). The City will encourage visitor-serving uses between State Street and Helena Avenue and mixed use and visitor-serving uses along Montecito Street south of the freeway, and ocean-oriented commercial and residential as a component of mixed use projects within the remaining area.

Parcels fronting on and near to Montecito Street within the area described above, as well as the property at 25-27 East Mason, are designated as a combined Ocean-Oriented Commercial and Hotel and Related Commerce use category except that any residential development shall be subject to the mixed use development standards for Ocean Oriented Commercial (Residential Uses) established in Chapter 28.71.20 (Ocean-Oriented Commercial Zone) of the certified Local Coastal Program Zoning Ordinance.

SHOWING CHANGES FROM PREVIOUS TEXT
LOCAL COASTAL PLAN, JULY 1994 VERSION

Proposed OC Rezoning in Waterfront



p. 190 Component 5: Santa Barbara Street to Punta Gorda Street

4. LCP Land Use... The area immediately west of Garden Street, east of Santa Barbara Street, and north of the existing railroad right-of-way shall be designated Mixed HRC II and Ocean-Oriented Commercial.

p. 206 Land Use Map Designations

Hotel and Related Commerce I

SHOWING CHANGES FROM PREVIOUS TEXT
LOCAL COASTAL PLAN, JULY 1994 VERSION

HRC-1 Designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations, ~~and~~ ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

Ocean-Oriented Commercial

The purpose of the Ocean-Oriented Commercial land use designation is to foster a vital, mixed use neighborhood in the Waterfront. Uses permitted and encouraged are those that contribute to balanced use of the City's Waterfront and maintain the small scale, local character that is unique to the Waterfront area. Land uses are also encouraged that maintain the desirability of the Waterfront as a place to work, visit, and live. Such uses include ocean-dependent and ocean-oriented uses, uses which provide commercial recreational opportunities for residents and visitors to the City, restaurants or uses which provide work space for local artists (as defined in the Zoning Ordinance). As of 2004, new residential development must be in a mixed-use context where residential uses comprise no more than 70 percent of the project floor area. Development projects comprised exclusively of units affordable to very low, low or moderate income households shall be exempt from the mixed-use requirements. Any parcel of 5,500 square feet or less in size as of June 2004 which is not contiguous to another adjacent parcel(s) which is held in common ownership with the first parcel shall also be exempt for the mixed-use requirement. In the OC area south of the railroad tracks, small hotels (up to 6 guest rooms) would also be allowed with a Conditional Use Permit.

RESOLUTION NO. 04-041

STATE OF CALIFORNIA)
)
COUNTY OF SANTA BARBARA) ss.
)
CITY OF SANTA BARBARA)

I HEREBY CERTIFY that the foregoing resolution was adopted by the Council of the City of Santa Barbara at a meeting held on June 22, 2004, by the following roll call vote:

- AYES: Councilmembers Brian B. Barnwell, Iya G. Falcone, Roger L. Horton, Helen Schneider, Dan B. Secord, Das Williams; Mayor Marty Blum
- NOES: None
- ABSENT: None
- ABSTENTIONS: None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on June 23, 2004.

 *Mabi Govarrubias Plisky*
Mabi Govarrubias Plisky, CMC
City Clerk Services Manager

I HEREBY APPROVE the foregoing resolution on June 23, 2004.

Marty Blum
Marty Blum
Mayor

