

Applicable General Plan Policies

LAND USE ELEMENT

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

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

<u>Category</u>	<u>Square Footage</u>
Small Additions	400,000
Vacant	350,000
Community Benefit	600,000

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

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

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

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

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

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

- The Las Positas Valley, extending from U.S. Highway 101 on the north, to Cliff Drive on the south;

- Apple Grove and Golf Acres subdivisions, Earl Warren Showgrounds and unincorporated territory easterly and adjacent to La Cumbre Plaza; and
- Land generally located between Hope Avenue and La Colina Junior High School south of Foothill Road in the Hope Neighborhood.

ENVIRONMENTAL RESOURCES ELEMENT

ER11 Native and Other Trees and Landscaping. “Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.”

ER24 Visual Resources Protection. “New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.”

Visual Resources Policy 3.0 – “New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.”

Visual Resources Policy 4.0 – “Trees enhance the general appearance of the City’s landscape and should be preserved and protected.”

Implementation Strategy 4.1 – “Mature trees should be integrated into project design rather than removed...”

Implementation Strategy 4.2 – “All feasible options should be exhausted prior to the removal of a tree.”

Implementation Strategy 4.3 – “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.”

CIRCULATION ELEMENT

C1. Transportation Infrastructure Enhancement and Preservation. Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

Possible Implementation Actions to be Considered

C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
- Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more bike lane connections Downtown by regulating curbside parking during peak travel periods working closely with Downtown

stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.

- Continue implementing of the City's Sidewalk Infill Program.
- Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
- Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.
- Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.
- Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.
- Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries.

C6. Circulation Improvements. Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.

Policy 3.2 The City shall improve and develop safe, convenient, and protected transit stops that are compatible in design, color, and material with the surrounding area.

Policy 6.1 The City shall continue to support efforts to expand Transportation Demand Management Programs.

Implementation Strategy 6.1.4 Work with employers to provide transportation demand management programs that encourage employees to rideshare and use alternative modes of transportation. Such voluntary programs may include telecommuting, transportation allowances in lieu of free or inexpensive parking, free or low cost bus passes, and van-pools.

