

# **2022 General Plan Annual Progress Report**

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City of Santa Barbara

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## Exhibit

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1. Highlighted HCD Housing Element Annual Progress Report Tables

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# 1. Introduction

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Starting in 2019, State law requires the City to submit a General Plan Annual Progress Report along with the Housing Element Annual Progress Report (APRs) to the State Office of Planning and Research (OPR) and Housing and Community Development (HCD) by April 1 each year. This General Plan APR satisfies that requirement by providing an overview of General Plan implementation in calendar year 2022 and comparing it to State guidance and the General Plan’s Vision of a Sustainable Santa Barbara.

The City previously reported on General Plan implementation through the annual General Plan Implementation and Adaptive Management Program (AMP) Report, which included in-depth analysis of specific discussion topics, like growth management and greenhouse gas emissions. This General Plan APR replaced the General Plan Implementation and AMP Report and, in compliance with state guidelines, includes a broader reporting on calendar year actions that implement the entire General Plan. Specific topics in this report include:

- Compliance with OPRs 2017 General Plan Guidelines
- Housing Element Annual Progress Report Summary
- General Plan Implementation Projects and Zoning Ordinance Amendments

## General Plan Elements

State law says a City’s general plan should be kept current. The City of Santa Barbara does this through this annual review process, comprehensive updates, and targeted amendments. Updates to entire elements are done as needed and include a look at underlying conditions and preferences. Amendments are typically smaller in scope and involve changing one part in a way that fits within the overall framework. Consideration of amendments are triggered by private applications or by direction from the City Council. Changes to the City of Santa Barbara General Plan require hearings by the Planning Commission and by the City Council. The type of notice provided for the hearings depends on the type of proposed change, but always includes a descriptive item on the meeting agenda, which is published in the newspaper.

State law requires all cities and counties in California to adopt a General Plan, comprised at minimum of seven mandated “Elements,” that address physical development within its jurisdiction. In 2011, the City of Santa Barbara adopted the *Plan Santa Barbara General Plan*. This process resulted in a new General Plan Introductory Framework, a comprehensively updated Land Use Element, and a new set of goals and policies for the remaining Elements. The 2011 General Plan update reorganized the Elements, consistent with the Introductory Framework for Sustainability (and State law), and compiled six previous volumes into one document as follows:

**Table 1-1: General Plan Elements**

Element	Last Updated	Other Components
Land Use	2011	
Housing	Ongoing	
Open Space, Parks, and Recreation	2011	1972 Open Space Element 1982 Parks and Recreation Element
Economy and Fiscal Health	2011	
Historic Resources	2012	
Environmental Resources	2011	1979 Conservation Element 1979 Noise Element
Circulation	2011	1997 Circulation Element
Safety	2013	

### The General Plan Vision

The City’s 2011 General Plan was shaped through extensive community dialogue, which identified key community issues/concerns, or “Policy Drivers.” The Policy Drivers include:

- Growth Management;
- Energy and Climate Change;
- Historic and Community Character;
- Public and Community Health; and
- Economic and Fiscal Health.

The General Plan responds to the Policy Drivers by providing direction through the General Plan’s goals, policies, and possible implementation actions to achieve the “Vision of a Sustainable Santa Barbara,” which is a statement of Santa Barbara’s desired future conditions, values, and characteristics.

Vision of a Sustainable Santa Barbara
<p>Santa Barbara strives to become a more sustainable community. All members of the Santa Barbara community are stewards, and we accept that responsibility with the understanding that change is inevitable, that perfection can only be pursued, that there will always be a dynamic tension between our many goals, and achieving a momentary balance between them is a never-ending challenge.</p> <p>The City, residents, businesses, developers and community organizations envision working together to achieve the following:</p> <p><i>Sustainability:</i> Becoming more sustainable by managing wise use of resources.</p> <p><i>Community Health:</i> Providing a physical environment that is healthy, and encourages healthy, active living.</p> <p><i>Environment:</i> Protecting and enhancing the scenic beauty of Santa Barbara’s natural setting and built environment which is intrinsic to our appreciation and enjoyment of the City. At the same time, improving on conservation of resources such as, energy, water, open space, and native habitat, through innovation and determination.</p> <p><i>Growth:</i> Managing growth within our limited resources, and in so doing, retaining the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity.</p>

## Vision of a Sustainable Santa Barbara

*Community Design:* Carrying on the tradition of preserving open space for public enjoyment, preserving historic buildings, and the continuity of emblematic architecture in new development and redevelopment.

*Historic Resources:* Preserving and enhancing historic resources now and in the future.

*Housing:* Allowing as much housing as possible within resource limits to provide an array of lifestyle options for a demographically and economically diverse resident population.

*Transportation:* Creating a diverse transportation network that serves our community's economic vitality, small-town feel, a variety of housing options, economic stewardship, and healthy lifestyles.

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

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

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

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

## General Plan Update Requirements per State Legislation

The State has adopted several amendments to Government Code §65302 that has added new statutory requirements to the required Elements of the General Plan or in General Plan APRs as follows:

### *SB 379 – adopted 2015*

Requires the Safety Element to include a climate change vulnerability assessment, measures to address vulnerability, and comprehensive hazard mitigation and emergency response strategies. Addressing these topics is required upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022.

### *SB 1000 – adopted 2016*

Requires either a separate new Environmental Justice Element or related goals, policies, and objectives integrated into other Elements, if the jurisdiction has a disadvantaged community according to the Office of Environmental Health Hazard Assessment's CalEnviroScreen tool. Although the City of Santa Barbara continues to have no designated disadvantaged communities, the City is eager to include Environmental Justice related goals, policies, and objectives integrated into other Elements.

### *AB 168 – adopted 2020*

AB 168 requires new information on the City's responsibility to consult with California Native American tribes, and to identify and protect, preserve, and mitigate impacts to specified places, features, and objects, pursuant to specified law when adopting or amending the General Plan or Open Space Element. Most recently, SB 1425 requires every local agency review and update its local open space plan by Jan. 1, 2026.

Since the City received funding as part of the state’s Local Government Planning Support Grants Program, AB 168 requires an annual report by April 1 on the status of the use of funds and corresponding impact on housing. The report is included in Section 2 of this General Plan APR.

## 2. General Plan Compliance with OPR’s General Plan Guidelines and State Legislation

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The Governor’s Office of Planning and Research (OPR) adopts and periodically revises General Plan Guidelines for the preparation and content of general plans including detailed information on statutory requirements of the mandated general plan elements. The City’s 2018 General Plan Implementation and Adaptive Management Program Report evaluated the General Plan’s elements to OPR’s “Completeness Checklist” of statutory requirements. The purpose was to prioritize future General Plan Update work efforts.

The City’s General Plan elements were found to mostly comply with OPR’s 2017 Completeness Checklist, including required content and statutory requirements, but there are some topics that could be expanded, clarified, and/or updated to further the community towards the General Plan’s Vision and improve the usability of the document. The Housing Element is the only element that requires a complete periodic update, every eight-years, concurrent with SBCAG’s update to the Regional Transportation Plan. Portions of the Safety Element are required to be reviewed and updated when the Local Hazard Mitigation Plan and/or Housing Element are updated. The other elements are updated with direction from City Council and included in the work program. Since 2018, the City has tracked the required content and statutory requirements for general plan requirements, and they are listed in previous APR reports.

### **Tribal Consultation**

In accordance with City policies and state law, tribal consultation is conducted prior to adoption or amendment of the General Plan, Specific Plan, Environmental Impact Reports and Negative Declarations.

### **General Plan Amendment Status**

The City has not amended the General Plan to specifically reference Tribal Consultation requirements; however, as noted above, existing City policy requires such consultation. Other City policy documents are consistent with State requirements and contain extensive provisions for protection of historic and archaeological resources, including the Land Use and Conservation Element and the Coastal Land Use Plan. Municipal Code Chapter 22.12 Archaeological and Paleontological Resources and the Master Environmental Assessment Guidelines for Archaeological Resources (2002) contain standards for protection of significant archaeological resources. As noted above, it is recommended that updates to the Open Space, Conservation, or Environmental Resources Element reference and incorporate further

protections for sacred sites and places of worship per State law, and the Municipal Code be updated as needed.

## **Grant Funding for Housing-Related Programs**

### *Community Development Block Grant Program (CDBG)*

The City is a CDBG Entitlement Jurisdiction and receives an annual allotment of funds accordingly. Since 2018, this annual funding has remained steady at approximately \$900,000. The funds must benefit low and very low-income individuals. The City spends most of its CDBG entitlement funds on capital improvements and related social services. In addition, CDBG program income (loan repayments) is used for rehabilitation of nonprofit rental projects.

### *Local Early Action Planning (LEAP) Grant*

AB 168 requires an annual status report if the City received funding from the Local Government Planning Support Grants Program. In 2021, the City received a \$300,000 Local Early Action Planning (LEAP) grant to prepare objective design standards for multi-unit housing. In July 2021, City Council approved a contract with Opticos Design Inc. to prepare the design standards. A Work Group was formed to advise Opticos Design and staff, comprised of members from the Planning Commission, Architectural Board of Review, Historic Landmarks Commission, and local representative of the American Institutes of Architects. In 2022, four Work Group meetings were held, staff conducted public outreach, and Opticos Design completed an Existing Conditions Memo and Admin Draft Objective Design and Development Standards for staff, Work Group, and public review. This project is scheduled to be completed in 2023.

### *Regional Early Action Planning (REAP) Grant*

Grant Funding is available to help regional entities and governments (such as the council of government (COGs), allowing collaboration on projects that have a broader regional impact on housing. In 2022, the City received a \$72,594 Regional Early Action Planning (REAP) grant to facilitate local housing production. These grant funds were used to aid in the preparation, public outreach and pending adoption of the City's Housing Element update. In addition, funding was used for the adoption of the Land Use Element and Zoning Ordinance amendments to ensure the provision of adequate sites to accommodate the regional housing needs assessment (RHNA). The preparation and adoption of environmental documentation for the Housing Element and related tasks were also supported through REAP grant funds.



### 3. Review of the City's Annual Housing Element Progress Report

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Every eight years, future housing needs are determined for each region of the state based on growth over a specified period of time (projection period) through the regional housing needs allocation (RHNA) process. The RHNA process uses projected population growth to determine housing and affordability needs relative to household incomes and provides estimates of how many new units are needed to meet those needs. Santa Barbara County Association of Governments (SBCAG) distributes this regional (countywide) housing need to the County and incorporated cities, who must develop a plan (Housing Element) to accommodate the additional housing growth. The City is not required to build the dwelling units assigned through the RHNA process. Rather, the City is responsible for ensuring adequate land is zoned to accommodate projected housing development and to adopt and implement housing programs that promote and facilitate housing construction at all affordability levels without undue governmental constraints.

The City's most recent Housing Element was completed in 2015 for the eight-year planning period that ends in 2023. The City's Housing Element was certified by the Department of Housing and Community Development (HCD) in 2015. The next Housing Element cycle is underway and will be completed in 2023.

Government Code §65400 requires that each city, county, or city and county, including charter cities, prepare an annual progress report (APR) on the status of the housing element, using forms (Excel tables) and definitions adopted by HCD. The APR is submitted to HCD and the Office of Planning and Research (OPR) by April 1.

APRs are required to include the following planning and building permit information:

- Housing development applications received;
- Units initially included in the application;
- Units approved and disapproved;
- Sites rezoned to accommodate that portion of the City's share of RHNA for each income category that could not be accommodated on sites identified in the Housing Element site inventory;
- New units that were issued a completed entitlement, building permit, or certificate of occupancy thus far in the housing element cycle, and the income category of each unit; and
- Information on all housing development applications submitted per Government Code Section 65913.4 (SB 35 streamlined ministerial permit process).

The HCD Housing Element Annual Progress Report Tables are included as Exhibit 1. Following is a summary of the 2022 data.

## Regional Housing Needs Allocation

The current Regional Housing Needs Allocation (RHNA) and Housing Element period extends from 2015-2023 and is referred to as the “sixth cycle” since it is the sixth required update since housing element law was majorly revised by the state legislature in 1980. For the sixth cycle RHNA, SBCAG received a regional (countywide) determination of 24,856 units, which is approximately 125 percent higher than the fifth cycle (2014 – 2022) determination of 11,030 units. This increase in the regional determination reflects the markedly different housing markets in 2021 compared with 2014 as well as the addition of new existing need considerations (overcrowding and cost burden) due to state legislation adopted in 2018 (Senate Bill 828, 2018). The City’s sixth cycle RHNA allocation (8,001 units) is 95 percent higher than the fifth cycle (4,100 units).

Table 3-1 shows progress made towards the City’s RHNA allocation from 2015 to 2022.

**Table 3-1: Regional Housing Needs Allocation Progress (Housing Units)**

RHNA Income Category*		2015-2022 RHNA	2015-2021 Progress	2022 Progress**	2015-2022 Progress**	Remaining Allocation
Very Low	Deed Restricted	962	120	0	120	842
	Non-Deed Restricted		0	0		
Low	Deed Restricted	701	112	3	115	586
	Non-Deed Restricted		0	0		
Moderate	Deed Restricted	820	0	12	16	804
	Non-Deed Restricted		4	0		
Above Moderate		1,617	1,121	225	1,577	36
<b>Total</b>		<b>4,100</b>	<b>1,356</b>	<b>240</b>	<b>1,832</b>	<b>2,268</b>
<p>*Very low income is defined as 30-50% of the area median income (AMI); low income is 50-80% of AMI; moderate income is 80-120% of AMI; and above Moderate is &gt;120% of AMI.</p> <p>**Progress is measured by projects that were issued a building permit.</p>						

As with previous years, most permitted housing units in 2022 were in the “Above Moderate” RHNA income category. Given trends to date, the “Above Moderate” income allocation will be likely be achieved during the 5<sup>th</sup> cycle. However, due to limited progress made in the very low,

low, and, moderate income categories, those targets will not be realized during the fifth cycle. New targets and approaches will be included in the 2023-2031 Housing Element.

As shown in Table 3-2, Accessory Dwelling Units were the most prevalent type of permitted housing project in 2022 and accounted for 46% of permitted units. The largest permitted project in 2022 is for 78 rental units using the City’s Average Unit-Size Density (AUD) incentive program, located at 410 State Street. The next largest application is a four-story mixed-use project, also using the AUD incentive program, located at 825 De La Vina Street. That project consists of a 21-unit rental complex, with a dedicated small commercial floor area. The six remaining multifamily applications were relatively smaller and ranged from two to eight units.

**Table 3-2: Permitted Housing Projects in 2022 by Project Size**

Project Size	Permitted Projects	Permitted Units
Accessory Dwelling Unit	108	111
Single Family Attached	0	0
Single Family Detached	4	4
Small Multifamily (2-4 units)	2	4
Multifamily (5 or more units)	4	121
<b>Total</b>	<b>118</b>	<b>240</b>

### Housing Development Applications Submitted

As shown in Table 3-3, in 2022, 235 housing applications submitted were submitted to the City, representing a total of 428 units. This is a 14 percent increase in the number of applications received in the previous year. Note that no applications in 2022 were submitted under the SB 35 streamlined ministerial approval process, or under the SB 9 single-unit residential lot split allowance.

**Table 3-3: 2022 Housing Applications Summary**

Housing Applications Summary	
Total Housing Applications Submitted:	235
Number of Proposed Units in All Applications Received:	428
Total Housing Units Approved:	112
Total Housing Units Disapproved:	0

As shown in Table 3-4, Accessory Dwelling Units were also the predominate application type submitted. The largest application received in 2022 is for a 48-unit Low and Very Low-income deed-restricted residential development. The next largest application is for a mixed-use

development, consisting of 5,119 square feet of commercial space and 31,617 square feet of residential space consisting of 39 rental units proposed under the AUD incentive program. The remaining multi-unit applications were relatively small in size and ranged from two to eight units.

**Table 3-4: Housing Application Status in 2022 by Project Size**

Project Size	Proposed Projects	Proposed Units	Entitlement Projects	Entitlement Units
Accessory Dwelling Unit	212	219	10	11
Single-Unit Attached	0	2	0	0
Single-Unit Detached	7	7	1	1
Small Multi-Unit (2-4 units)	6	12	0	0
Multi-Unit (5 or more units)	10	190	5	110
<b>Total</b>	<b>235</b>	<b>428</b>	<b>16</b>	<b>123</b>

**Housing Element Implementation Status**

The 2015-2023 Housing Element contains five goals, 26 policies and 129 implementation actions intended to address the City’s housing needs. The majority of the actions are a continuation of the City’s commitment to produce affordable housing and sound community planning. Many of the programs identified were aimed at protecting neighborhoods, quality design, historic preservation, environmental quality, affordable housing, and socio-economic diversity. As part of the Housing Element Draft, agencies are required to provide a thorough evaluation of goals, policies, and implementation actions for years 2015-2023.

## 4. General Plan Implementation and Zoning Ordinance Amendments

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This section presents a summary of General Plan and Municipal Code amendments that implement General Plan policies and actions, with a focus on the Zoning Ordinances (Title 28 Coastal and Title 30 Inland). The summary is divided into two sections: projects completed within the 2022 calendar year; and, projects that are ongoing or in progress.

### Completed Projects

#### Circulation Element

##### *Castillo Street Undercrossing Bicycle and Pedestrian Facility Improvements*

The Castillo Street Undercrossing at U. S. Highway 101 is one of the busiest streets in the City and is a critical walking and biking connection between West Downtown, coastal attractions, and Santa Barbara City College. Castillo Street is also a Vision Zero Priority Corridor. About 77% of serious and fatal injuries happen on just 19% of city streets, so focusing on Vision Zero Priority Corridors like Castillo Street is the most strategic way to get to zero. The community also voiced concerns about this corridor as a major barrier to active transportation in the City's Pedestrian and Bicycle Master Planning Efforts in 2006 and 2016 and continue to voice concerns.

The purpose of this planning effort is to address the community's concerns to increase the safety and usability of this connection, with safety enhancements on Castillo Street between Montecito and Cota Streets, and on Haley Street between Castillo and De La Vina Streets. Facility improvements being considered include raised bike lanes in areas where cyclists are forced to share the road with heavy traffic, wider sidewalks with street trees to provide a buffer between pedestrians and traffic, and the addition of lighting facilities. The planning effort is funded with Measure A grant funds and Streets-Transportation funds and was completed in December 2022. This project implements Circulation Element policies and implementation actions C1.1, C1.2, C1.3, all focused on emphasizing high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

##### *Chapala Street Vision Zero Project*

The project involved safety enhancements along the Chapala Street corridor including a new traffic signal and improved intersection lighting at Arrellaga Street, and lane reduction from two traffic lanes to one traffic lane plus a bike lane between Arrellaga and Mission Streets. The bike lane provides an improved connection for cyclists traveling between Downtown and the upper De La Vina/State Street area. Chapala Street is a Vision Zero Priority Corridor due to the history of broadside, sideswipe, and speed-related collisions that have resulted in death and/or serious injuries and the project addresses these collision patterns. This project implements Circulation Element policies and implementation actions C6, C6.1, C6.2, all focused on improving traffic flow in conjunction with improving access for pedestrians, bicycles and public and private transit through measures that include physical roadway improvements.

### *Las Positas Modoc Road Multiuse Path Project*

This project includes a 2.6 mile-long separated pathway for bicyclists, runners, and pedestrians of all ages and abilities along Las Positas and Modoc Roads. The project is part of the region's 30 mile Coastal Route that connects UCSB, City of Goleta, City of Santa Barbara, Montecito, Carpinteria, Summerland and Ventura. The project addresses the collision patterns that have plagued this corridor and implements the City's Vision Zero Strategy to eliminate severe injuries and deaths in City roadways. The project was primarily funded with Active Transportation Program grant funds. This project implements Circulation Element policies and implementation actions C1.1, C1.2, C1.3, all focused on emphasizing high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

## **Historic Resources Element**

### *African American/Black Context Statement*

The City of Santa Barbara prepared a Historic Context Statement that provides a holistic history of the African American/Black community in Santa Barbara and identifies possible historic resources that represent that history. The development of the African American/Black Historic Context Statement has been financed in part with Federal funds from the National Park Service, Department of the Interior, through the California Office of Historic Preservation. This program implements Historic Resources Element policy HR7.2 which seeks to identify and preserve historic landscapes, and policies HR9.4 and HR9.5 which promote awareness, appreciation and understanding of all inhabitants of Santa Barbara.

## **Housing Element**

### *Local Coastal Program Amendment for the Accessory Dwelling Unit Ordinance*

This amendment is a follow up to the 2020 adoption of amendments to the Zoning Ordinance to comply with changes in state law for accessory dwelling units (ADUs). In 2021, City Council adopted a resolution approving a Local Coastal Program (LCP) amendment for the Title 28 (Coastal) ADU Ordinance amendment. The LCP amendment was approved by the California Coastal Commission (CCC) in December 2021 with two suggested modifications related to coastal development permit requirements for ADUs. Because the ordinance was changed, before it becomes effective in the Coastal Zone, the City accepted the suggested modifications in 2022. The ADU Ordinance implements Housing Element policies and implementation action H15 and H15.1, which call for amending the zoning ordinance to facilitate production of secondary dwelling units (now called ADUs).

## **Land Use Element**

### *Andrée Clark Bird Refuge Restoration*

This 42-acre passive City Park on East Cabrillo Boulevard that contains a shallow 32-acre brackish lake. The lake is a historic salt marsh that was once connected to Sycamore Creek. However, poor water quality conditions and strong odors at the lake have been problematic since the 1930s. Completed restoration projects include, replacement of the weir gate, construction of an upstream treatment wetland, restoration of habitat around the lake with the

installation of native plants and trees, and restoration of dune and salt marsh habitats. This project implements Land Use Element policy OP1 which encourages ample open space through a variety of types.

## **Open Space Element**

### *Thousand Steps Repair Project*

The stairway, originally completed in 1925, provides an essential pedestrian connection to recreational opportunities along the beach and ocean. The Thousand Steps Repair Project included reconstruction of the lowest 24 steps, and installation of ten additional concrete steps to extend the stairway below the wintertime scoured beach condition. The repairs include the installation of new handrails from the street level to the beach, construction of a new concrete guard-rail at the main landing mid-stairway, installation of a drain to capture groundwater to reduce algae growth and potentially slippery stair treads and re-pouring the concrete at the main landing to create positive drainage to the new drain. This project implements Open Space Element Policy OP2 promoting options to support acquisition and maintenance of public open space.

## **Process Improvements**

### *New City Website*

In summer 2022, the City launched a new website featuring a re-envisioned, comprehensive sitemap of web content. An overarching goal for the new website is to serve different users based on their needs and interests. For the City's land development customers, the new website organization makes it easier to be able to navigate property research tools, look up your permit status, access forms and applications and catch up on the latest City priorities and policies. As a follow up to the launch, staff continue to create new web content and perform quality control in response to customer and staff feedback.

## **Zoning Ordinance Amendments**

### *Local Coastal Program Amendment for the SB 9 Ordinance*

This amendment is a follow up to the 2021 adoption of amendments to the Zoning Ordinance to comply with changes in state law per SB 9. In 2021, City Council adopted a resolution approving a LCP amendment for the Title 28 (Coastal) SB 9 Ordinance. The Coastal Commission granted a de minimis determination on February 18, 2023.

## **Projects in Progress or Ongoing**

### **Circulation Element**

#### *Citywide Traffic Model Update*

The City's traffic model is a critical component of the Land Development review process, as well as a tool to guide recommendations of improvement for the City's transportation circulation system. The purpose of the Traffic Model Update is to predict future traffic patterns. The current traffic model was last validated in 2015 for the General Plan Update process. In addition to

accounting for more up to date traffic volumes, the Traffic Model Update will account for the Council-approved General Plan Update nonresidential square footage amounts and development that has occurred since 2015 to calibrate and validate the Traffic Model Update. The Traffic Model Update will be utilized to estimate Vehicle Miles Traveled (VMT), and the consultant will provide a VMT screening checklist and thresholds. The update is targeted to be completed by year end 2023. This project implements implementation action 14.2.2 focused on exploring a coordinated regional traffic model.

### *Bike Share Pilot Program*

Bicycle share is a public, point-to-point transportation option that can reduce traffic congestion and parking demand and provide affordable access to key destinations when trips are too far to walk but too close to drive. Bicycle share has been a requested public transportation option in the City for over a decade and is a documented need in the General Plan's Circulation Element and Bicycle Master Plan.

In April of 2019, City Council directed City staff to develop and implement a pilot bicycle share program. In June of 2019, a request for applications was released, and three different bicycle share vendors submitted applications for the initial three-year pilot program.

The three-year Bicycle Share Pilot Program (Program) launched on January 28, 2021, with BCycle as the permitted operator. In the first two years since launch, the Program has developed significantly and now provides the City of Santa Barbara with a widely utilized public transportation option. At the end of January of 2023, around 35,000 BCycle riders have ridden over 829,000 miles on BCycle electric bikes (e-bikes). With 226 BCycle e-bikes and 452 docks in service at 78 different stations throughout the City, the fleet is nearing the Program's goal of installing 500 docks and 250 e-bikes. Since launch, system ridership (miles travelled) has increased in proportion to the number of e-bikes in service. Staff will be returning to Council with an update on the second year of the pilot program and discussing out to transition from a pilot to permanent program. This project implements policies and implementation actions 6.1, 6.1.1, 6.1.2, 6.1.3, 6.1.4 all focused on supporting efforts to expand Transportation Demand Management Programs.

### *De La Vina Street Safe Crosswalks and Buffered Bike Lanes Project*

To address collision patterns along De La Vina Street, a buffered bike lane will replace one vehicular travel lane, between Carrillo Street and Haley Street. The lane reduction will eliminate the double-threat condition for pedestrians when one driver stops for a pedestrian, and the driver in the next lane does not. In addition, curb extensions, high visibility signs, and pavement markings will be constructed along six intersections to improve sightlines and decrease pedestrian exposure to traffic by reducing crossing distance and vehicle turning speed.



The buffered bike lane was constructed in 2022. The purpose of the buffered bike was to reduce broadside and sideswipe vehicle versus cyclist collisions. The protected bike lane on Haley Street from De La Vina Street to Chapala Street will be constructed in 2023 and will connect to an existing bike route from Downtown to the Eastside and Lower Eastside neighborhoods. A separate recently constructed project added corridor lighting along both De La Vina Street and Haley Street, providing improved safety at night. These improvements address significant patterns of pedestrian and cyclist-involved collisions that are prevalent in the project area. The project is primarily funded with Active Transportation Program grant funds. This project implements Circulation Element policies and implementation actions C6, C6.1, C6.2, all focused on improving traffic flow in conjunction with improving access for pedestrians, bicycles and public and private transit through measures that include physical roadway improvements.

### *Eastside Community Paseos Project*

The Eastside neighborhood of Santa Barbara has a propensity for walking and biking and it needs safe and easy connections. The neighborhood lacks alternatives to biking along the high-speed, busy Milpas Street corridor, which carries over 20,000 vehicles per day and saw 18 bike-involved collisions between 2011-2015. Walking can also be an uneasy experience for residents, with missing sidewalks and inadequate crossings in some locations. With a focus on low-vehicular streets, the project will provide a safe route to local schools and parks, encouraging students to bike or walk. It will also create a crosstown bike network by connecting to the Westside Community Paseos Project. Key features will include improved crosswalks, pedestrian refuge islands, new sidewalk, landscaped peninsulas, traffic diverters, and green striping where bike lanes extend through intersections. The project is primarily funded with Active Transportation Program grant funds.

Since summer of 2022, the following safety enhancements for the project have been constructed: new bike lanes on Ortega Street between Chapala and Olive Streets, enhanced pedestrian crossings at the intersections adjacent to Santa Barbara Junior High and Santa Barbara High School, new pedestrian ramps at the intersection of Canon Perdido and Alisos Streets, and new sidewalk on the west side of Alisos Street near Canon Perdido Street.

Construction of a bike-friendly route along Alisos Street (between De La Guerra and Cacique Streets) and on Cota Street (between Milpas and Alisos Streets) for the Eastside Community Paseos Project has been delayed. The water main along Alisos Street must be replaced prior to construction, but due to material shortages, the water main replacement has been deferred. The City anticipates construction of the bike-friendly route to resume in early fall of 2023. The bike friendly route will include landscaped peninsulas and traffic diverters on Alisos Street and a new bike lane and parking pockets on Cota Street. This project implements Circulation Element policies and implementation actions C1.1, C1.2, C1.3, all focused on emphasizing high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

### *Modoc Multiuse Path Extension Project*

The Las Positas and Modoc Roads Multiuse Path Project (LPMUP Project) along Las Positas Road from Cliff Drive to Modoc Road and along Modoc Road from Las Positas Road to Calle De Los

Amigos was constructed in 2022 providing a separated multiuse path for bicyclists, runners, and pedestrians of all ages and abilities. When the LPMUP Project was initiated, the County of Santa Barbara had no short-term plans to extend the path into the County, so a logical termination of the LPMUP Project was at the intersection of Calle De Los Amigos and Modoc Road. Since that time, the County of Santa Barbara has obtained grant funding to construct a multiuse path along Modoc Road from the City/County boundary to the Obern Trail and began construction on a portion of their path in 2022. Between these two projects leaves a gap of approximately 500 linear feet between Calle De Los Amigos and the City/County boundary. The Modoc Multiuse Path Extension Project fills this gap and will complete the connection from the City's path to the County's path. Construction is anticipated in spring 2023. Together these projects provide critical local and regional connections. The project is primarily funded with Measure A grant funds and Measure C. This project implements Circulation Element policies and implementation actions C1.1, C1.2, C1.3, all focused on emphasizing high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

### *Westside Community Paseos Project*

The Westside neighborhood of Santa Barbara has a propensity for walking and biking, however it lacks bike facilities and a safe and easy crosstown connection. The project will establish safe and efficient connections from the Westside to the Downtown area, the Eastside, and to schools and parks. With a focus on low vehicular-volume streets, the improvements will also provide a safe route to four local schools, encouraging students to bike or walk. Key features will include improved crosswalks, access ramps, improved signage, high visibility bike lanes, traffic signals, traffic diverter medians, and new street lighting. It will also create a connected crosstown bike network by connecting to the Eastside Community Paseos project. Construction began in January 2023, with construction completion by year end 2023. The project is primarily funded with Active Transportation Program grant funds. This project implements Circulation Element policies and implementation actions C1.1, C1.2, C1.3, all focused on emphasizing high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

### *Vision Zero State Street Undercrossing Project*

The Project connects the City's two most active transportation-oriented neighborhoods: Downtown and the Waterfront. The Project will meet the active transportation needs of the community by widening the sidewalk along State Street from Gutierrez Street to Yanonali Street, installing lighting to illuminate the pedestrian walkway, installing buffered bike lanes, and adjusting travel lanes to improve safety along this collision-prone corridor. Construction is anticipated to begin fall 2023. This project implements Circulation Element policies and implementation actions C6, C6.1, C6.2, all focused on improving traffic flow in conjunction with improving access for pedestrians, bicycles and public and private transit through measures that include physical roadway improvements.

## **Economy & Fiscal Health Element**

### *Accelerate Program*

In 2017, City Council initiated the Accelerate Program as one element of the City's comprehensive effort to assist with economic revitalization of the State Street corridor from

Cabrillo Boulevard to Sola Street. The program is part of the downtown business assistance services for State Street businesses. Accelerate services include city staff liaisons to provide consultation for property owners and prospective tenants in evaluating accessibility, restroom, storm water, waste receptacles, and fire prevention requirements prior to submittal of development applications. In addition, development applications receive priority placement on Design Review Boards agendas; and expedited building plan review for tenant improvements. This program is ongoing and helps implement the City's Economic Development Plan objectives for downtown revitalization and supporting small businesses. This program is ongoing and implements Economy and Fiscal Health Element policies EF10, EF21 which direct incentivizing downtown business development and promoting small businesses.

## **Environmental Resources Element**

### *Climate Action Plan Update*

In 2020, City Council adopted a goal to reach carbon neutrality by 2035. An update to the 2012 Climate Action Plan (CAP) was initiated to meet this and several other goals. The new CAP will include a community-wide greenhouse gas inventory and innovative climate action strategies. Draft strategies have been developed and an inventory and forecasts conducted. Public release of the document is anticipated in Spring 2023 and adoption is anticipated in Fall 2023.

The CAP update continues to implement policy ER1 and ER5 to address energy efficiency and conservation and implementation actions ER1.1 – 1.3 regarding preparing of a comprehensive Climate Action Plan, greenhouse gas emission inventories and improving carbon sequestration.

### *State Street Master Plan*

In response to the Covid-19 pandemic and public health restrictions, the City temporarily closed downtown State Street to cars and opened the street to be utilized by pedestrians, bicyclists, shoppers, and outdoor dining. The City is currently developing Create State, the State Street Master Plan, to identify a long-term design for downtown Santa Barbara. A series of design options will be released this Spring, with a preferred conceptual design picked this Fall. Final adoption of the plan is anticipated by early 2024. This project implements Circulation Element policies 5.3.4 and 5.5.4 that recommend closing streets to create pedestrian plazas and Economy and Fiscal Health Element EF9 calling for infrastructure improvements to assist in business retention.

## **Housing Element**

### *2023-2031 Housing Element Update*

The eight-year update to the Housing Element (i.e., sixth Cycle) was initiated by City Council in 2022. The project includes, among other requirements, evaluating vacant and underdeveloped sites suitable to accommodate the Regional Housing Needs Allocation (RHNA) of 8,001 units. The project is mostly being completed by staff, with consultant input on the Housing Constraints and Sites Inventory and Analysis sections. After initiation, City Council adopted new goals in May 2022 and the Public Review Draft 2023 – 2031 Housing Element was released in July 2022. After Planning Commission and City Council hearings on the Public Review Draft, the draft was revised and submitted to State Housing and Community Development Department

(HCD) for 90-day review in August 2022. HCD's comments were submitted to the City in November 2022. Staff is revising the 2023 – 2031 Housing Element based on HCD's and public comments. Adoption of the Final Draft and submittal to HCD for certification is planned for 2023.

### *Objective Design and Development Standards*

To facilitate new housing in Santa Barbara and respond to changes in State law, the City is preparing objective design standards for residential projects in multi-unit zones that currently allow two or more residential units. A consultant was hired in 2021 to work with staff on the new standards. A Work Group was formed to advise staff and four meetings were held in 2022. An Existing Conditions Memo and the Admin Draft of the Objective Design and Development Standards (being proposed as a new form-based, stand-alone Title 25 of the City's Municipal Code) was released for public review in 2022. This project implements Land Use Element policy LG13 calling for multi-unit design guidelines and standards and the 2015 – 2022 Housing Element implementation actions H14.3, H16.9, H17.4 directing development of design standards and improving the development review process. This project is funded by the Local Early Action Planning Grant Program administered by HCD. Adoption of Title 25 Objective Design and Development Standards is anticipated in 2023.

## **Land Use Element**

### *AUD Program - Multi-Unit Housing Program Amendments*

Ongoing amendments to Title 30 regarding the Average Unit-size Density Incentive Program are being completed in multiple parts. In late 2019, staff was directed to amend density, parking, and development standards, protect existing affordable housing, and make some administrative changes to the program. Some of these amendments were adopted in 2022. New amendments are being proposed in 2023 to make AUD incentives a permanent program. These amendments implement Land Use Element policies and implementation actions LG6, LG6.1, LG6.2, LG6.3, LG12, LG12.3, LG12.2, all focused on encouraging new residential units in multi-family and commercial areas of the City and promoting adaptive management of the Average Unit-size Density Incentive Program.

## **Safety Element**

### *Safety Element Update*

The update will include current and future hazards assessment, comprehensive vulnerability assessment, local and state policy audits, community outreach and education, a menu and prioritization of adaptation options and specific integration and work plans. The project, along with the 2022 Hazard Mitigation Plan update, form the technical foundation for the comprehensive update to the Safety Element of the General Plan in compliance with SB-379, SB-1035, and other state laws.

## **Process Improvements**

### *Accela Citizen Access (ACA) and New Handouts*

In 2020, the City began accepting permit applications and supporting plans and documents online via the City's online permit tracking system. New forms, handouts, tutorial videos, and applications were made available in support of this service. This program is ongoing and continuously improved with customer and staff feedback. The program implements Housing Element policy H17.4 to evaluate the development review process and make recommendations for improvements.