



Average Unit-size Density (AUD) Incentive Program Progress Report 2023

A Look Back on a Decade of Housing Production



About the Contents

Chapter 1. About the Report 1

Why look back at the AUD Program?
 What is in this report?
 What is the background for this report?
 What methodology was used for this report?

Chapter 2. About the Program 6

What is the AUD Program?
 Where is the AUD Program Allowed?
 How does the AUD Program benefit the community?
 What incentives did the AUD Program provide?
 How has the AUD Program been amended over time?
 What development trends led up to the AUD Program?
 How has State Legislation affected Santa Barbara housing and the AUD Program?

Chapter 3. About the Projects 20

How many AUD projects are there?
 What is the density of AUD projects?
 How many units are in AUD projects?
 What are the lot sizes?
 How did AUD projects use the development incentives?
 Where are AUD projects located?
 Are there other notable features of AUD projects?
 How connected are AUD projects to transit and services?

Chapter 4. About the Units 33

How many units did the AUD Program create?
 How big are AUD units?
 What types of Community Benefit Housing did the AUD Program create?
 What types of affordable housing did the AUD Program create?
 How much do AUD units cost to rent?
 What types of attainable housing did the AUD Program create?

Chapter 5. About the Process 48

What is the permitting process for AUD projects?
 How long does it take to get an AUD project permitted?

Chapter 6. What Comes Next 57

Did the AUD program achieve its objectives?
 What surprising results did this report uncover?
 What changes are there to consider?

Appendices

Acknowledgments	A-1
AUD Program Ordinance (30.150)	A-2
AUD Project Data	A-14

Variable Density Project Data	A-31
Engagement Results	A-33
Area Median Income (AMI) and Rents for Households	A-39

AUD Unit Rents	A-41
Rents for Jobs and Incomes	A-42
Report Sources	A-43



510 North Salsipuedes Street

About the Report

Chapter 1

Why look back at the AUD Program?

What is in this report?

What is the background for this report?

What methodology was used for this report?

Why look back at the AUD Program?

July 2023 marks 10 years since the adoption of the **Average Unit-size Density Incentive Program** (AUD Program), which was intended to encourage the development of smaller, more attainable housing units in select areas of the city.

The City’s Planning Division produced this report to analyze data and gain insights on how well the AUD Program met its original objectives and to inform potential amendments. Surveys and interviews with AUD stakeholders—project applicants, developers, architects, housing advocates, and planners—were conducted to analyze the Program’s effectiveness. Their opinions are included throughout this report to highlight popular sentiments. By sharing their experiences, they highlight aspects of City processes that could be prioritized for more efficiency and streamlining in the future.

The objective of this AUD Progress Report is not to make specific recommendations, discuss strategies, or provide policy pathways. Instead, it aims to recognize successful outcomes and uncover any shortcomings of a decade of housing production under the AUD Program. This information will be presented to the Planning Commission and City Council for comments and direction as the City looks to implement a permanent multi-unit housing program to be undertaken in 2024.

Progress Report Objectives

- **Analyze** AUD project data to gain insights into the effectiveness of the AUD Program in achieving its original goals.
- **Obtain** feedback from both AUD project applicants and community members to recognize their experience and use that information to improve the Program.
- **Evaluate** the AUD review process, with the goal of identifying opportunities to streamline and improve the process.
- **Understand** the assumptions made of the AUD Program’s successes and shortcomings and cross-check the data to distinguish fact from fiction.
- **Identify** potential changes to the Program for consideration in future amendments.

634 Anacapa Street



What is in this report?

This report is organized around four major topics: The Program, The Projects, The Units, and The Process.

About the Report (*Chapter 1*) is the introduction to this AUD Program Progress Report with an overview of methodology.

About the Program (*Chapter 2*) overviews the AUD Program itself, including densities and development incentives, and provides background on what led up to the Program.

About the Projects (*Chapter 3*) describes the projects submitted under the AUD Program. All analysis in this chapter is expressed using project-specific data.

About the Units (*Chapter 4*) focuses on the residential units created under the AUD Program. All analysis in this chapter is expressed using data specific to AUD units.

About the Process (*Chapter 5*) explains the City’s permitting process—including the planning review process and the building permit process—

and how typical AUD projects proceed through the approval and construction processes.

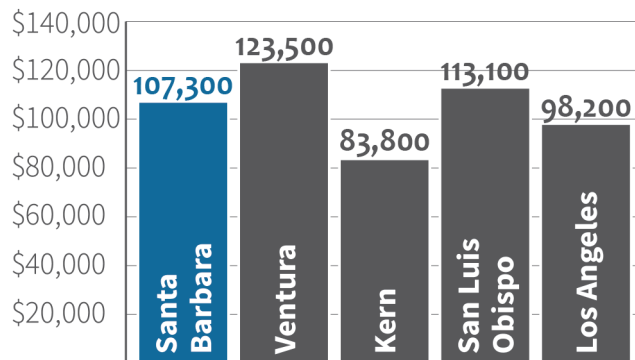
What Comes Next (*Chapter 6*) highlights areas for changes to consider in the AUD Program to guide discussion of a successor and permanent multi-unit housing program.

The **Appendices** include data compiled on AUD projects, relevant data collected on comparable projects submitted for entitlements before the AUD Program, and documentation of community engagement conducted for this report.

What is the background for this report?

Area Median Income (AMI)

Santa Barbara and Nearby Counties, 2023



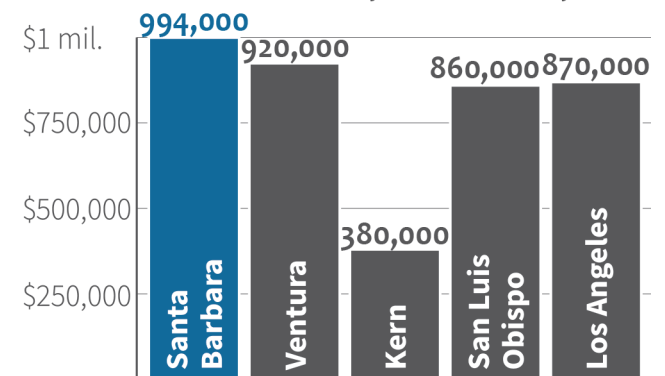
Source: California Department of Housing and Community Development

The City of Santa Barbara is located on California’s Central Coast, at the southern end of Santa Barbara County and north of Ventura County. The City has a population of about 85,400 and an average household size of 2.41 people. Roughly 60% of the City’s households are renters, and 40% are homeowners.

The annual median income for Santa Barbara County is \$107,300 for a household of four people in 2023. Santa Barbara area median household incomes fall in the middle ground—higher than Kern and Los Angeles Counties but lower than Ventura and San Luis Obispo Counties.

Median Home Prices

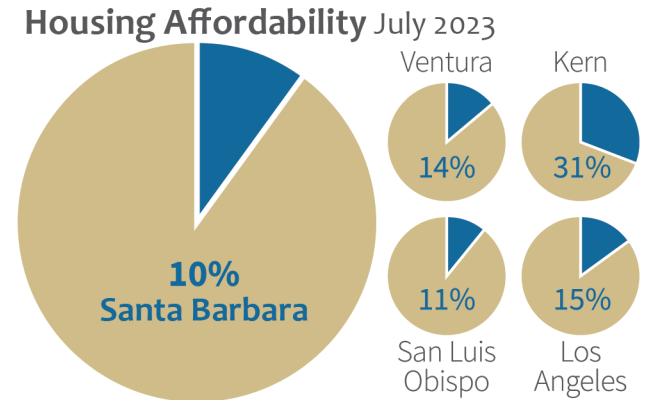
Santa Barbara and Nearby Counties, July 2023



Source: Listing Prices from the California Association of Realtors

Real estate values in Santa Barbara are high owing to many factors, including the area’s desirable natural setting, plentiful jobs, and an imbalance in housing supply. The median single-unit home price in Santa Barbara County in July 2023, at \$994,000, is approximately 8% higher than the median home price in Ventura County and approximately 15% higher than San Luis Obispo County and Los Angeles County.

As a result of the disparity between real estate values and household incomes, Santa Barbara is among the least affordable housing markets in California. Nearby counties with higher median household incomes and lower home prices have a higher housing affordability. Further exacerbating Santa Barbara’s affordability challenge is that real estate values, including apartment rents, have escalated in recent years at a more rapid pace than incomes.



Housing Affordability Index is the percentage of households that can afford to purchase an entry-level home in California.
Source: California Association of Realtors

What methodology was used for this report?

This report uses quantitative and qualitative data to summarize the effectiveness of the AUD Program in achieving its objectives. Quantitative data on project applications submitted to the City has been collected throughout the Program. This has been correlated with the qualitative results from targeted community engagement.

Quantitative Data

The data in this report represents AUD project activity from Program adoption in July 2013 through May 2023.

AUD projects, units, and stages of the permitting process are data points used to analyze the outcomes of the AUD Program. Project and unit data was sourced directly from the application materials submitted to the City of Santa Barbara. Process data was extracted from the City’s permit tracking database records.

Throughout this report, unit references are to total units (gross) produced and not “net” new units. Median, which is the middle value in the total range of data, is also used throughout this report because it is unaffected by extreme outliers. In contrast, the average (mean) can vary in skewed distributions.

Comparable Variable Density Projects

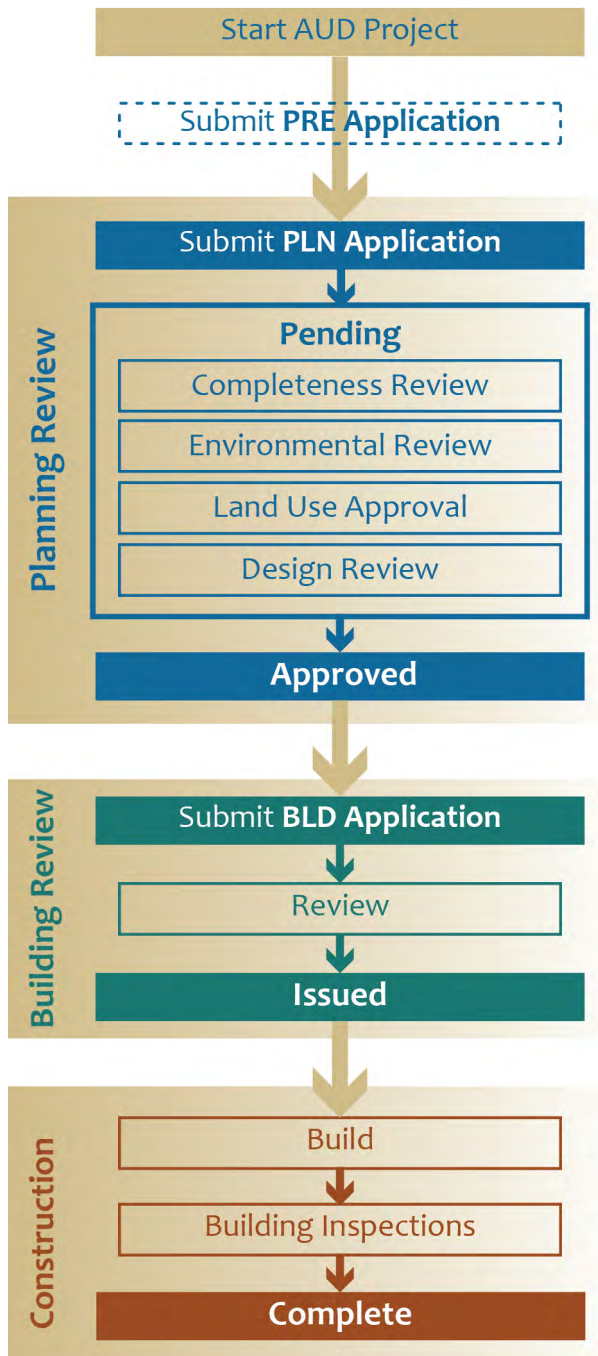
Staff collected data on 55 residential projects submitted for planning approval from 2001 to early 2013 to compare to AUD projects. These projects were approved under the variable density standard that the AUD Program replaces. Data trends from AUD projects are evaluated against the 55 variable density projects to illustrate the change in housing development the AUD Program prompted. More about the 55 variable density projects in the *Appendix*.

Qualitative Data

In July and August 2023, the Planning Division interviewed AUD project applicants (developers, architects, land use planners, and property owners), Planning Division staff, neighborhood organization representatives, and housing advocates to gather insights and feedback on the Program. Staff used two outreach methods—an online applicant survey and focus groups. Staff targeted outreach efforts to those familiar with the Program, rather than the community at large, to collect feedback from those who participated in policy development or used the AUD Program.

- AUD Retrospective Applicant Feedback Survey: 37 responses (24% response rate)
- Focus Group Meetings: 6 held in July and August 2023 with 45 participants

Input and feedback are provided throughout this report and in the *Appendix*.



Terminology

- The **AUD Program** refers to the development standards and review process for multi-unit housing projects adopted in the Santa Barbara Municipal Code as Chapter 30.150, Average Unit-Size Density Incentive Program—more in Chapter 2: *About the Program*.
- An **AUD project** is a multi-unit residential or mixed-use development on one or more contiguous lots that provides housing units under the AUD Program. Each AUD project has a unique Planning (PLN) Application number—more in Chapter 3: *About the Projects*.
- An **AUD unit** is a single residential unit within an AUD project. AUD projects have a minimum of 2 units and must exceed the base density in the zone to qualify for development incentives—more in Chapter 4: *About the Units*.
- The **AUD process** includes all permitting stages from initial application to final sign-off. This report categorizes the process stages as Preliminary, Pending, Approved, Issued, and Completed. Two stages, Preliminary and Expired, are not included in this report—more in Chapter 5: *About the Process*.
 - **Preliminary.** This is the first step for projects that require a Pre-Application Review Team (PRT) review and Planning Commission Concept Review. It is optional for all other AUD projects. Preliminary (PRE) Applications are not included in the project data of this report.
 - **Pending.** Projects in this stage have submitted a full Planning (PLN) Application for planning entitlements and are being reviewed by staff for completeness prior to approval. Most pending projects are still incomplete but may have been scheduled for one or more conceptual review design review hearings.
 - **Approved.** These projects are deemed complete and have received a planning entitlement approval from the City decision-maker for the project.
 - **Issued.** After planning entitlements are approved, an applicant submits a Building (BLD) permit application. Projects in this stage have been checked by staff for code compliance and have been issued a building permit.
 - **Completed.** Once a project is fully built and inspected, they are granted a Final Inspection/Certificate of Occupancy. Projects at this stage are ready for residents to move in.
 - **Expired.** This report does not include data on applications submitted for planning entitlements that the applicant subsequently withdrew or if the permit expired.



1325 State Street

About the Program

Chapter 2

What is the AUD Program?

Where is the AUD Program Allowed?

How does the AUD Program benefit the community?

What incentives did the AUD Program provide?

How has the AUD Program been amended over time?

What development trends led up to the AUD Program?

How has State Legislation affected Santa Barbara housing and the AUD Program?

What is the AUD Program?

The AUD Program is a density incentive program intended to encourage the creation of smaller housing units near transit and within easy walking and biking distance to commercial services and activity centers. Increased densities and development standard incentives are intended to promote housing in select areas of the city. Rental, employer-sponsored, and limited equity housing cooperative units that provide housing opportunities to the workforce are especially encouraged.

“ **Focus Group Sentiment:**
The AUD Program was an excellent first step in creating more housing. ”

1623 De La Vina St



AUD Program Key Objectives

From the City’s General Plan, the AUD Program’s key objectives are to:

- **Encourage Smaller Units.**
The AUD Program is structured to produce smaller units, with the idea that smaller units would be more attainable than the residential development seen in the years before the AUD Program began.
- **Locate Units Close to Transit, Commercial Services, and Recreational Opportunities.**
The Program allows increased density in areas with robust transit connections close to commercial services and recreational opportunities. This encourages residents to walk and use public transportation rather than driving. Not only does this decrease carbon emissions, but it also promotes a more active lifestyle.
- **Encourage Workforce Housing.**
Although not explicitly defined, the term “workforce housing” is used to refer to units attainable by middle-income households that are overqualified for subsidized affordable housing (very-low, low-, and moderate-income) yet cannot afford the average market-rate housing.

Guidance from the General Plan

As part of Santa Barbara’s inland Zoning Ordinance, the AUD Program is a key implementation tool of the General Plan. A General Plan serves as the blueprint for the future. It prescribes policy goals and objectives to guide physical development and provides decision-makers with a foundation for land use and development decisions. All subsequent planning documents created by a local government, including the Zoning Ordinance, must be consistent with the goals and policies adopted within its General Plan.

Plan Santa Barbara 2011 General Plan Update

In 2005, increased demand for sustainable living, concerns about community character, and a need to revisit growth controls led to a comprehensive review of Santa Barbara’s General Plan. A recurring theme that shaped and focused the plan was a desire to address the socio-economic consequences of market-rate housing constructed in the decades leading up to the update. In December 2011, the City Council adopted the Plan Santa Barbara General Plan update to direct residential growth to specific locations and target infill development in higher-density land use designations. Notably, the General Plan did not call for an *increase* in housing production due to these policies. The General Plan acknowledges that the projected increment of residential growth would be less than an 8% increase in the existing housing stock over 20 years.

Principles for Development

The City's General Plan established the following "Principles for Development"

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

General Plan, 2011 Land Use Element, pg 49

The General Plan 2011 Land Use Element created the framework for the AUD Program. In support of smart growth objectives, the General Plan established the **Principles for Development** to meet the city's housing challenges; these guiding principles are to focus growth, encourage a mix of land uses, strengthen mobility options, and promote healthy, active living.

Housing Element Updates

The Housing Element is a state-required component of a General Plan. Housing Elements are updated every eight years to ensure each local government adequately plans to meet its housing needs. The City of Santa Barbara is updating its Housing Element to address the 2023 to 2031 planning period which outlines how the city will accommodate 8,001 more units of housing in the next 8 years.

Most of the housing produced during the previous 2015 Housing Element was market-rate units. Few deed-restricted affordable housing was issued permits over that period. There are multiple reasons why affordable units are not being produced at the same level as market-rate, but lack of financing is one of the critical factors. When Redevelopment Agencies were dissolved in 2012, the state legislature eliminated a significant funding source for affordable housing, and a replacement has yet to be established.

The 2023 Housing Element supports continuing the AUD Program or a similar density incentive

program to facilitate multi-unit housing. A significant component of the Housing Element is identifying adequate sites with appropriate densities to accommodate new housing construction. Over 350 sites rely on the densities allowed in the AUD Program to provide for the projected housing need of 8,001 new units by 2031. The development incentives in the AUD Program—specifically reduced parking requirements and increased building heights—are highlighted as incentives necessary to facilitate these housing units.

“

*Focus Group Sentiment:
The AUD Program as a trial program and the numerable amendments made some potential developers hesitant to use the Program.*

”

Trial Program

The AUD Program was intended to be a trial program tested over eight years or until 250 units in the High Density or Priority Housing Overlay were constructed, whichever came first. The Program has been extended multiple times and the unit cap triggering expiration was removed. The City Council must consider extending or making the AUD Program permanent before **February 15, 2024**.

Where is the AUD Program Allowed?

The AUD Program is allowed in inland areas that enable multi-unit residential development; this includes both residential-only and mixed-use zones—where both commercial and residential uses are allowed. The AUD Program is available to 4,885 lots, or 27% of the total 18,350 inland lots. In comparison, about 54% of the city’s land area is set aside for single-unit development and open space (approx. 10,030 lots). The remaining percent of lots are industrial or similar zones that don’t allow residential uses.

Zoning Districts

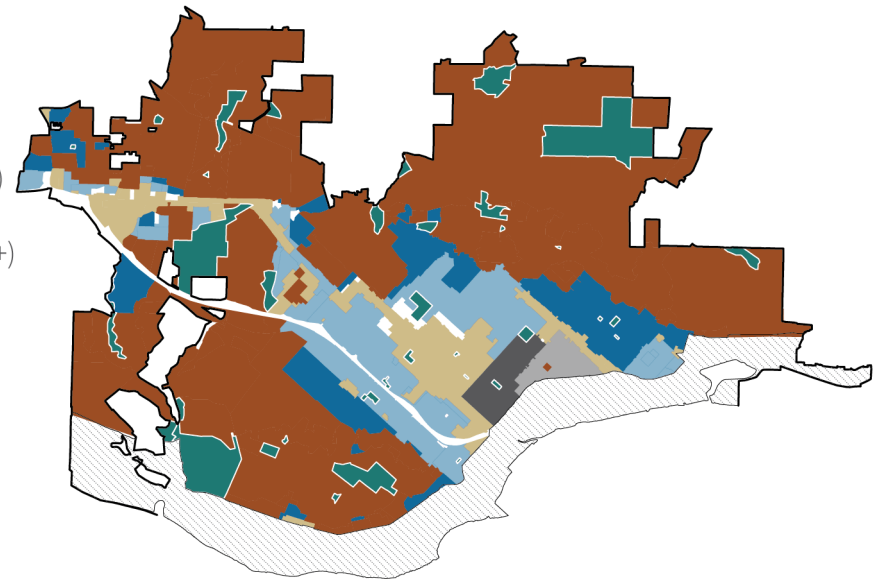
The AUD Program is allowed in the following zoning districts:

- **Residential zones:** Residential Multi-Unit (R-M), Residential Multi-Unit and Hotel (R-MH)
- **Nonresidential zones:** Office Restricted (O-R), Commercial Restricted (C-R), Commercial General (C-G), Manufacturing Commercial (M-C)

Zones that allow residential uses but do not allow AUD projects include the Residential Single Unit (RS), Two-Unit Residential (R-2), and Office Medical (OM) zones. Residential uses, including AUD, are prohibited in the Manufacturing Industrial (M-I) zone. Although initially intended to be available in the Coastal Zone, the AUD Program has not been submitted to the California Coastal Commission for certification and, therefore, cannot be used near the coast.

Base Zones in the City Inland Lots

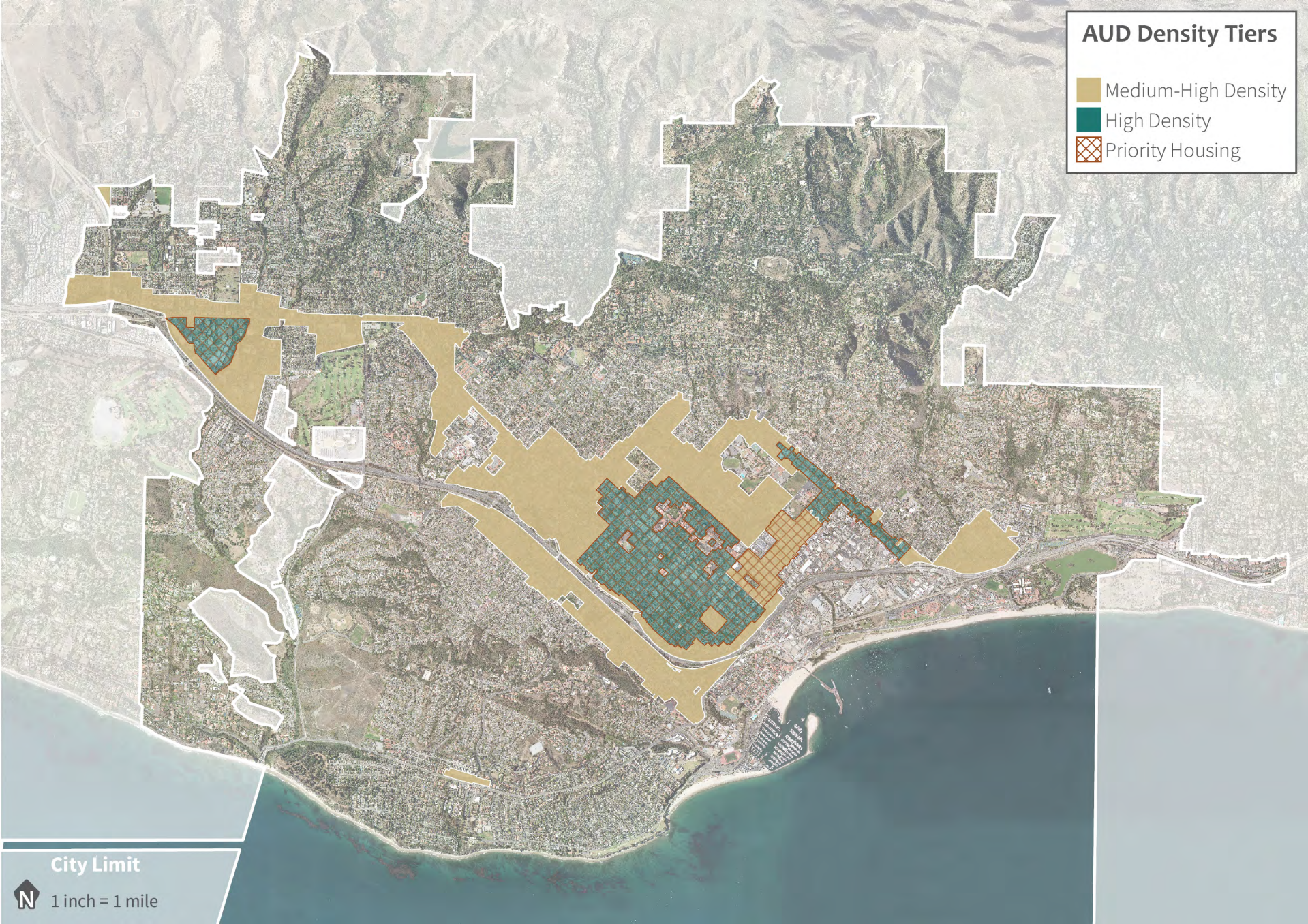
- 54% Single Unit Residential
- 16% Multi-Unit Residential (2)
- 16% Multi-unit Residential (3+)
- 9% Commercial and Office
- 2% Manufacturing
- 2% Industrial
- 1% Parks and Open Space



The locations where the AUD Program would be allowed was studied carefully during the initial crafting of the Program. Increased residential densities permitted by the Program are available in three “density tiers” in exchange for smaller unit sizes. The three tiers are classified on the General Plan Land Use Map and do not necessarily correspond to the underlying base zones; for example, a lot in the R-M Zone could be classified in any of the three density tiers. The density tiers operate as a separate density overlay with boundaries that were informed during the 2011 General Plan update by examining proximity to commercial services and high-quality transit, responding to neighborhood opposition, and analyzing the potential for redevelopment.

1005 North Milpas Street





How does the AUD Program benefit the community?

A community benefits program, or “incentive zoning,” is a tool used by many cities in California to ensure that new growth and development contribute positively to the community’s quality of life. Community benefit regulations provide additional **development incentives**, such as additional floor area, height, or density, in exchange for providing **community benefits**, such as affordable housing, public improvements, or other project features beyond minimum requirements.

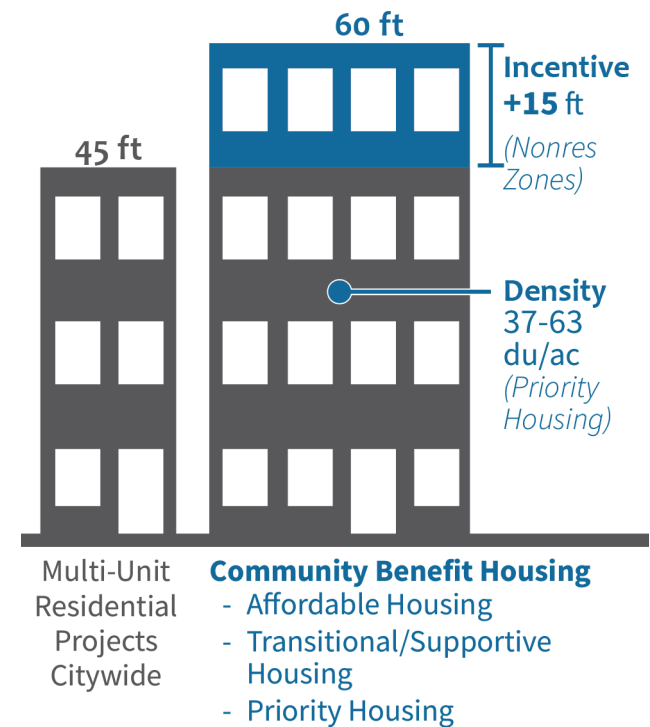
The development incentives offered for Community Benefits Housing types include:

- Ability to request a height exception to build up to 60 feet in certain nonresidential zones
- Increased densities up to 63 du/ac in the Priority Housing Overlay area

The AUD Program defined five **Community Benefits Housing** types that are targeted for development incentives:

1. Affordable housing
2. Transitional and supportive housing
3. *Priority housing*: employer-sponsored housing
4. *Priority housing*: limited-equity housing
5. *Priority housing*: rental housing

By including market-rate rental housing as a Community Benefit Housing type, the General Plan acknowledges the need to balance the provision of affordable housing with market-rate housing.



What incentives did the AUD Program provide?

Density Incentives

Residential density refers to the number of housing units in a specified area, measured as dwelling units per acre (du/ac). There are different maximum densities across the city, from one du/ac in the lowest-density areas up to 63 du/ac in the highest-density areas. The city’s planning documents establish a range of maximum densities in specific areas to ensure that the intensity of development will match the availability of public services.

Before the AUD Program, there were two ways to measure multi-unit density: variable and base density. Variable density allows 15 to 27 du/ac, and is calculated based on number of bedrooms—the fewer the bedrooms, the higher the density. The AUD Program replaced the variable density standards during the trial period; however, base density standards of 12 to 18 du/ac remains for projects that choose not to use the AUD density incentives. The AUD Program allows for additional density

beyond what would normally be allowed in the base zone to incentivize smaller units and Community Benefit Housing.

Density Tiers

The increased residential densities allowed by the AUD Program are associated with a maximum average unit size measured in square feet (sq. ft.). The smaller the average unit size, the more residential units are allowed on a lot within the three AUD “density tiers”.

MH
Density

Medium-High Density Tier

Maximum Density **15 - 27 du/ac**
Maximum Average Unit Sizes **905 - 1,420 sq.ft.**

The Medium-High Density tier designation transitions from low and medium density in residential neighborhoods to commercial centers. Notably, the densities in the Medium-High are at the same densities allowed under the variable density program to maintain neighborhood compatibility rather than encouraging higher densities or more development.

There are **3,541 lots** (72% of the total) in the Medium-High Density tier with an average lot size of **7,150 sq. ft.** and predominately zoned **Residential Multi-Unit** (R-M/RM-H is 71%).

H
Density

High Density Tier

Maximum Density **28 - 36 du/ac**
Maximum Average Unit Sizes **970 - 1,245 sq.ft.**

The High-Density tier is located in and around Downtown, Milpas Street, and La Cumbre Plaza/ Five Points, all close to transit and within easy walking or biking distance to shopping and entertainment.

There are **1,344 lots** (28% of the total) in the High-Density tier with an average lot size of **6,200 sq. ft.** and predominately zoned **Commercial General** (C-G is 62%).

PHO
Density

Priority Housing Overlay

Maximum Density **37 - 63 du/ac**
Maximum Average Unit Sizes **811 - 970 sq.ft.**

The Priority Housing Overlay overlaps with the High-Density tier, and the Medium-High tier along the Haley/Cota Street corridor, and allows the highest residential density in the city. These increased densities encourage smaller, compact development, supporting additional workforce housing, and reduced vehicle miles traveled.

There are **1,569 lots** (32% of total) in the Priority Housing Overlay with an average lot size of **6,850 sq. ft.** and predominately zoned **Commercial General** (C-G is 53%).

Table 2.1. AUD Program Total Lots

	Medium-High	High	Priority Housing Overlay*	All AUD
Total Lots	3,541	1,344	1,569	4,885
% of AUD Lots	72%	28%	32%	100%
Median Lot Size	7,150 sq.ft.	6,200 sq.ft.	6,850 sq.ft.	--

** All lots in Priority Housing Overlay are also counted in either Medium-High or High*

Table 2.2. AUD Program Base Zones

	Medium-High	High	Priority Housing Overlay*	All AUD
Residential Zone	71%	28%	24%	59%
R-M	2,513	62	62	1,770
R-MH	805	310	310	1,115
Nonresidential Zone	29%	72%	76%	41%
C-G	404	838	838	1,242
C-R	172	1	1	173
M-C	386	125	318	511
O-R	66	8	41	74



Survey Says:
"The program has been very beneficial in increasing our residential density."



325 West Anapamu Street

Projects in the Priority Housing Overlay are restricted to three categories of “Priority Housing”; these categories are:

- **Employer-Sponsored Housing.** Employer-Sponsored Housing intends to generate housing for South Coast employees. The city recognizes the success of this Program is dependent on the active participation of employers, both large and small.
- **Limited-Equity Housing Cooperative.** All residential units within the limited-equity housing cooperative must be affordable to households earning up to 250% of the area median income measured at purchase, with a covenant.
- **Rental Housing.** The intent is for the units to remain available to renters for the long term, although there are no income or price restrictions.

Development Incentives

The AUD Program allows reduction and flexibility in height, parking, setback, and open yard development standards to incentivize more “affordable-by-design” housing. The intent was to facilitate higher-density housing with smaller unit sizes and reduced development standards, with the hope this would reduce housing costs.



*Focus Group Sentiment:
AUD development incentives are appealing and beneficial.*

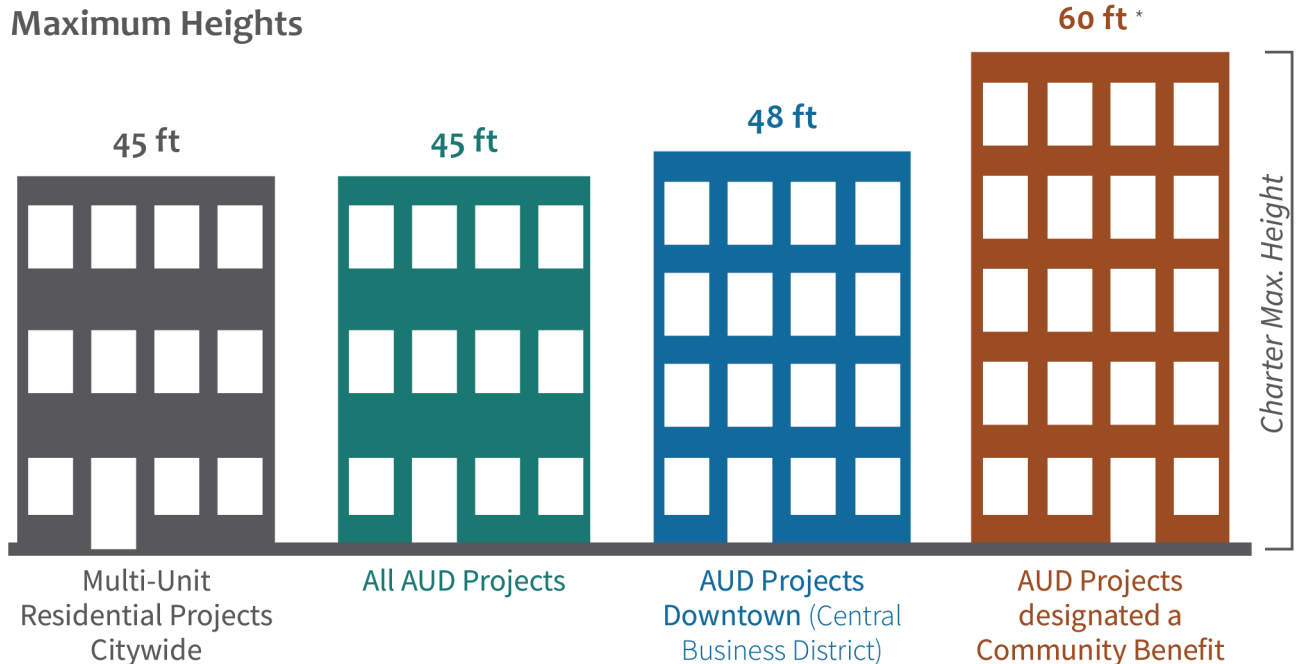


Height

The AUD Program follows the 45-foot maximum building height limits established by the underlying zones, with increased heights up to 48 feet available by-right in Downtown/Central Business District (CBD).

Additional building height is available for projects identified as Community Benefit Housing. These projects may request a height exception to build up to 60 feet in three nonresidential zones: C-G, M-C, and M-I. The height exception request requires concept design review and Planning Commission approval through a separate preliminary application process.

Maximum Heights



Parking Space Requirements

Citywide *

All AUD

AUD in CBD

Within 1/2 mile of Major Transit Stop (AB 2097)

	Studio	1-bed	2-bed	3+bed
Citywide *	min. 1 car icon	min. 1 car icon	min. 1 car icon	min. 1 car icon
All AUD	min. 2 car icons	min. 2 car icons	min. 2 car icons	min. 2 car icons
AUD in CBD	max. 1 car icon	max. 1 car icon	max. 1 car icon	max. 1 car icon
Within 1/2 mile of Major Transit Stop (AB 2097)	None	None	None	None

* Guest parking required for projects of 6 or more units. Mixed-use projects may qualify for reduced parking in CBD.

Parking

A vital feature of the AUD Program is generally lower parking ratios than those permitted under other city regulations, with some caveats. Studio, one-bedroom, and two-bedroom units must provide at least one parking space per unit. Three or more-bedroom units must provide at least two parking spaces per unit. No guest parking is required for AUD Projects. Non-AUD projects have a higher parking ratio per bedroom, ranging from 1 1/4 - 2 spaces per unit, with mandatory guest parking when there are six or more units. There is no change to bicycle parking requirements for AUD projects compared to other residential developments across the city.

In the Downtown/CBD, the parking requirements are maximum limits instead of minimum. All residential units, regardless of the number of

bedrooms, have no mandatory automobile parking minimum and a maximum of no more than one parking space per unit.

Recently, State law (AB-2097, 2022) limited the city's ability to impose parking minimum requirements within a half-mile of a major transit stop. Therefore, AUD projects proposed close to a major transit stop no longer need to provide any on-site parking. This area roughly equates to the Downtown/CBD, as the two transit stops that meet the law's criteria are the train station (209 State Street) and MTD Transit Center (1020 Chapala Street).

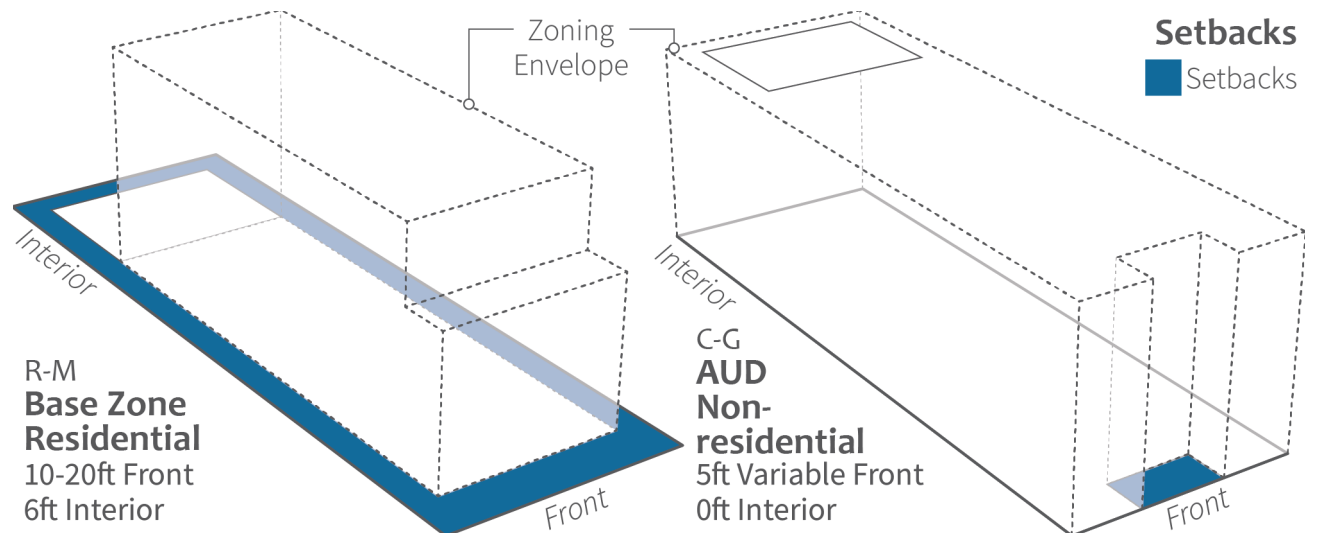
Setbacks

A setback is the minimum distance a building or other structure must be from a street or the neighboring property line. Setbacks can vary based on the zone.

The AUD Program did not alter the minimum setbacks in residential zones (R-M and R-MH);

however, in nonresidential zones (C-G, C-R, M-C, and O-R), the setbacks were reduced for AUD projects. Before the AUD Program, residential-only projects were allowed in nonresidential zones but were required to use residential zone setbacks (i.e., 10 to 20 feet in the front and 6 to 10 feet along the side). With some variations based on where a project is located, the front setback for AUD projects in nonresidential zones was reduced to a five-foot variable front setback. A variable front setback allows the building to sit closer to the property line with the requirement that it is appropriately balanced with a compensating increase in setback elsewhere along the front property line.

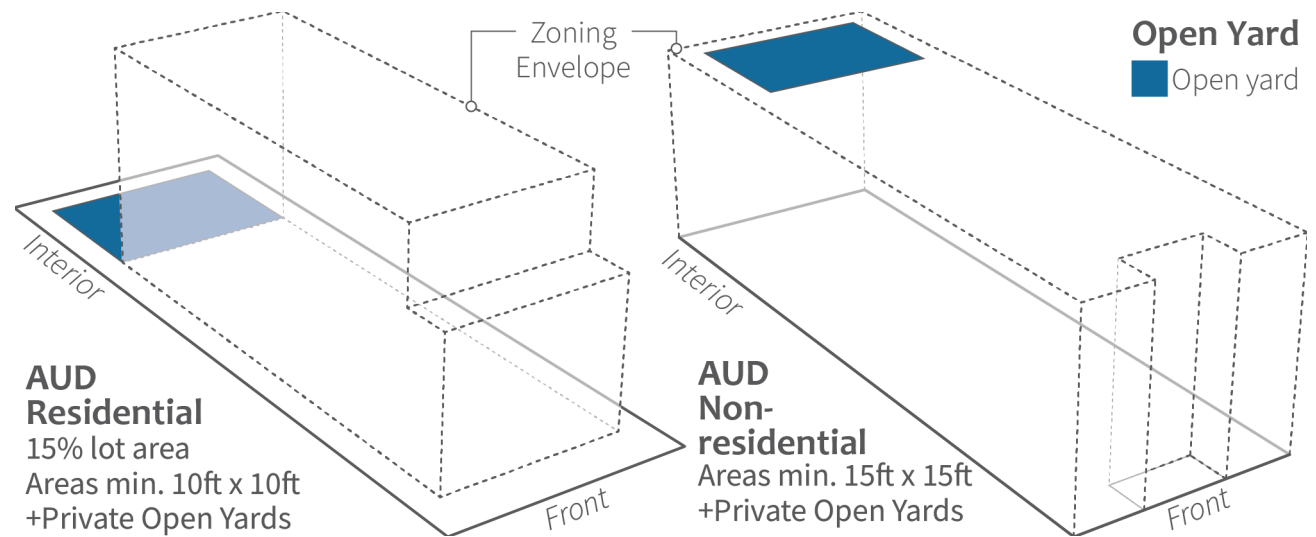
An AUD project's interior setbacks vary based on the adjacent zone. Projects in nonresidential zones adjacent to a nonresidential zone have no interior setback, with some caveats. Projects in nonresidential zones adjacent to a residential zone have a six-foot variable interior setback, with some exceptions.



Open Yard

Similar to setbacks, open yard requirements are an area of land dedicated for open space and recreational opportunities for residents.

The AUD Program does not alter open yard requirements for projects in residential zones. In nonresidential zones, open yard area is reduced and the location is more flexible; specifically, it does not have to be located on the ground level.



“ *Focus Group Sentiment:*
More flexibility is needed in open yard requirements. ”

How has the AUD Program been amended over time?

On July 30, 2013, City Council adopted the AUD Program Ordinance. Since the AUD Program was an implementation action in the 2011 General Plan, annual reporting requirements provided the opportunity to gauge progress and adjust the Program as necessary through adaptive management. The AUD Program has been monitored and reviewed closely since 2013, including a Housing Task Force that met multiple times, and three economic feasibility studies.

Since adoption, there have been eight changes (seven ordinance amendments and one resolution) to provide course corrections, improve implementation, and modify the AUD Program.

- 1. October 2014. Planning Commission Concept Review.** This amendment changed the review process for projects using High or Priority Housing Overlay densities on lots of 15,000 square feet or more by requiring a Concept Review by the Planning Commission with a required review by the Pre-Application Review Team (PRT).
- 2. February 2017. Additional Public Notice and Story Poles.** This resolution required a unique on-site notification sign and story poles—visual aids to assist in understanding a project’s size, bulk, and scale—for specific AUD projects or at the discretion of the Architectural Board of Review or Historic Landmarks Commission.
- 3. October 2017. New Zoning Ordinance.** A New Zoning Ordinance—Title 30—was adopted July 25, 2017 and effective in the inland zones by October 2017, which moved the AUD Program from Title 28 to Title 30. Significant amendments were not made to the AUD Program itself; however, some earlier incentives (removal of story limitations and minimum building separation requirements) were applied citywide and eliminated from the Program.

“ *Focus Group Sentiment:*
PRT and PC concept review are generally seen as favorable to a project’s review process to get early feedback. ”



4. **January 2019. Prohibited Conversion to Hotels and Increased Parking for Three-Bedroom Units.** This amendment prohibited the conversion of units permitted under the AUD Program into hotel rooms and revised parking requirements for units with three or more bedrooms.

5. **July 2019. Added Inclusionary Housing.** This amendment required AUD projects over 10 units to provide 10% of the units for moderate-income households, with an in-lieu fee for projects under 10 units.

“ *Focus Group Sentiment:* *Two parking spaces have disincentivized creation of 3-bed units.* **”**

6. **August 2020. Changes to the Central Business District.** This amendment included the following changes for development in the CBD: increased density (changed from medium-high to high density) and added the Priority Housing Overlay, eliminated required parking, and allowed parking spaces to be rented separately from the residential units (“unbundled”). This amendment also removed the High Density tier and Priority Housing Overlay from the Brinkerhoff Historic District, Castillo Street Potential Historic District and the Lower De la Vina Potential Historic District.

7. **July 2021. Excluded Mobile Home Parks.** This amendment excluded mobile home parks from the AUD Program and clarified moderate-income rental unit requirements. Inclusionary unit requirements for projects outside Downtown/CBD were further defined for housing affordable to moderate-income households.

8. **July 2021. Program Extension.** This amendment extended the AUD Program until February 28, 2022.

9. **January 2022. Program Extension.** This amendment extended the AUD Program until February 15, 2024, the current expiration date.

The Planning Division also explored creating a Floor Area Ratio (FAR) strategy in place of the AUD Program; ultimately, City Council rejected this approach in February 2022 and the existing AUD Program remains in place.

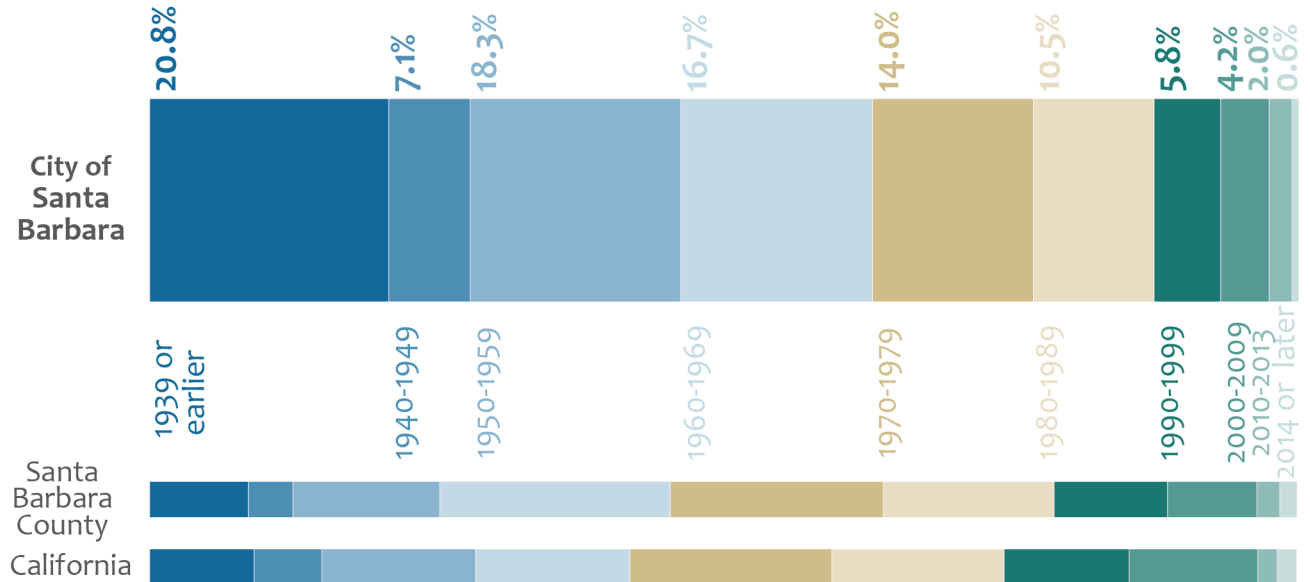
What development trends led up to the AUD Program?

Concern about housing production in Santa Barbara is not new—the issue has been discussed for decades. Since about 1970, California has been experiencing an extended and increasing housing shortage. According to the State Department of Housing and Community Development (HCD), low production has not always been the case. Between 1955 and 1990, California built more than 200,000 homes annually, and a significant percentage were multi-unit housing. The production of homes increased somewhat during the housing boom of the mid-2000s and then dropped from 2007 to 2009, coinciding with the economic downturn referred to as the “Great Recession.”

Historic Density Restrictions

In the 1970s, like much of California, Santa Barbara added restrictive land use policies that contributed to the current housing shortage.

Housing Units Year Built



Source: American Community Survey, 2019 5-year estimate

In 1975, in response to community concerns about the social, environmental, and economic impacts of population growth, residential down-zoning was adopted. Down-zoning decreased residential densities across all multi-unit residential zones. Lots that formerly permitted duplexes were down-zoned to single units, and lots that could house four apartments were limited to two units. Multi-unit densities dropped by almost 30% from 43 du/ac to 12 du/ac (i.e., from 1,000 sq. ft. to 3,500 sq. ft. of lot area per unit). This same idea, limiting growth by reducing employment opportunities and thus decreasing the population, was applied to nonresidential uses by a ballot measure (Measure E) in 1989 to revise the City Charter. The Nonresidential Growth Management Program was adopted in 2013 to extend the voter-approved limitations.

Variable Density

As intended by the 1975 down-zone, the rate of housing production slowed such that by the 1990s to 2000s, the city’s housing development primarily included only the construction of large condominium units. This trend was influenced mainly by the variable density standards, which were adopted in 1978 and allowed residential densities of 15-27 du/ac based on the number of bedrooms in each unit. Development standards were changed throughout the 1970s and 1980s, (increased parking minimums, open yards, and setbacks), which added to the high market cost of land, thereby increasing the price of a unit. Affordable “least-cost housing” (the least expensive, unsubsidized housing the private market can provide) was difficult to achieve under the new standards.



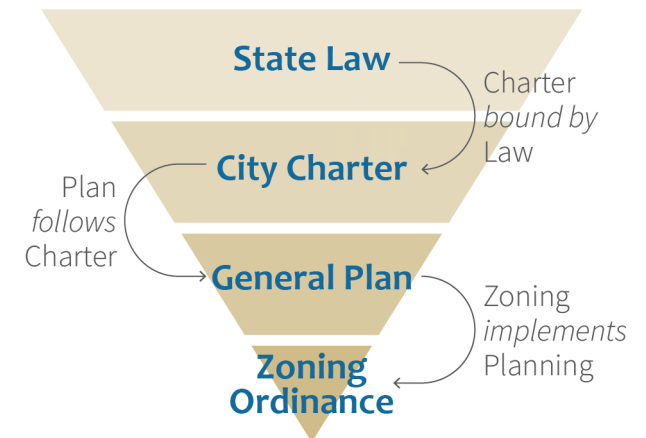
18 West Victoria Street (Variable Density)

How has State Legislation affected Santa Barbara housing and the AUD Program?

Since 2017, state legislature has adopted over 100 new laws to increase housing production statewide. Most of these laws incentivize local governments to approve more housing and expedite approval processes. The following bills have had the most impact on multi-unit housing development in the city or have directly influenced the AUD Program or AUD projects.

- **Assembly Bill 1505** (2017) allows inclusionary zoning requirements on rental housing. Due to this change in state law, the AUD Program was amended in July 2019 to require inclusionary moderate-income rental units.

- **Senate Bill 35** (2017) allows qualified multi-unit infill projects to use a simplified and expedited housing approval process in jurisdictions that are not on track to meet their housing goals. As of this report, projects have yet to use SB 35 in Santa Barbara.
- **Senate Bill 330** (2019), also known as the Housing Crisis Act of 2019. It creates a “preliminary application” that vests rights upon submission, places a time limit on an agency’s ability to comment on a project, and imposes a 5-hearing rule.





214 East De La Guerra Street

- **Senate Bill 8** (2021) extends the Housing Crisis Act of 2019 to 2030. It clarifies limits on hearings and that density bonuses are not a basis for finding inconsistency with local plans. It also limits downzoning and provides some “right of return” for renters.
- **Assembly Bill 2097** (2022) prohibits parking requirements on new development within a half-mile of major public transit stops, with some exceptions. Downtown Santa Barbara is almost entirely within the area affected by this bill, though it doesn’t fully align with the Central Business District.

- **Assembly Bill 2234** (2022) borrows familiar aspects of the Permit Streamlining Act process and applies those standards to defined “post-entitlement housing development permits” such as building permits.

Permit Streamlining Act was initially adopted in 1977. Although not a recent law, it is a significant tool that mandates deadlines to ensure decision-making bodies act promptly. It sets specific time frames for permitting actions, such as notifying an applicant within 30 days of receiving an application if it is complete and

requiring decision-makers to take final action on the project within 60 days (for most projects) after the application is complete. It creates a default or “deemed” approval when the permitting body fails to act.

State Density Bonus Law (SDBL) predates recent housing legislation by almost 40 years but has been used more frequently in the past few years. SDBL allows developers increased density if they construct affordable housing units as part of the project. A paper published earlier this year notes that while the law has been available since 1979, developers have historically been reluctant to utilize the benefits of the SDBL up until the last several years. Recent legislation has made it easier and more favorable for developers to get increased density and request incentives or concessions for development standards using SDBL. Multiple AUD projects use SDBL to increase the number of units they can build.





522 Garden Street

About the Projects

Chapter 3

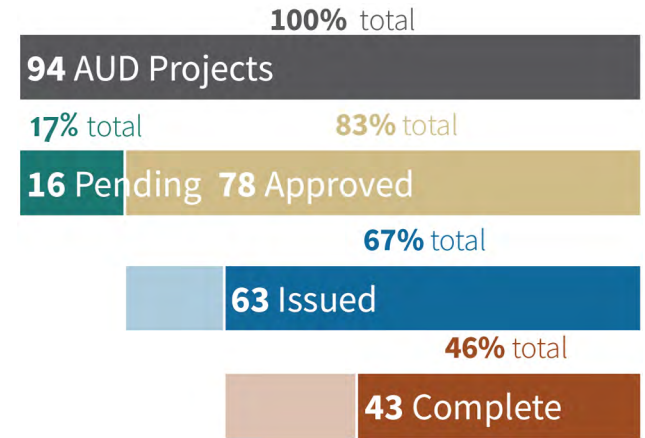
- How many AUD projects are there?
- What is the density of AUD projects?
- How many units are in AUD projects?
- What are the lot sizes?
- How did AUD projects use the development incentives?
- Where are AUD projects located?
- Are there other notable features of AUD projects?
- How connected are AUD projects to transit and services?

How many AUD projects are there?

As of May 2023, there were **94** AUD project applications submitted for planning entitlement approval. These AUD projects are divided into four categories based on their application status: Pending, Approved, Issued, and Completed. Of 94 applications, **16** projects are currently being reviewed and have a status of pending (17%) and **78** have been approved by the decision-maker for the project and are considered entitled (83%). Of the 78 approved projects, **63** have an issued building permit (67%) and are under construction, and almost half of all applications

or **43** AUD projects have completed construction (46%).

An additional **45** AUD projects were submitted for planning approval but were withdrawn by the applicant, or the approval has expired. There are 55 potential AUD projects with a Preliminary (PRE) Application, of which 27 have submitted a Planning (PLN) Application. All preliminary applications and expired/withdrawn projects are excluded from this report.



What is the density of AUD projects?

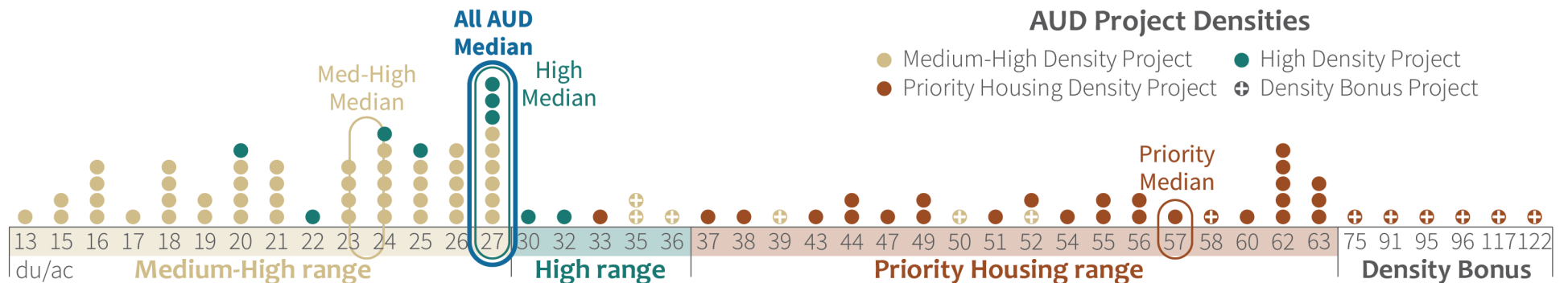
The AUD Program allowed for incremental increases in residential density—the number of dwelling units per acre—based on an average unit size. However, density alone does not dictate the size, form, or use of a building. Other components factor into the appearance and compatibility of developments, including heights, setbacks, unit size, and parking.

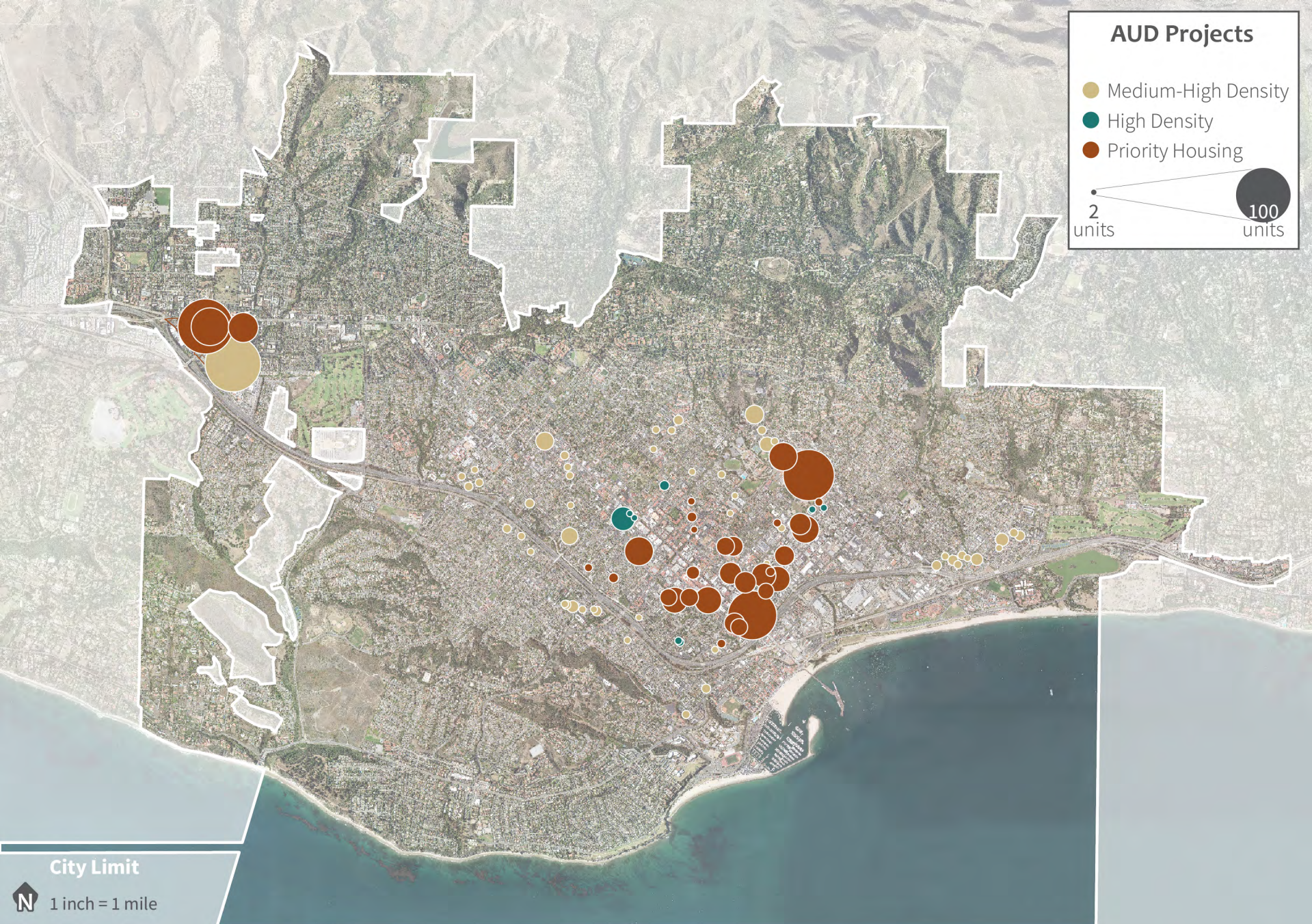
AUD Density

Across all 94 AUD projects, the median density through all density tiers is **27 du/ac**.

The most used AUD density tier is the **Medium-High Density** tier, comprising over half of the 94 total AUD projects (55%). These projects have a median density of 23-24 du/ac, making them the least dense projects that generated the second

greatest number of AUD units. The **High-Density** tier is the least used AUD density tier; just 10% of projects, with a median density of 27 du/ac—below the allowable range of 28-36 du/ac. The **Priority Housing Overlay** accounts for 35% of all AUD projects, and generated the most AUD units. Priority Housing AUD projects have a median density of 57 du/ac.





“ *Focus Group Sentiment: Few projects can attain max AUD densities due to many considerations, including site planning, and design review concerns on height.* ”

The data shows that few projects achieve the maximum density allowed by the density tier. The reasons vary by project, but may include issues such as developing around existing site features (buildings, creeks, trees, easements), zoning requirements such as height, parking and open space, or irregular lot sizes. Developers may also be choosing less density for larger units, or to provide amenities instead of units within the zoning envelope. Fewer units may be proposed due to neighborhood opposition or there may be financing constraints.

Projects Exceeding AUD Densities

AUD projects have been using density bonus programs to propose more units than a site could accommodate using AUD densities alone. Twelve AUD projects utilize a density bonus, either the state or city program, to exceed maximum AUD densities.

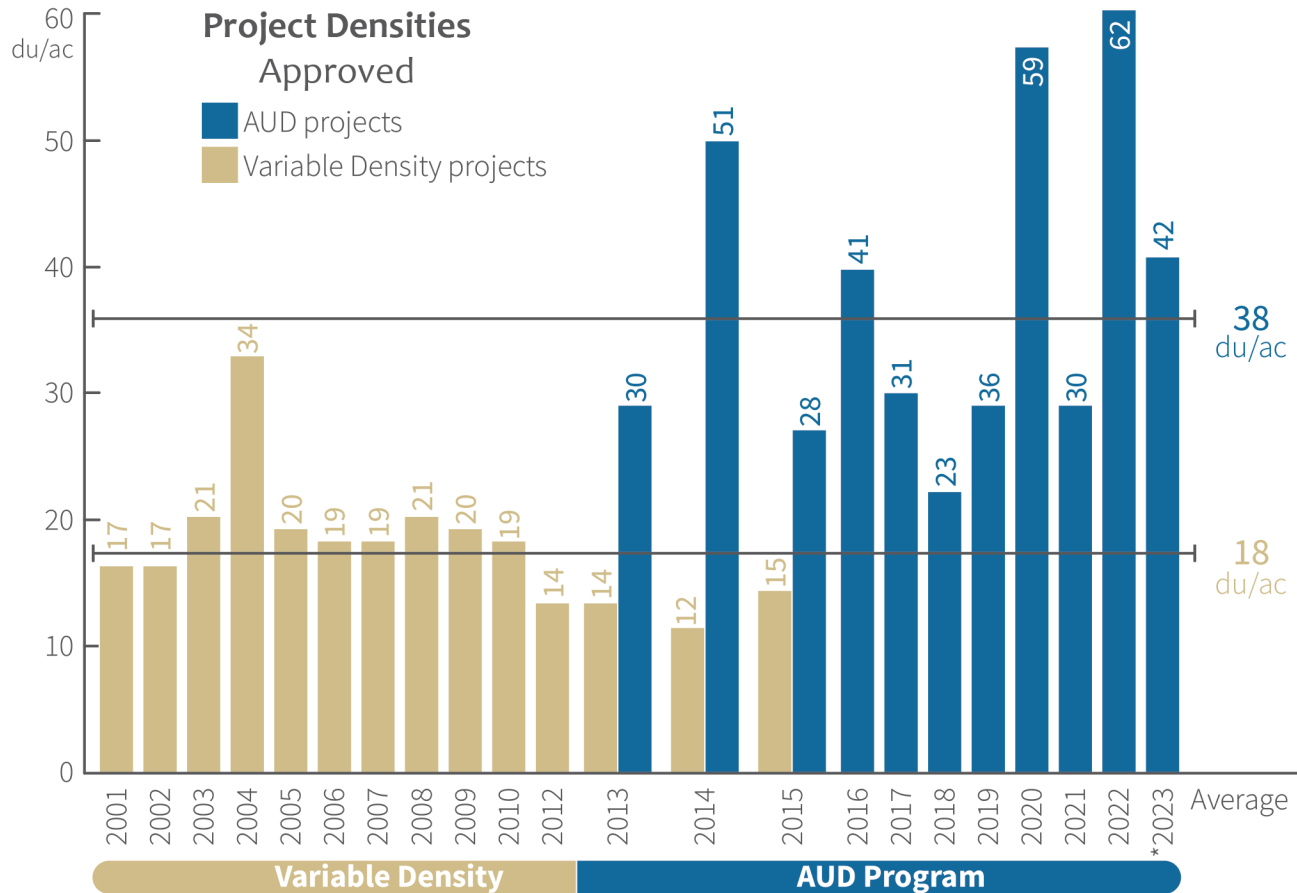
Variable Density Projects

Before the AUD Program, the maximum density allowed by the Zoning Ordinance was 27 du/ac using the variable density standards. The average density approved was approximately 18 du/ac.

Table 3.1. AUD Projects by Density Tier

	Total Projects	Percent of Total	Density tier du/ac		Proposed Density du/ac			Projects Proposed at Max Density	Sites able to Achieve Max Density
			Min	Max	Min	Max	Median		
Medium-High Density	52	55%	15	27	13	52*	23.5	6	18
High-Density	9	10%	28	36	20	32	27	0	1
Priority Housing Overlay	33	35%	37	63	33	122*	57	3	11
All AUD	97	100%	15	63	13	122*	27	9	30

* State Density Bonus Law or City Density Bonus accounts for densities above maximums in the AUD Program



Rounding as a Density Constraint

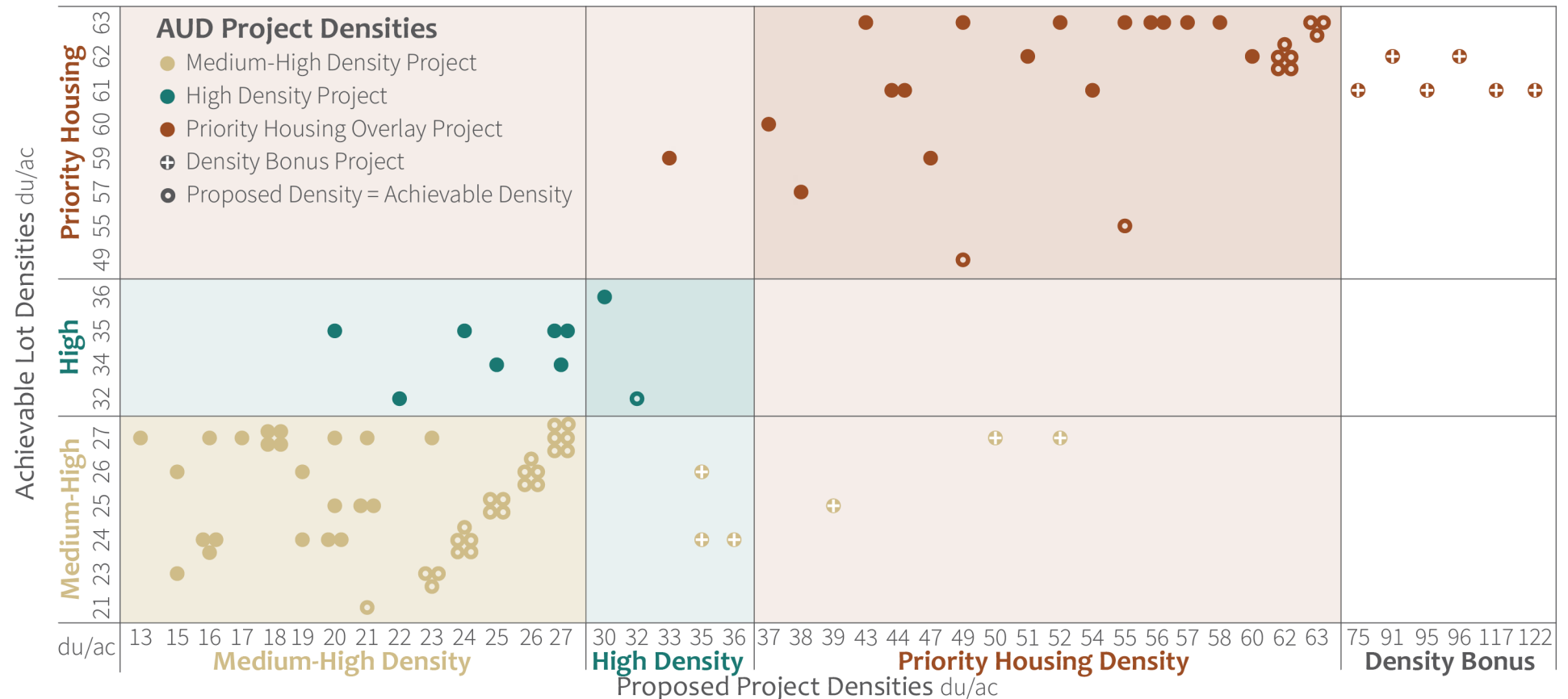
Notably, the zoning regulations for rounding fractions also affects density calculations. This report found that rounding down means few lots (only 32% of lots in the Program) can achieve the maximum densities allowed in each AUD Density tier. For example, on a typical 7,500 square foot lot in the Medium-High Density tier,

Table 3.3. AUD Units Round Down
Lot Area: 7,500 sq ft (7,500 sq. ft. = 0.17 acres)
(Medium High: 27 du/ac) x (0.17 ac) = 4.59
Rounds down to 4 Units (max)
4 units ÷ 0.17 acre lot = 24 du/ac max Possible Density

the maximum number of units allowed is four, which equates to 24 du/ac—not 27 du/ac. This is due to the **round down** requirement (4.59 rounds down to 4 units), but if fractions were to **round up**, the maximum number of units would be five, equating to 30 du/ac. Overall this could have equated to almost 100 additional units if each AUD project was allowed to round up.

Table 3.2. AUD Units Round Up
Lot Area: 7,500 sq ft (7,500 sq. ft. = 0.17 acres)
(27 du/ac) x (0.17 ac) = 4.59
Rounds up to 5 Units (max)
5 units ÷ 0.17 acre lot = 30 du/ac max Possible Density

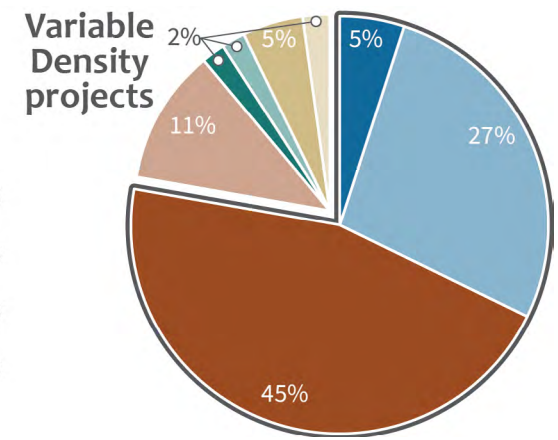
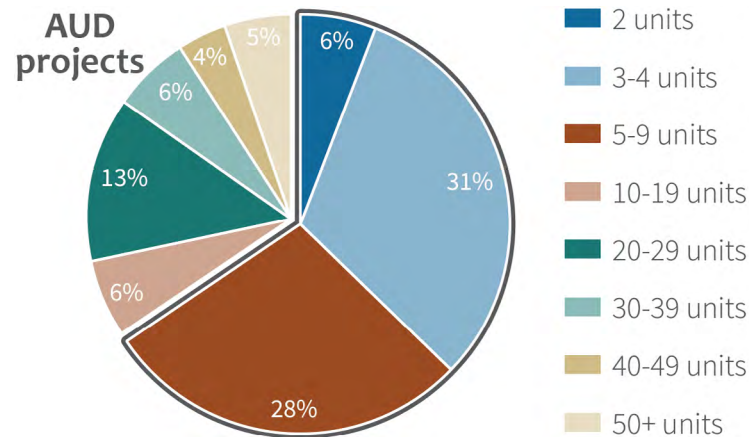
The chart below shows the correlation between the achievable density and the proposed density for all AUD projects. Project dots located higher on the vertical axis are closer to the maximum achievable densities. Project dots higher on the horizontal axis are closer to the maximum AUD densities. The rounding down rule constrains a project dot location on the vertical axis; site planning and choices by the developer move a project dot along the horizontal axis. To fully maximize the potential of AUD densities, a project dot in the top right corner of their density tier in the graph is ideal.



How many units are in AUD projects?

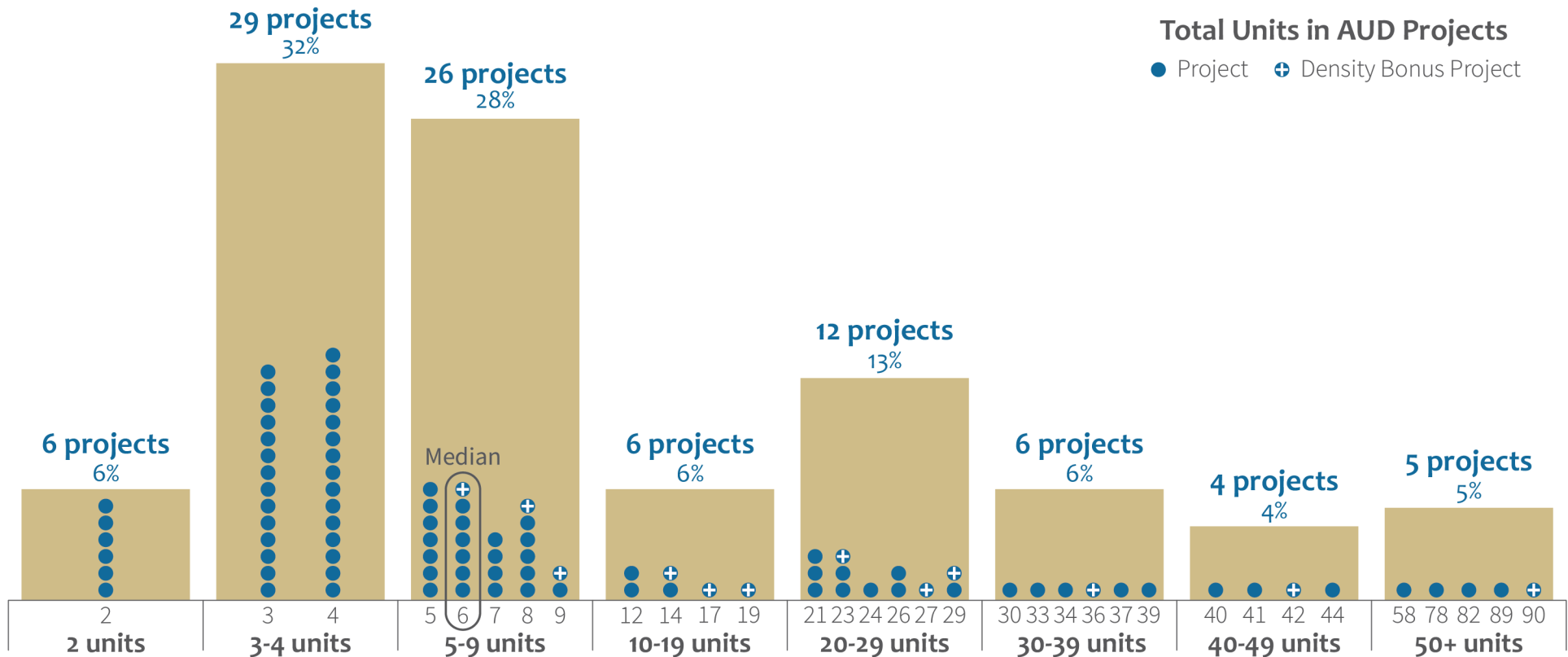
AUD projects are primarily smaller projects when measured by the number of units. Over two-thirds of AUD projects (65%) have fewer than 10 units and the median quantity in a single development is six units. However, projects range from two units (6 projects) to 90 units (1 project). Interestingly, the smallest and largest projects by unit quantity were submitted within the AUD Program's first year.

Prior to the AUD Program, variable density projects had the same median quantity of units in a single development—six units.



Total Units in AUD Projects

● Project + Density Bonus Project



What are the lot sizes?

A project's lot size is important because it determines the density—or the number of units allowed in a project. The median lot size for an AUD project is approximately **11,180 sq. ft.** (¼ acre). The smallest lot size an AUD project uses is 2,684 sq. ft. with three units, for a density of 49 du/ac, while the largest is 76,666 sq. ft. (1¾ acres) with 90 units, for a density of 52 du/ac. The median lot size by each density tier is as follows:

- 10,131 sq. ft. in Medium-High Density
- 6,375 sq. ft. in High-Density
- 16,344 sq. ft. in Priority Housing Overlay

Lot Size (sq.ft.)	Projects	% Total
< 5,000	8	8%
5,000 - 5,999	13	14%
6,000 - 7,499	9	10%
7,500 - 10, 889 (1/4 acre)	15	16%
10,890 - 21,779 (1/4 - 1/2 acre)	30	32%
21,780 - 43,559 (1/2 - 1 acre)	13	14%
43,560 - 87,120 (1 -2 acre)	6	6%
Total	94	100%



835 East Canon Perdido Street

How did AUD projects use the development incentives?



Survey Says:

“Development incentives allow more flexibility in terms of site planning and building design.”

As discussed in Chapter 2: *About the Program*, the AUD Program incentivizes smaller housing units in specific locations by allowing additional density, height, and reduced zoning standards.

Height Incentive

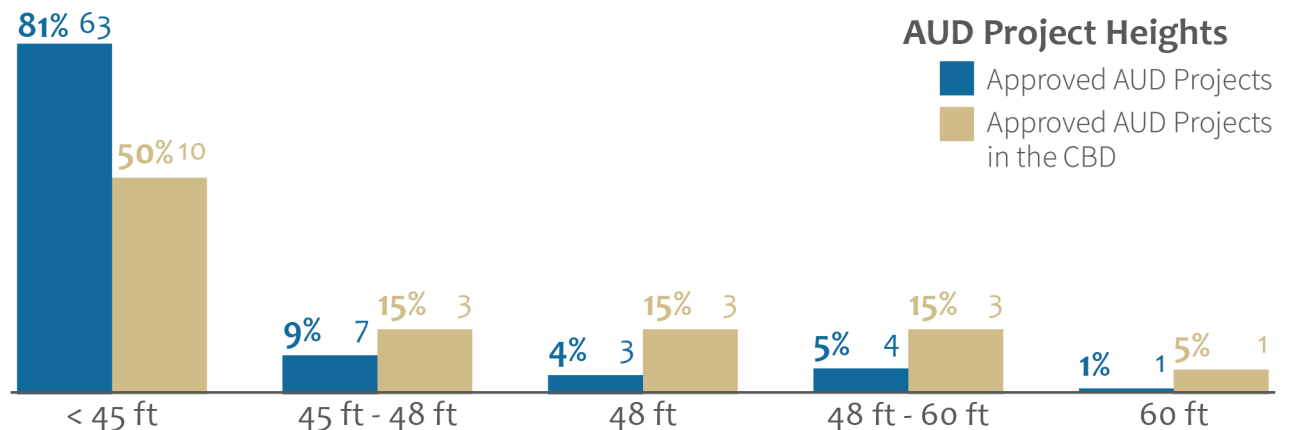
Most approved AUD projects (81% and 80%) are less than the maximum allowed height limit (45-feet and 48-feet in Downtown/CBD, respectively). The remaining 19% of AUD projects and 20% in the Downtown/CBD were granted an exception to exceed the height maximum. The median

approved project height is **30.5 feet**, with a higher median in Downtown/CBD of **44.5 feet**.

Most pre-AUD variable density projects were also less than 45 feet—the median height of variable density projects studied was just under **39 feet**.

Parking

An essential development incentive of the AUD Program is that it allows lower parking ratios for multi-unit residential or mixed-use projects than those approved under other city regulations.



On average, AUD Projects provide less than one parking space per unit (0.87 spaces per unit). Projects in the Downtown/CBD have a significantly lower ratio—0.69 space per unit—than those outside the Downtown/CBD—0.99



Survey Says:

"The best incentive, by far, was the reduced parking requirement."

spaces per unit. Over the 10 years of the AUD Program, the space-to-unit ratio has dropped by one-third from 1.28 spaces per unit in all projects in the first year of the Program (before implementation of the City’s reduced parking requirement in the Downtown/CBD and before AB-2097) to 0.87 spaces per unit. Additionally, projects using State Density Bonus Law often use incentives to waive parking requirements.

Pre-AUD, variable density projects provided more parking spaces per unit, with a ratio of spaces to units over twice that of AUD projects.



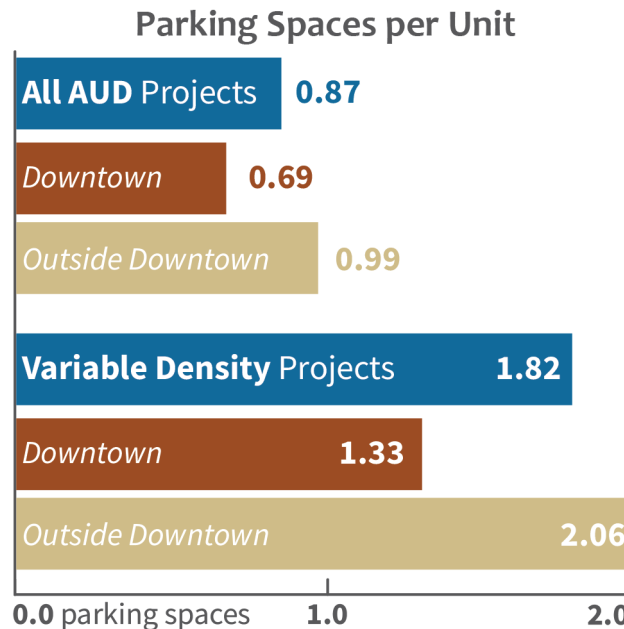
Focus Group Sentiment:

AUD project designers noted “form follows parking.”



PLN Submitted	All AUD	Inside Downtown	Outside Downtown
2013	1.28	1.00	1.35
2014	0.59	--	0.59
2015	0.78	0.87	0.74
2016	1.13	1.16	1.11
2017	1.07	1.08	1.04
2018	0.97	0.90	1.00
2019	1.07	1.05	1.09
2020*	0.55	0.43	1.06
2021	0.73	0.00	1.21
2022**	0.68	0.56	0.82
2023	0.92	0.00	1.22
Total	0.87	0.69	0.99

* Parking requirements reduced in Downtown/CBD
** AB 2097 removed parking requirements



Survey Says:

"The reduced setback, increased height, and density are critical to making the housing economics work."

Setbacks

As discussed in Chapter 2: About the Program, there are reduced setback requirements for AUD projects in nonresidential zones (O-R, C-R, C-G, and M-C zones). Since data on setbacks was not tracked for this report; no analysis is included. However, feedback from AUD project applicants indicate reduced setbacks are a desirable component of the Program and there were no outstanding issues discussed.

Open Yard

Open yard requirements for AUD projects in nonresidential zones are reduced, and the location is more flexible than under other city regulations. Open yard data was not tracked for this report. Feedback from some AUD applicants highlighted difficulty in meeting open yard requirements without requesting a zoning modification. Increased flexibility of required open yard areas was a common topic in focus group conversations. Projects using State Density Bonus Law often use incentives/concessions to waive open yard requirements.



Focus Group Sentiment:
Open yard can be challenging to fit on the site to meet rigid requirements.



Where are AUD projects located?

Base Zones

AUD projects are evenly split in their location in residential zones (50%) or nonresidential zones (50%), with the **Residential Multi-Unit (R-M)** zone having the single greatest share of AUD projects (37%).

Commercial zones are primarily developed using the Priority Housing Overlay, and residential zones use the Medium-High density tier.

Unlike AUD projects, a more significant percentage of variable density projects approved before the AUD Program were located in the **Commercial General (C-G)** zone (29%). Additional zones not within the AUD Program, including R-2 and the Los Portales Specific Plan area, are home to three pre-AUD projects.

Zone	AUD		Variable Density	
	Project	%	Projects	%
Nonresidential	47	50%	24	44%
C-G	26	28%	16	29%
C-R	3	3%	4	7%
M-C	16	17%	3	6%
O-R	2	2%	1	2%
Residential	47	50%	25	45%
R-M	35	37%	15	27%
R-MH	12	13%	10	18%
Remainder	--	--	6	11%
Total	94	100%	55	100%

Downtown/Central Business District

There are 23 AUD projects, almost a quarter (24%) of all projects, located in the Downtown/Central Business District (CBD).



Survey Says

“Consider a different approach for the CBD to allow a broader range of unit types and sizes.”

Consistent with the AUD Program objective of locating units close to transit, commercial services, and recreational opportunities, additional incentives were granted for AUD projects in the Downtown/CBD, such as extra height and reduced parking and setbacks. The current AUD density tier covering the majority of Downtown/CBD is High Density or Priority Housing Overlay.



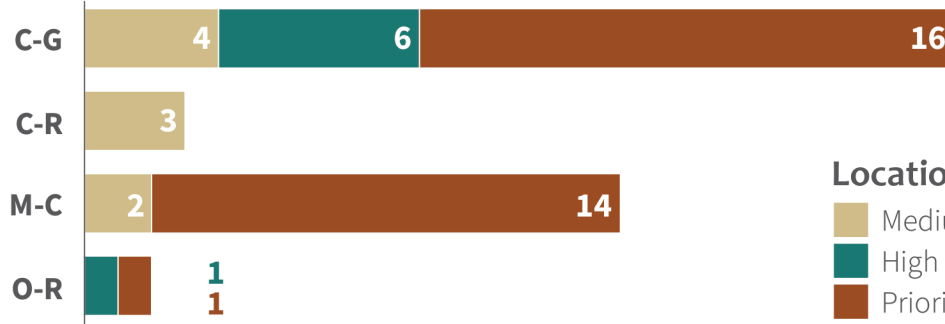
Focus Group Sentiment

The AUD Program promoted infill development.



At the inception of the AUD Program, and until September 2020, Downtown/CBD was in the Medium-High and High-Density tiers with the Priority Housing Overlay surrounding State Street (known as the “donut-hole”). The change to all High-Density and Priority Housing Overlay was in response to making housing development more economically feasible. Since this change, there has been a slight increase in the number

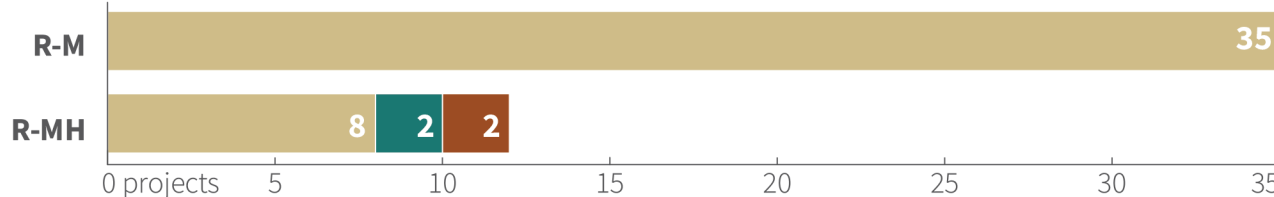
Nonresidential Base Zones



Location of AUD Projects



Residential Base Zones





800 Santa Barbara Street

of projects proposed in the Downtown/CBD—2.6 projects annually, up from 2.2.

Of the 55 variable density projects approved in the years before the AUD Program, 13 are within the Downtown/CBD (24%)—the same percent of AUD built in the same area.

“ *Focus Group Sentiment*
Applicants suggested more housing should be created Downtown/CBD. **”**

Table 3.7. AUD Projects Downtown/CBD
 September 2020 Amendment

	Before	After	All
Annual Average of PLN Applications	2.2	2.6	2.3
PLN Applications	16	7	23
% Applications	70%	30%	100%
High-Density	3	1	4
Priority Housing Overlay	13*	6	19

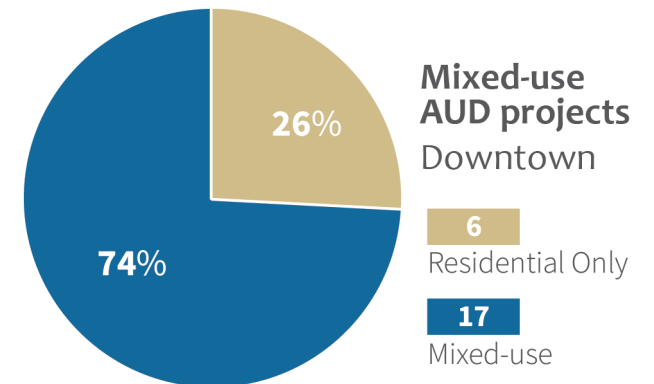
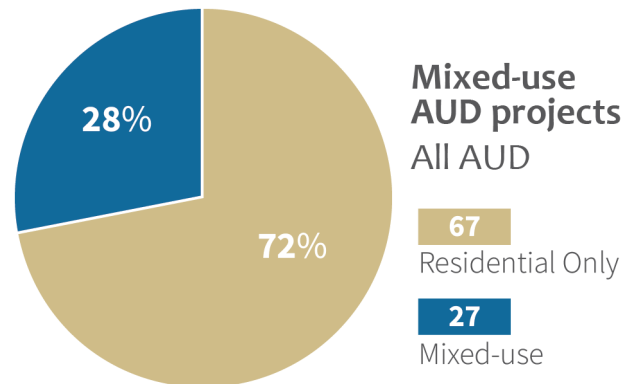
* Some AUD projects may have switched from High-Density to Priority Housing Overlay after their initial submittal

Are there other notable features of AUD projects?

Mixed-use Projects

When residential use is combined with other uses, such as commercial or office, this is called mixed-use. Mixed-use developments create vibrant downtowns, make an area more walkable, and less car dependent. The General Plan supports mixed-use, and the Zoning Ordinance has incentives—such as reduced parking and setbacks—for projects that provide residential and nonresidential uses in a project.

Overall, 26 AUD projects are mixed-use (28%). The nonresidential space in a mixed-use AUD project averages 17% of the gross building area. The highest concentration of mixed-use AUD projects is in Downtown/CBD; the entire area is zoned nonresidential. The majority are mixed-use (74%), with a slightly higher average of 19% of gross floor area as nonresidential. Outside Downtown/CBD, nonresidential space averages 14% of a project’s gross area.



Restriction on Hotel Conversions

Residential units approved, issued, or constructed under the AUD Program cannot be converted to a hotel or other similar use. There is no equivalent protection for non-AUD housing units from being converted to hotel use in a zone that allows hotels.

“ *Focus Group Sentiment*
To incentivize housing production, make residential developments more economically feasible than a hotel development to compete. **”**

How connected are AUD projects to transit and services?

A key objective of the AUD Program is to locate units close to transit, commercial services, and recreational opportunities. Locations that support multiple modes of transportation—walking, biking, and public transportation—are indicators of a well-connected project.

Pedestrian Connections

Walkable places are highly livable when various uses—such as housing, jobs, grocery stores, recreation, and entertainment—are within walking distance of each other, typically measured as one-half mile. The General Plan’s Principles of Development promote walkability by focusing growth, encouraging a mix of land uses, strengthening mobility options, and promoting healthy living.

A well-connected pedestrian network of sidewalks and trails is integral to promoting more walking as a transportation mode. AUD Density tiers were strategically located in areas of the city where walking is a viable mode of transportation to services and recreation opportunities.

The City’s Pedestrian Master Plan (PMP) has goals to make the city even more attractive for walking and address constraints for pedestrians. Downtown/CBD, where the majority of the AUD Program is located, has a high-quality pedestrian environment with few gaps in the sidewalk network. Filling the gaps in the network and making broader and more attractive pedestrian sidewalks is a stated policy of the PMP that will make AUD projects better connected for pedestrians.

Table 3.8. Walk Score of AUD projects

Walk Score	Projects
Walker's Paradise (90-100)	37
Very Walkable (70-89)	44
Somewhat Walkable (50-69)	13
Car Dependent (0-49)	0

Source: Walkscore.com

Walk Score is an online program that provides a simple way to evaluate walkability at a specific location. The rating (0-100) evaluates walking distance to nearby amenities (i.e., grocery, food and drink establishments, shops, parks, schools, and culture and entertainment venues) and factors in population density, block length, and intersection density. The median walk score of all AUD projects is **Very Walkable** (85-86).

610/612 Castillo Street



Table 3.9. Bike Score of AUD projects

Bike Score	Projects
Biker's Paradise (90-100)	55
Very Bikeable (70-89)	31
Bikeable (50-69)	7
Somewhat Bikeable (0-49)	1

Source: Walkscore.com

813 East Carrillo Street



Bike Connections

Bikeable places have a well-connected network of bike lanes, tend to have fewer hills or slopes and correlate to walkable areas with various uses within biking distance.

The City’s Bicycle Master Plan has goals to enhance and preserve the bicycle network to increase bicycle trips. The city has identified gaps and is actively working to extend the bicycle network with 35 projects to improve the bike facilities. In addition, bicycle share has been a long-time community need documented in the General Plan. In February 2020 the city initiated a Bicycle Share Pilot Program with a majority of stations in the AUD Program area.

Bike Score is an online program that provides an easy way to evaluate bike-ability at a specific location. The rating (0-100) is based on bike lanes, hills, destinations, road connectivity, and bike commuting mode share. The median bike score of all AUD projects is **Biker’s Paradise** (93).

Transit Connections

Areas with robust transit connections make for a more viable option for commuting, running errands, and generally getting where needed. Transit services in the city are provided by multiple agencies, including Santa Barbara Metropolitan Transit District, Clean Air Express, Ventura County Transportation Commission, and Amtrak.

Most of the AUD Program is within a half-mile of transit. Given the potential housing growth associated with the AUD Program, it is anticipated that there will be a continued demand for public transit and frequency of routes.

Table 3.10. Transit Score of AUD projects

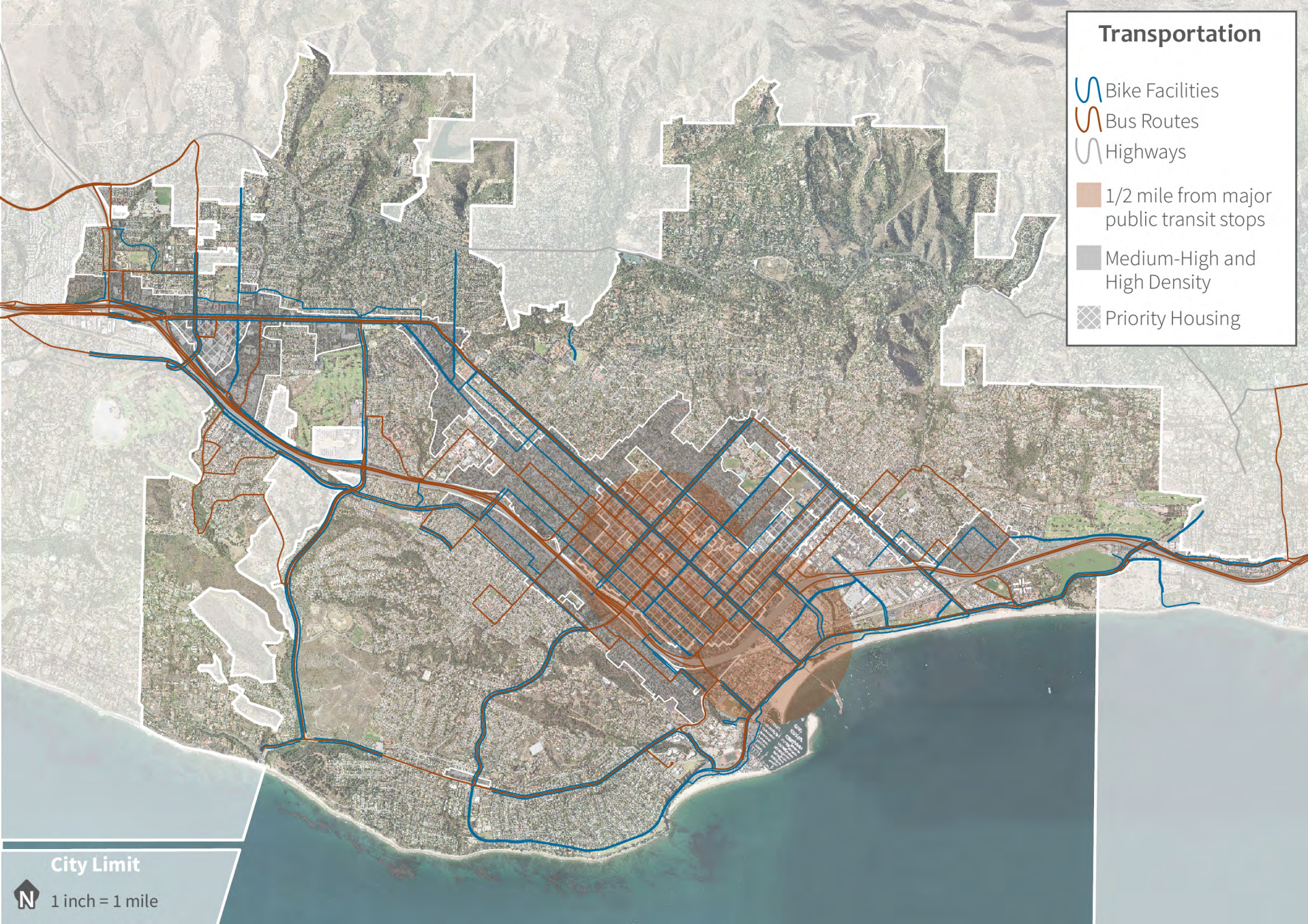
Transit Score	Projects
Rider's Paradise (90-100)	0
Excellent Transit (70-89)	0
Good Transit (50-69)	22
Some Transit (25-49)	48
Minimal Transit (0-24)	0

Source: Walkscore.com

Transit Score is an online program that provides an easy way to evaluate transit connections available at a specific location. The rating (0-100) is based on the relative usefulness of nearby routes, meaning the distance to the nearest stop, route frequency and type. The median transit score of all AUD projects is **Some Transit** (47)

Changes to Consider

- How could density tier boundaries and zones be modified to allow greater density in more areas?
- Should development standards identified as constraints (i.e., parking for three-bedroom units and open yard) be changed to incentivize housing?
- Should rounding of density calculations be revised to allow projects to provide the most possible units within current densities ranges (i.e., rounding up rather than rounding down)?





1115 Garden Street

About the Units

Chapter 4

How many units did the AUD Program create?

How big are AUD units?

What types of Community Benefit Housing did the AUD Program create?

What types of affordable housing did the AUD Program create?

How much do AUD units cost to rent?

What types of attainable housing did the AUD Program create?

How many units did the AUD Program create?

Issued AUD Units

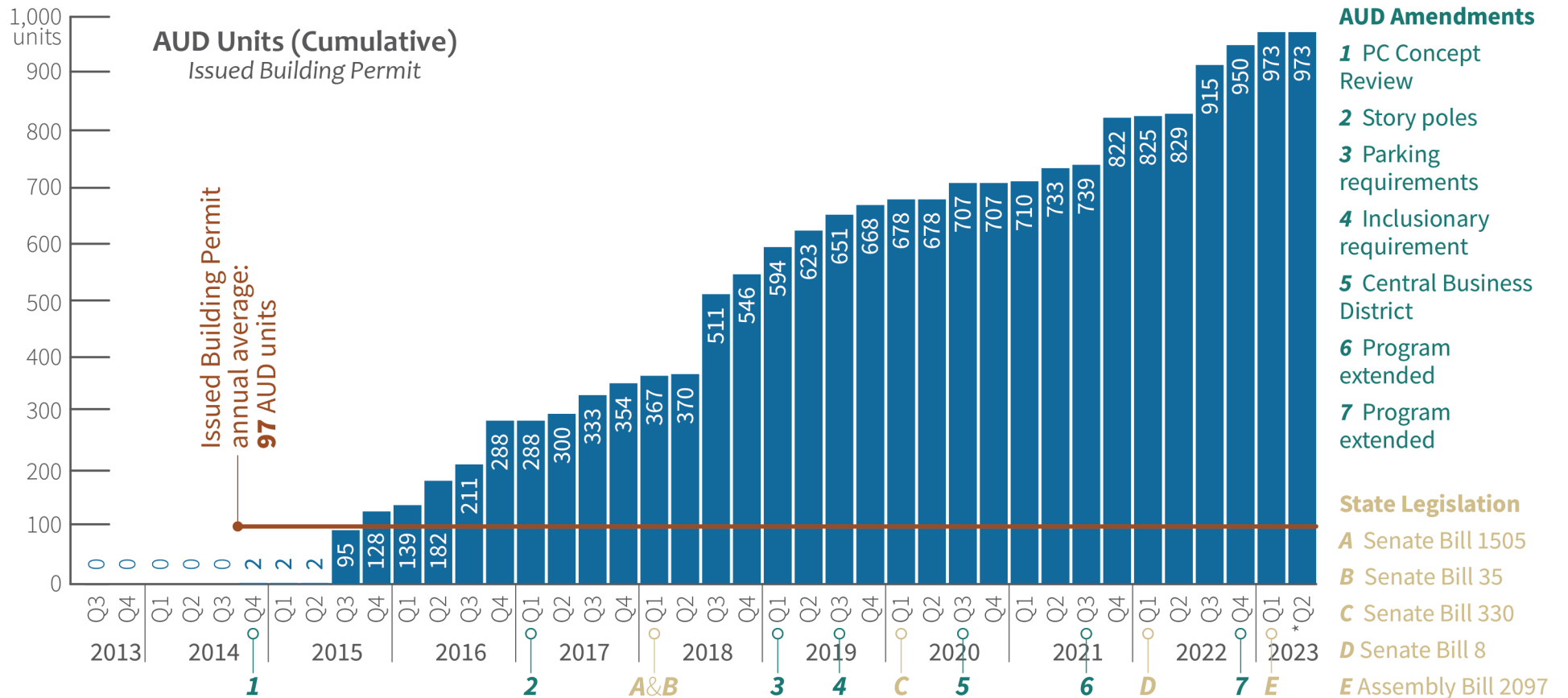
As of May 2023, 973 total AUD units have been issued building permits—equaling an average of almost 97 units each year since the first permit was issued in November 2014.

The graph below shows the total number of units with issued building permits and the corresponding dates when significant amendments or legislation occurred during the



Survey Says:
 “Overall, I think it has been successful. We are getting a lot more housing units.”

Program. Development trends show that interest in the AUD Program has remained steady, with a slight leveling off in overall development activity from 2017 through 2019 before development increased in the first quarter of 2020. The data shows no apparent relationship between amendments to the Program and effect on the number of units proposed or constructed.

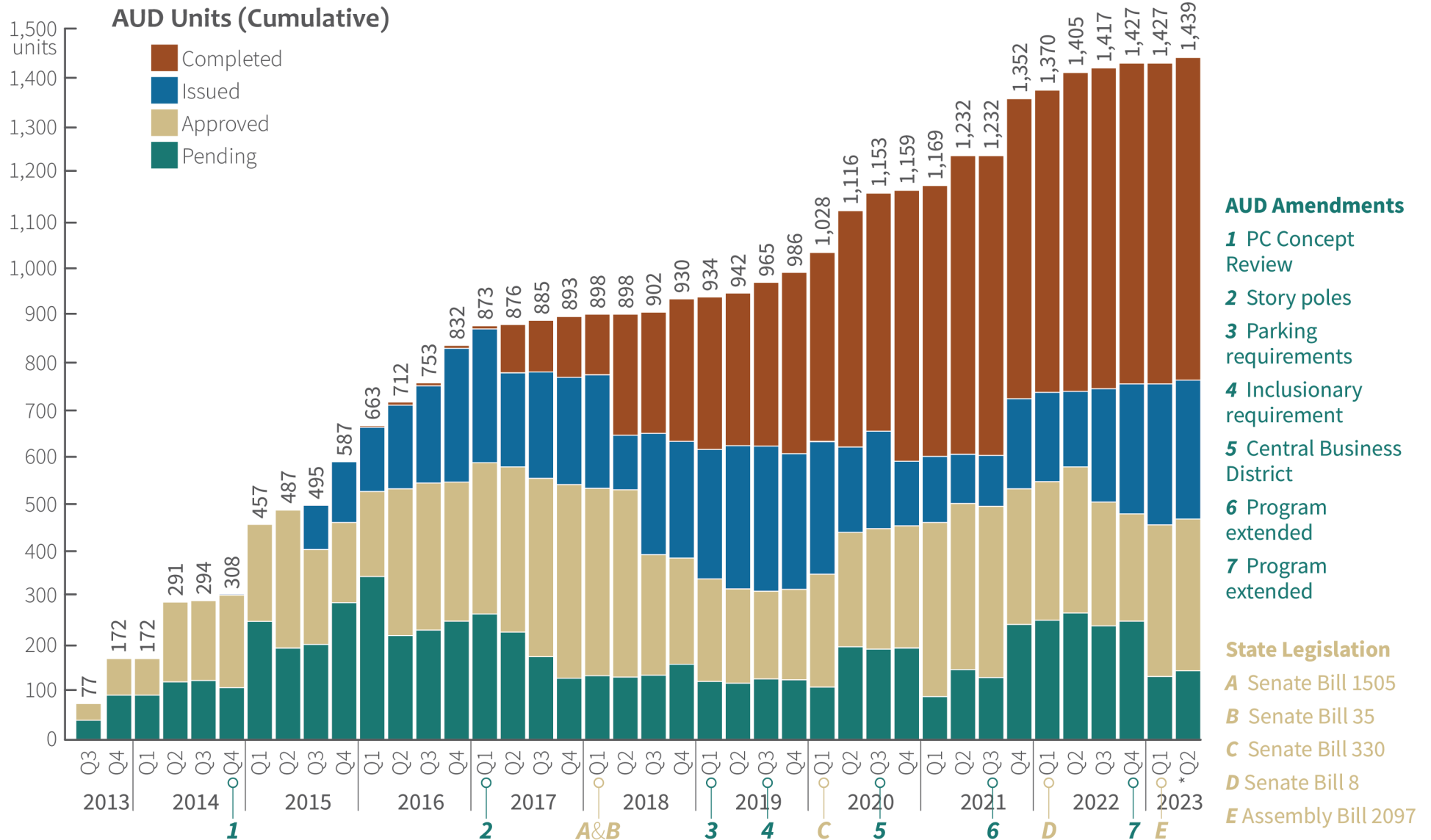


Proposed AUD Units

More AUD units are in the permitting pipeline (pending or approved), but have not yet been issued a permit. Overall, **1,439** units have been proposed in the 10 years the AUD Program

has been available, and over two-thirds of all submitted AUD units have been issued building permits (**973** units). Of all the proposed AUD units, almost half have been completed and may be occupied (**697** units).

*“ Focus Group Sentiment
The AUD Program was considered successful in creating units. ”*



Citywide Housing Production

Multi-unit residential projects created under the AUD Program represent only a portion of the total housing units produced in Santa Barbara. During roughly the same timeframe as the AUD Program (2014 to 2023), **2,224** total residential units received building permits (includes single-family and accessory dwelling units—ADU). This number equals an average of **222** total units issued building permits annually in the past decade. Multi-unit housing under the AUD Program represents **973** units, or roughly 44% of the total housing permits during this time.

Excluding the recent increase in accessory dwelling units (706 new accessory units since 2017 compared to 26 accessory units before 2017), **64%** of all housing production in the last decade is AUD units.

For comparison, in the decade before the AUD Program (2004 to 2013), **1,305** residential unit permits were issued; in two decades before AUD (1994 to 2003), **1,445** total unit permits were issued. Growth patterns over the past three decades show, on average, **165** housing units were issued building permits annually.

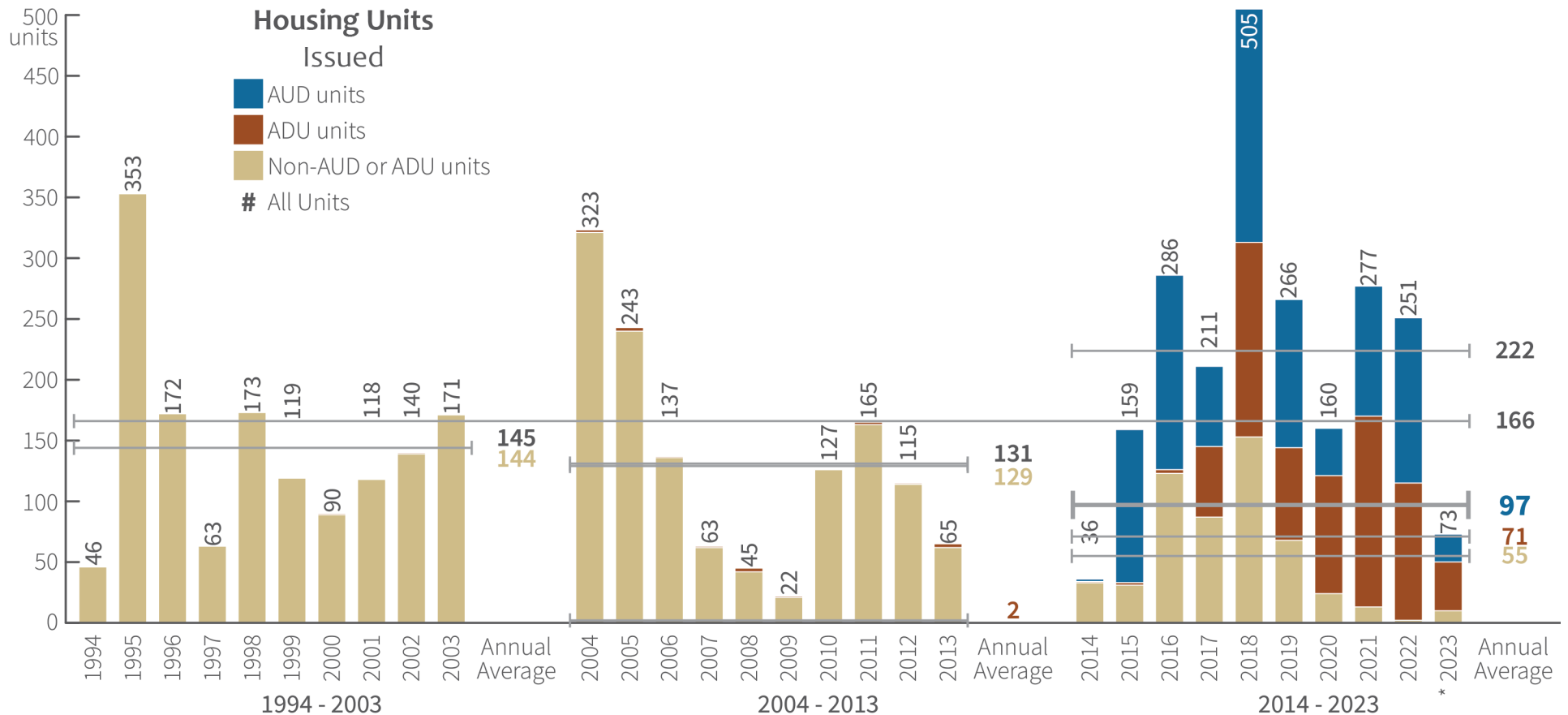
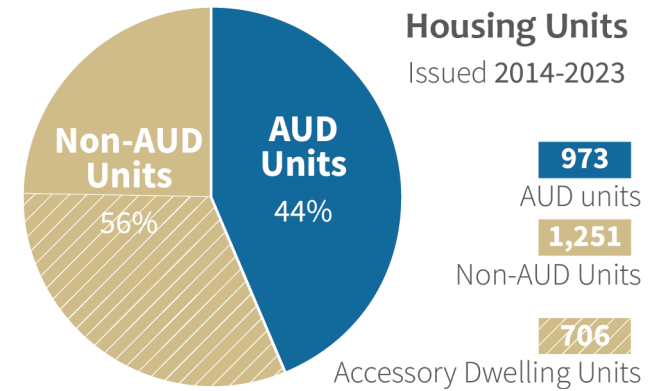


Table 4.2. Housing Production Over 30 Years (Issued)

Year	All	ADU*	AUD	Year	All	ADU*	AUD	Year	All	ADU*	AUD
1994	46	0	0	2004	323	2	0	2014**	36	1	2
1995	353	0	0	2005	243	3	0	2015	159	2	126
1996	172	0	0	2006	137	1	0	2016	286	3	160
1997	63	0	0	2007	63	1	0	2017	211	58	66
1998	173	0	0	2008	45	3	0	2018	505	160	192
1999	119	0	0	2009	22	1	0	2019	266	76	122
2000	90	1	0	2010	127	1	0	2020	160	97	39
2001	118	0	0	2011	165	2	0	2021	277	157	107
2002	140	1	0	2012	115	1	0	2022	251	112	136
2003	171	0	0	2013	65	3	0	2023***	73	40	23
Total	1,445	2	0	Total	1,305	18	0	Total	2,224	706	973

* Accessory Dwelling Unit, ** First AUD Unit issued a Building Permit in 2014, *** Data for 2023 is from January to May

1135 San Pascual Street



Total AUD Units by Density Tiers

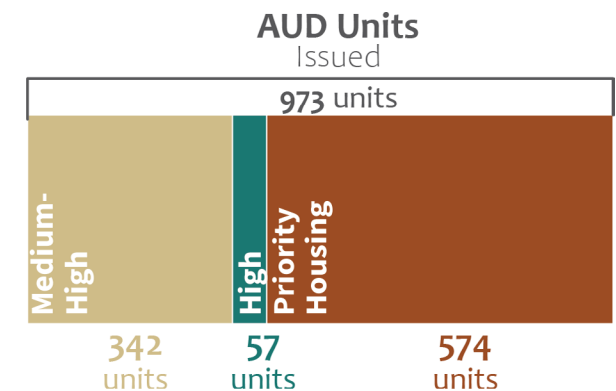
The Priority Housing Overlay—which allows the highest densities—has generated over half of all building permits for AUD units (59%). There are **574 units** with issued building permits in the Priority Housing Overlay.

Development in the Medium-High Density tier—which includes the most land area but allows the lowest densities—makes up approximately **35%** of issued building permits and accounts for **342 units** with an issued building permit.

The High-Density tier produced the fewest units at only **17%** of issued building permits and **57 units**. The reasons for this are not evident; however, the High-Density tier also overlaps with the Priority Housing Overlay. As a result, developers likely chose to use the density tier that allows more units over larger unit sizes.

Table 4.1. Total AUD Units (Issued)

AUD Medium-High Density	342
AUD High-Density	57
AUD Priority Housing Overlay	574
All AUD	973



How big are AUD units?

“The purpose of an [AUD] Program is to encourage smaller, more affordable units through established unit sizes while allowing flexibility for larger units, which help subsidize the cost of the smaller units.”

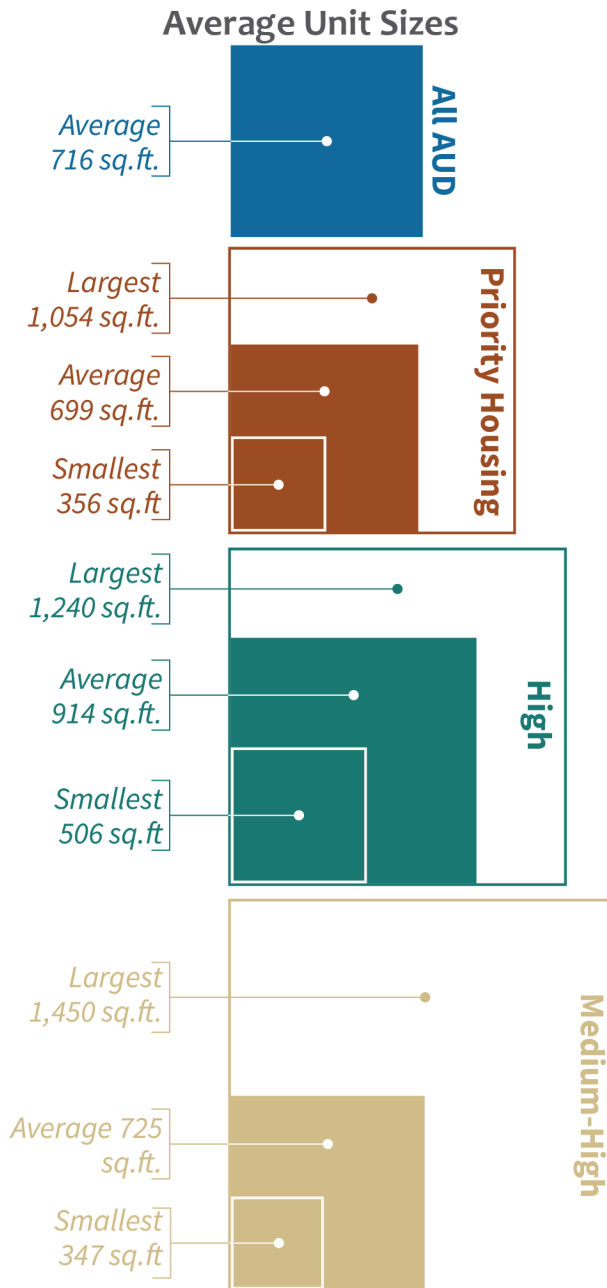
General Plan, 2011 Land Use Element, page 11

Average Unit Sizes

One of the unique features of the AUD Program is that it does not set a maximum unit size; instead, it creates an *average unit size* for the entire project—larger-sized units are allowed as long as smaller units are included to achieve the “average size.” This allows some larger units in projects to help subsidize the cost of the smaller (more affordable-by-design) units.

Average units were initially envisioned with a target size of 1,000 sq. ft., sufficient to create a two-bedroom unit. This target was to address historical demand for two-bedroom units.

Although the Medium-High Density tier allows the largest average unit size (up to 1,450 sq. ft.); the *actual* average unit sizes proposed in these projects is only 725 sq. ft. Projects in the High-Density tier are allowed up to 1,245 sq. ft., and these projects proposed the largest average unit size of the three density tiers with 914 sq. ft. The Priority Housing Overlay requires the smallest average unit size (max. 970 sq. ft.), and created the smallest average unit size at 699 sq. ft. Overall, the average unit size of all AUD units is 716 sq. ft.



Note that *minimum unit size* is regulated by the Zoning Ordinance; at least 220 sq. ft. for studio units and 400 sq. ft. for all other units. The average unit size does not include non-habitable/non-occupiable spaces, common areas, nonresidential portions of a mixed-use building, or any parking areas.

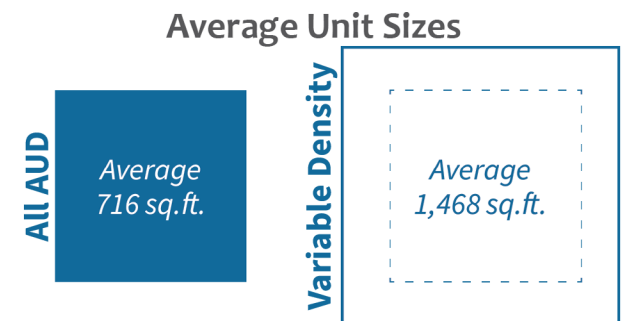


Survey Says
“Add more choices for even smaller units.”

Smaller Unit Sizes

The AUD Program resulted in an overall reduction of average unit size, down from 1,468 sq. ft. for comparable variable density units. The intention for smaller units was twofold:

1. More residential units could fit on a lot while respecting the mass, bulk, and scale of the city’s buildings and
2. Smaller units would rent for less, using the same cost per square foot values.



Bedroom Quantities

The unit mix in AUD projects is not regulated by the Zoning Ordinance but is left to local market and trends. **Two-bedroom** units are the most prevalent unit type proposed under the AUD Program (37%), followed by studio and one-bedroom units (29% and 28%, respectively). Three or more-bedroom units make up the smallest number of AUD units, at just 6% of all proposed units.

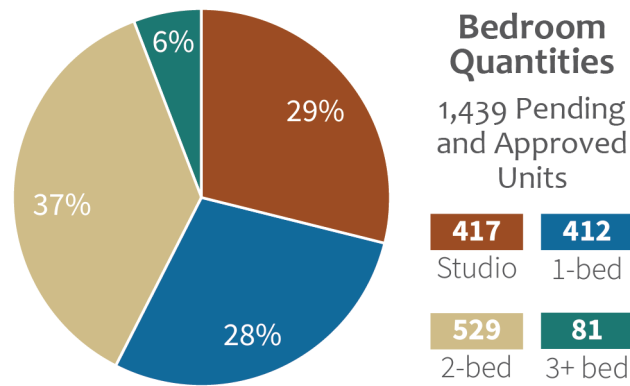
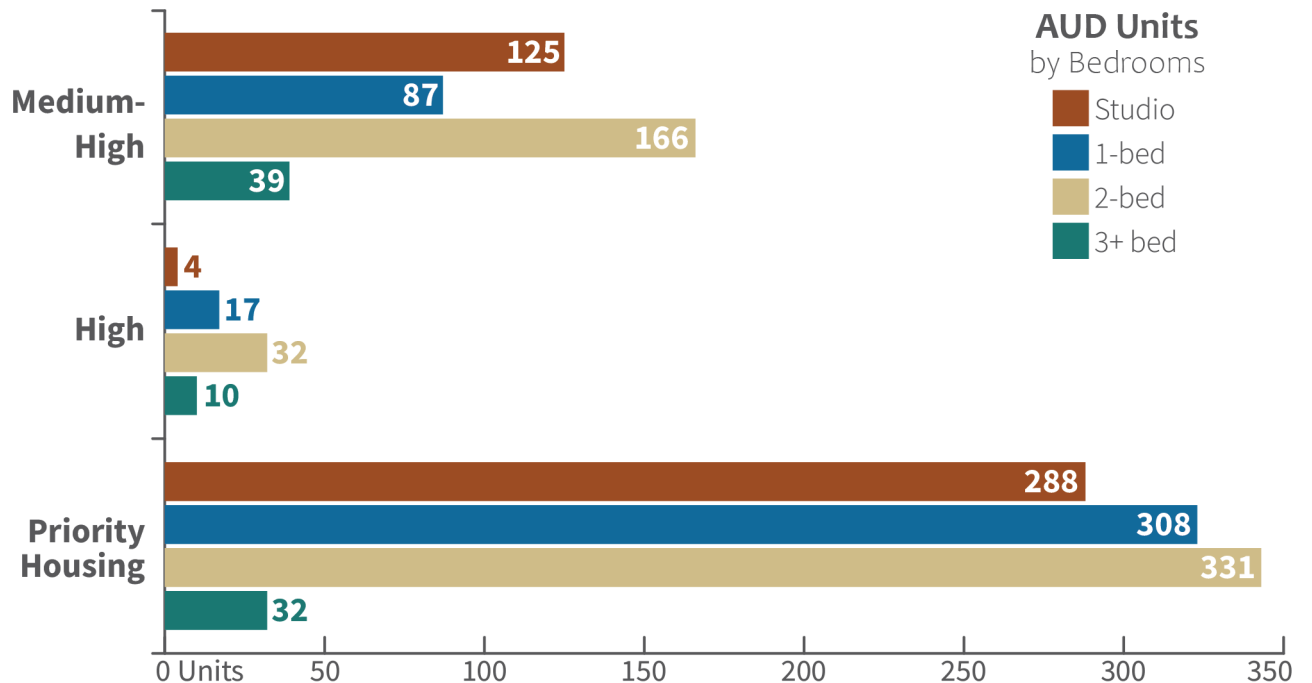
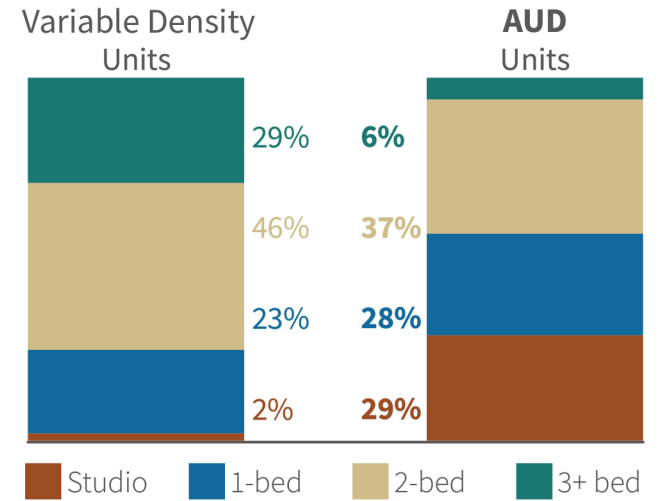


Table 4.3. AUD Unit Mix

	Studio	1-bed	2-bed	3-bed
Medium-High Density	30%	21%	40%	9%
High-Density	6%	27%	51%	16%
Priority Housing Overlay	30%	32%	35%	3%
All AUD	29%	28%	37%	6%

Three-bedroom units better accommodate large households (five or more persons), considered a “special housing needs” group in the Housing Element. Large households only comprise 8% of all households in Santa Barbara, but due to limited supply, there is substantial demand for three-bedroom units in the market.

Before the AUD Program, projects provided more multi-bedroom units—75% of variable density units were two or more bedrooms, compared to 43% of AUD units. The AUD Program increased the production of studio units, up from 2% to 28% of all units proposed. In contrast, pre-AUD projects offered 29% of all units as three-bedroom units, a marked difference from the 6% proposed in AUD projects.



Barriers to Three-Bedroom Units

One of the reasons for the reduction in three-bedroom units may be attributed to increased parking requirements. Due to neighborhood concerns, an amendment to the Program in January 2019 revised parking requirements for three-bedroom units to mandate two instead of one parking space per unit. Although AUD projects located within the CBD have no minimum parking requirements, in all other areas, two parking spaces are still required for three-bedroom units. Before this amendment, **6.2%** of all proposed AUD units were three or more bedrooms. There was a decrease in

the percentage of the three-bedroom units submitted after the amendment—down to just **4.5%** of all units proposed.

The cost to construct parking and the space required for vehicle access on a lot are significant factors in a project’s financial feasibility. According to a 2017 report prepared for the AUD Program, building a conventional side-by-side parking space in a higher density residential project costs approximately \$30,000/space depending upon layout, design, and building efficiencies; and could be \$50,000+/space for underground parking. Parking drives up the costs of building new housing, thereby raising rents and prices.

difficulty in achieving maximum density on a site to parking requirements and the required site planning constraints that limited the total number of project units.

Table 4.4. 3+ Bedroom Units January 2019 Amendment			
	Before	After	All
3+ bed Units	6.2%	4.5%	5.6%
	58	23	81
Studio, 1-, and 2-bed Units	872	486	1,358
All Proposed Units	930	509	1,439

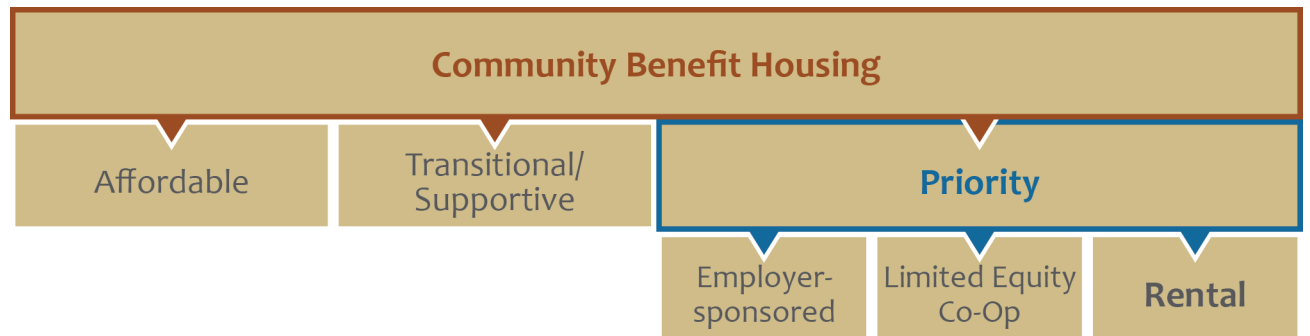
130 South Alisos Street



In addition to cost, site design for a project is constrained by parking requirements. Parking stalls and the area required to maneuver a vehicle require a considerable amount of lot area and may result in fewer units. Feedback from AUD project applicants and designers attributed

What types of Community Benefit Housing did the AUD Program create?

As discussed in Chapter 2: *About the Program*, the AUD Program is a community benefits program that incentivizes Community Benefit Housing by offering development incentives. There are five housing types under this umbrella targeted for development incentives: affordable housing, transitional and supportive housing, and priority housing (including employer-sponsored housing, limited-equity housing, and rental housing).



Affordable Housing	321
Transitional/Supportive Housing*	40
Priority Housing: Employer-sponsored	0
Priority Housing: Limited-Equity	0
Priority Housing: Rental Housing**	1,417
* Supportive housing not tracked separately since a by-right use	
** Includes Affordable rental units in total	

Community Benefit Housing

The data reflects that, of the housing types targeted for incentives, most Community Benefit Housing is rental housing—**1,417 units (98.5%)** of all 1,439 AUD units proposed. The second highest category of Community Benefits Housing is affordable housing. Affordable housing is made up of units required by the City’s Inclusionary Housing program, units offered under State or City Density Bonus, or units constructed by affordable housing developers—described in more detail later in this Chapter. There is one permitted supportive housing project (40 units) on record. It is possible more transitional and supportive housing projects have been created; however, transitional and supportive housing is not tracked unless a project applicant volunteers this information. No projects were proposed under the AUD Program for employer-sponsored and limited-equity cooperative types of housing.

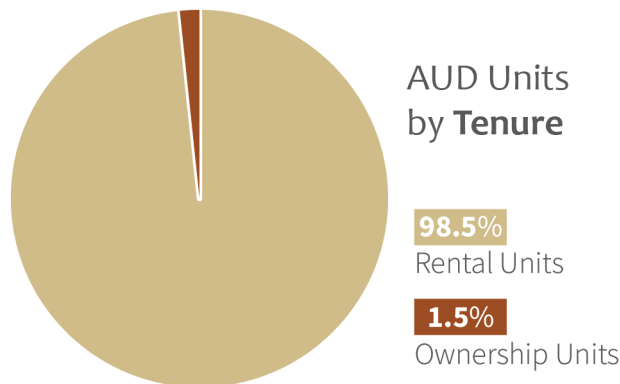
Survey Says:
“The proof is in the results - S.B.’s finally building rental housing after a forty-year drought.”

Rental or Ownership

The majority of residents in the City of Santa Barbara are renters—**59%**. In contrast, less than half of Santa Barbara County and California residents rent housing (48% County, 45% State). The AUD Program was intended to produce rental housing as a community benefit to serve the majority of residents who are renters. Incentivizing rental housing was also designed to address the development patterns seen in the decades before the AUD Program was adopted, in which almost all multi-unit residential projects submitted were ownership units.

The AUD Program successfully created rental housing—over **98%** of AUD projects are for rent. Interestingly, only the Priority Housing Overlay

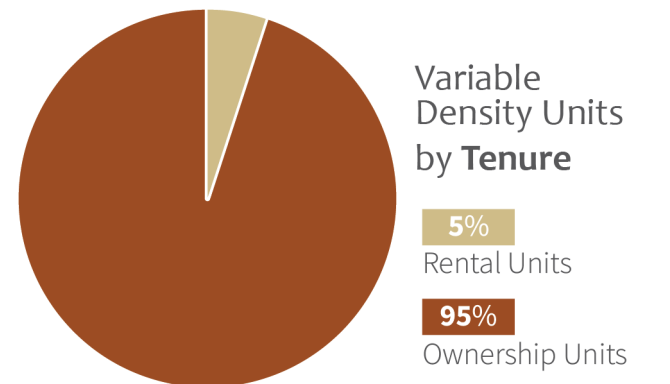
	Own	Rent	Total
Medium-High Density	16	401	417
High-Density	6	57	63
Priority Housing Overlay	0	959	959
All AUD	22	1,417	1,439



“ Focus Group Sentiment: Ownership units should be incentivized to create more. ”

requires units to be rental housing, and just 59% of AUD units are in the Priority Housing Overlay. The remaining 41% of AUD units had the opportunity of being developed as either ownership or rental units, and yet almost none of the AUD projects are ownership units. The reasons for this trend are not known. However, AUD applicants and developers relayed that liability risks associated with condominium projects are a primary factor in avoiding for-sale projects. Ultimately, the AUD Program has produced very few ownership units—just **1.5%** of all proposed AUD units are for sale.

In comparison, of the 55 variable density projects submitted between 2001 and 2013, **95%** of all units proposed were ownership—a sharp contrast to the **1.5%** of ownership units submitted under the AUD Program.



What types of affordable housing did the AUD Program create?

Overall, the AUD Program created **321** deed-restricted, very-low-, low-, and moderate-income units, or **22%** of all 1,439 AUD units proposed.

Program	Units
State Density Bonus Law	96
City's Density Bonus Program	89
Inclusionary Units	32
Affordable Housing Developers*	272

* Affordable Housing Developers used State Density Bonus Law and the City's Density Bonus Program. Resulting units are double-counted.

Area Median Income

Affordable housing programs use a central statistic—the Area Median Income (AMI)—to determine if households are eligible for a subsidized affordable housing unit. The AMI is the median income for a household of four people in a region, published annually by the U.S. Department of Housing and Urban Development (HUD) for every County. For the County of Santa Barbara, the AMI for 2023 is **\$107,300**.

Income Category	% of AMI	AMI for a 4-person household
Median	100%	\$ 107,300
Very-Low	0 - 50%	\$ 73,950
Low	51 - 80%	\$ 118,500
Moderate	81 - 120%	\$ 128,760
Middle*	121 - 160%	\$ 171,680
Upper-Middle*	161 - 200%	\$ 214,600

* Middle and Upper-Middle are considered workforce housing

Income categories are set above and below the median household income. The City of Santa Barbara uses the income categories of very-low-, low-, moderate-, middle-, and upper-middle-income, which align with those used at the state and federal levels.

When referenced in this report, affordable rental units are deed-restricted housing units for households in the very-low-, low-, and moderate-income categories. Affordable ownership units are deed-restricted housing units for households in the middle-income and upper-middle-income categories.

Although the AUD Program is not an affordable housing program, it does produce affordable housing units. Examples of subsidized affordable housing—where the government pays part of the cost—include Section 8 and Tenant-Based Rental Assistance (TBRA) housing vouchers, affordable housing built by nonprofits from various funding sources, and projects utilizing former Redevelopment Agency funds, local inclusionary funds, or the federal Low-Income Housing Tax Credit program. Important to the AUD Program, the City also requires developers of market-rate housing to make some units available at below-market rates—called inclusionary housing. Project applicants may also elect to use a density bonus program to allow increased density in exchange for providing affordable units.

Income Category	% of AMI	Monthly* Rent Burdened**
Median	100%	\$ 2,683
Very-Low	0 - 50%	\$ 1,849
Low	51 - 80%	\$ 2,963
Moderate	81 - 120%	\$ 3,219
Middle***	121 - 160%	\$ 4,292
Upper-Middle***	161 - 200%	\$ 5,365

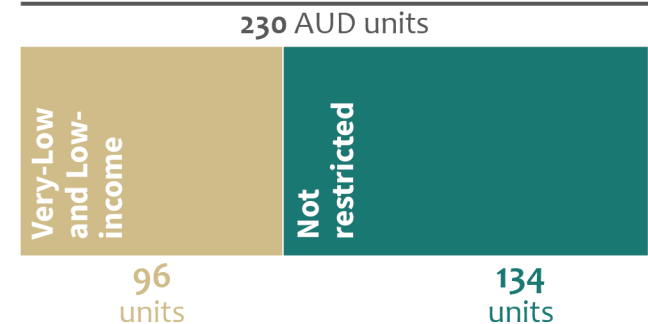
Rents are for the Median AMI of a household of 4 people.
* 30% gross income
** 50% gross income
*** Middle and Upper-Middle are considered workforce housing

State Density Bonus Law (SDBL)

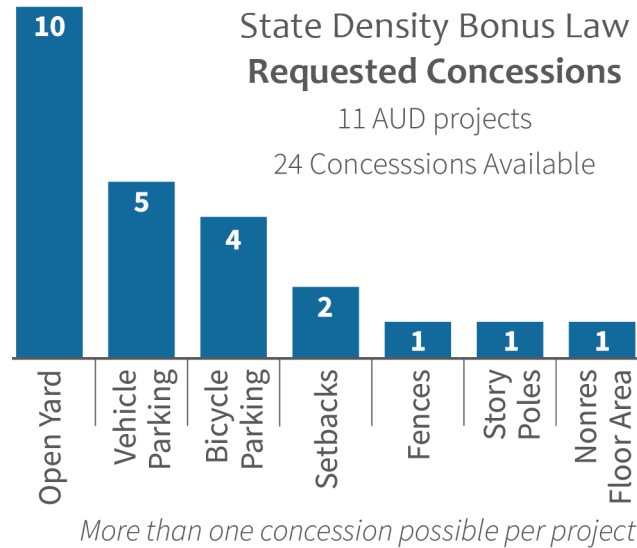
As of May 2023, State Density Bonus Law (SDBL) has been used to create **96** deed-restricted very-low-or-low-income units (11 and 85, respectively). SDBL allows a project of five or more units to increase density if a certain number of the new units are reserved below market rents.

State Density Bonus AUD Units

Pending and Approved projects



Additionally, SDBL projects may receive concessions or incentives to waive or reduce development standards such as setback, parking, or open yard requirements. The most prevalent topics SDBL concessions are used for are open yards (10 projects) and parking (5 projects for vehicles, 4 projects for bicycles) requirements.



City's Density Bonus Program

The City has a density bonus program that incentivizes low-income rental units and middle- or upper-middle-income ownership units for projects that do not qualify for SDBL. Like the SDBL, the City's density bonus program allows increased density if affordable housing units are provided as part of the project. Although the City's program started as a more flexible alternative, the SDBL has been amended several times since adopting the AUD Program; it now provides significantly more benefits than the

?
Survey Says
"Adopt a city-specific density bonus program that is more in line with local priorities but has economics benefits that are equal or better than the State program."

City's program. Eighty-nine AUD units have been creating using the City's density bonus program.

Inclusionary Units

The AUD Program requires market-rate housing developers to make some units available at below-market rates—called inclusionary housing. Inclusionary units are needed on AUD rental projects and all ownership residential projects with 10 or more residential units. Developers may either construct an inclusionary unit or pay an in-lieu fee, which goes towards a fund to construct affordable housing units. Inclusionary requirements apply to AUD rental projects proposing 5-10 units and ownership units with 2-10 units. AUD rental projects with four or fewer units are not required to provide inclusionary housing units or pay an in-lieu fee.

When the AUD Program was first adopted in 2013, the City could not require inclusionary units for *rental housing* due to a 2009 court decision. In response to changes in state law, an inclusionary requirement for AUD rental projects was added in 2019. There is no bonus density or additional incentive for providing inclusionary rental units in the AUD Program. Non-AUD rental projects are not required to provide inclusionary rental units.



251 South Hope Avenue

?
Survey Says
"The inclusionary housing requirement is a greater burden on the economics than most believe."

116 East Cota Street



Thirty-two inclusionary moderate-income rental units have been proposed in AUD projects submitted after the inclusionary requirement. To date, 11 of these 32 units (34%) have paid in-lieu fees totaling over \$168,000 (due upon building permit issuance). Looking back at all AUD projects submitted since 2013, there would have



1818 Castillo Street

been 68 more moderate-income units created in projects that meet the current threshold for moderate-income units. Additionally, in-lieu fees accounting for 18.3 units would have been required (remainder of units in 10+ unit projects and projects of 5-9 units).

Ultimately, the developer/owner subsidizes (pays the difference) between the cost of building an inclusionary unit, and the associated rents as regulated by the City. The added cost is passed on to the other market-rate units, thereby increasing the housing price overall. AUD Program focus group participants listed the inclusionary housing requirement as one of the most disliked aspects of the Program.

Inclusionary housing helps produce the affordable units required to meet the City’s housing needs for moderate-income units—currently aimed at achieving 1,441 affordable moderate-income units by 2031. The 32



3869 State Street

moderate-income units issued a building permit between 2015 and 2023 represent only 1.5% of the 2015 Housing Element targeted goal of 820 moderate-income units.

100% Affordable Housing Developers

Primarily, but not exclusively, nonprofit organizations are developers that specialize in assembling different funding sources from private and public entities for projects in which 100% of the units are designated for people with low incomes. Multiple affordable housing developers are working in Santa Barbara. Affordable housing developers have effectively used the AUD Program to propose over 270 affordable housing units—94% of all low- and very-low-income affordable units proposed in the AUD Program.

Table 4.10. Very-Low and Low-Income AUD Units by 100% Affordable Housing Developers

Developer	Project	Project Status	Units
Housing Authority of the City of Santa Barbara	Grace Village Apartments	Complete	89
Housing Authority of the City of Santa Barbara	Johnson Court	Complete	17
Housing Authority of the City of Santa Barbara	The Gardens on Hope*	Complete	58
Housing Authority of the City of Santa Barbara	Vera Cruz Village	Issued	28
People’s Self-Help Housing	Jardin de las Rosas	Complete	40
Sanctuary Centers of Santa Barbara	Sanctuary Centers of Santa Barbara	Approved	34
Habitat for Humanity	712 E Cota St***	Pending	3
Habitat for Humanity	710 E Cota St***	Pending	3
Affordable Developer Very-Low- and Low-Income Units:			272
% of AUD very-low- and low-income affordable units:			94%

* Senior housing, ** Transitional/Supportive housing, *** Ownership units

How much do AUD units cost to rent?

For this report, advertised rental rates for AUD units were compiled from multiple online rental websites (see the *Appendix* for the gathered rental information). The median advertised monthly rental rate for an AUD two-bedroom apartment in the City of Santa Barbara was **\$3,925** in July 2023. When compared to the citywide rental numbers from the citywide *South Coast Rental Housing Survey* done three months earlier, AUD rental rates are slightly higher for studio and two-bedroom units (4% to 5%), moderately higher for one-bedroom units (16%) and significantly higher for three-bedroom units (24%). Compared to the median rental rates in the County and the State, rents for AUD units are substantially higher (20% to 50%).

	Studio	1-bed	2-bed	3+bed
AUD	\$ 2,216	\$ 3,125	\$ 3,925	\$ 5,400
City*	\$ 2,100	\$ 2,598	\$ 3,750	\$ 4,125
% Diff.	- 5.3%	- 16.9%	- 4.5%	- 23.6%
County**	\$ 1,728	\$ 2,015	\$ 2,374	\$ 3,137
% Diff.	- 22.0%	- 35.5%	- 39.5%	- 41.9%
State**	\$ 1,394	\$ 1,615	\$ 2,030	\$ 2,747
% Diff.	- 37.1%	- 48.3%	- 48.3%	- 49.1%

* 2023 Rental Housing Survey
 ** Statewide Housing Plan, Housing Data Resources Dashboard



3885 State Street

What types of attainable housing did the AUD Program create?

The AUD Program intended to make the housing supply more affordable to the workforce; however, the lack of definitions and measurable targets make it difficult to evaluate the Program’s effectiveness at achieving this objective.

Generally, housing is considered “affordable” if no more than 30% of a household’s monthly income is spent on rent and utilities. For example, if a household earns \$107,300 a year before tax,

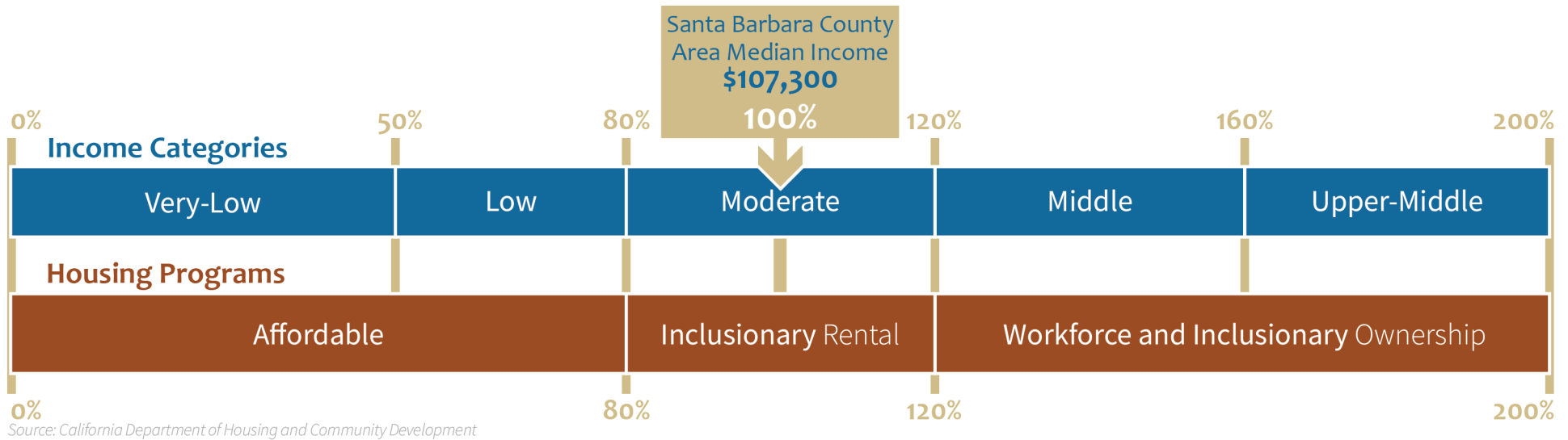
Household Annual Income (gross): \$107,300
Housing Cost Target: 30% gross income
\$ 107,300 x 30% = \$ 32,190 annual housing cost target
\$ 32,190 ÷ 12 months = \$ 2,683 monthly rent target

1005 North Milpas Street



that household should spend less than \$32,190 a year (or \$2,683 a month) on total housing costs for the housing to be considered affordable.

A broader definition of “affordable housing” should also include the concept of “attainable housing,” and the two terms are often used interchangeably. Attainable housing is naturally occurring (not deed-restricted) that middle-income households can afford without government financial assistance or subsidy. Attainable housing is generally targeted at the middle-income workforce—including teachers, police officers, and firefighters, who are integral to a community yet often cannot afford to live in the communities they serve. Attainable housing



is still “market-rate” housing, whereas affordable housing is subsidized to make it affordable. See the *Appendix* for examples of annual incomes from different positions that fall within and outside workforce income categories used in this report.

“ **Focus Group Sentiment:**
Housing for workers should be incentivized for production. ”

Although never defined in the General Plan or Zoning Ordinance, the Planning Division produced several AUD update reports in which the term “workforce housing” was defined as including households in the region’s middle- and upper-middle-income categories. However, there has yet to be a consensus on this definition,

with many housing and land use experts also including households earning the area median income (AMI) in the moderate-income category in the description of workforce housing.

The median rent for a two-bedroom AUD unit (\$3,925) is 1.5 times more than the affordable monthly rent (\$2,683) for a median-income household in Santa Barbara. A household must

Table 4.13. Income Needed to Afford Median Rent for an AUD Unit

	Median Rent	Household Income	
		Hourly	Annual
Studio	\$ 2,216	\$ 43.46	\$ 88,660
1-bed	\$ 3,125	\$ 61.28	\$ 125,000
2-bed	\$ 3,925	\$ 76.97	\$ 157,020
3+bed	\$ 5,400	\$ 105.88	\$ 216,000

Minimum income for a household of 4 people to spend 30% on rent

earn **\$13,085** monthly, or **\$157,020** annually, to afford a two-bedroom AUD apartment without being rent-burdened (paying more than 30% of income on housing). Since the area median income for a four-person household in the region is \$107,300, the median advertised rental rate for a two-bedroom AUD unit is not affordable to median or moderate-income households.

However, a two-bedroom AUD unit *is attainable* to middle- and upper-middle income workforce households in Santa Barbara based on monthly rent as a percent (30%) of their annual income (\$4,292 to \$5,365, respectively).

“ **Survey Says:**
“The nicest, best, newest units in the city (created by the AUD program) are not going to all be ‘affordable.’ AUD units ... make other, older units more affordable.” ”



316 West Michelorena Street

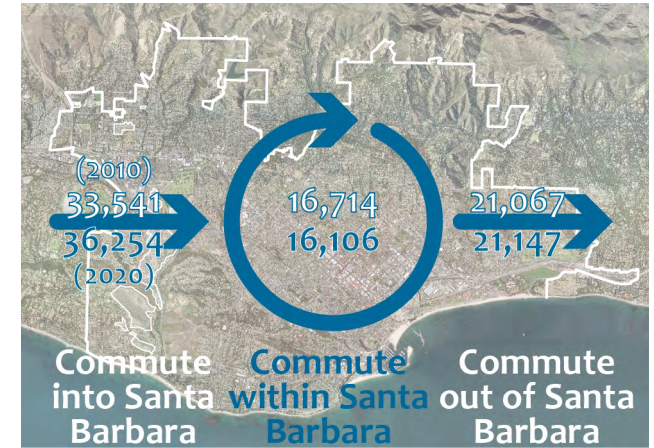
Employment Locations

Most appropriately, workforce housing is located near employment centers. An annual survey of AUD unit residents was conducted for five years (2017 to 2021), requesting information on rental rates, employment locations, and similar data to measure the effectiveness of the AUD Program in providing housing for people employed in Santa Barbara. Unfortunately, the responses to the survey were insufficient to draw any conclusions, and ultimately, the annual resident study was discontinued. Analyzing the jobs/housing balance may be a better way to measure the effectiveness of housing for local workers.

Jobs/Housing Balance

When there is a high quantity of jobs and a limited supply of housing, people move to the outer fringes of a region, leading to longer commute times, higher levels of traffic, and other negative impacts on the surrounding area and environment. Jobs-housing balance is the relationship between where people work (“jobs”) and where they live (“housing”). Before the AUD Program, 67% of people employed in Santa Barbara lived outside the City (2010). Ten years later, and 4 years after the first AUD unit was built, the percentage of workers commuting into the City increased slightly to 69% (2020).

According to a 2022 housing report prepared for the Santa Barbara Association of REALTORS, the jobs/housing imbalance is particularly evident in Santa Barbara. It is estimated that 4.6 new jobs were created for every new unit permitted in the period between the Great Recession (starting in 2013) through the end of 2019 (pre-Pandemic). A ratio of two jobs per housing unit would be considered a much more reasonable pace of development to achieve an equilibrium level of housing production.



“ *Focus Group Sentiment:*
The public’s perception is that unit rental rates are too high; that’s not a failure of the Program, just the economies of supply and demand. **”**

Changes to Consider

- If desired, how can the AUD program encourage smaller entry-level homeownership units (i.e., allow condominiums in the Priority Housing Overlay)?
- How can the inclusionary requirement for rental housing be revised to spur the creation of more deed-restricted affordable units (i.e., density bonus or all in-lieu fees)?
- Should the City’s density bonus program, which only allows low-income bonus units for rental projects, be amended to allow more flexibility for different affordability levels?



414 Chapala Street

About the Process

Chapter 5

What is the permitting process for AUD projects?

How long does it take to get an AUD project permitted?

What is the permitting process for AUD projects?

Developers are required to obtain both planning approval and building permits for any new construction project. The steps by which an AUD project achieves approval can vary; dependent upon whether it's a straightforward project needing only design review, or a more complex project with multiple land use decisions. AUD projects must complete multiple review and approval stages before a new building can be constructed and occupied. The permitting process has three stages:

- Preliminary Review
- Planning Review
- Building Permits

Preliminary Review

Preliminary review provides information from staff, or initial feedback from one of the City's discretionary review bodies, that might affect a

835 East Canon Perdido Street



Table 5.1. AUD Projects in the Permitting Process

PRE	PLN			BLD			Construction	
Submitted	Submitted	Pending	Approved	Submitted	Pending	Issued	Pending	Complete
55	94	16	78	70*	7	63	20**	43

* Some AUD projects submitted for Building Permit before Planning Entitlements Approved

** Pending Construction stage assumed to be AUD projects with an Issued Building Permit that have not received Final Inspection

project before submitting for planning review. It is optional for most projects but required for some projects to discover potential hurdles and identify the planning approvals needed. AUD projects typically submit a Preliminary (PRE) Application for two reasons: mandatory concept review and height exception requests.

“

Focus Group Sentiment:

Voluntary in-progress reviews can be valuable to a project's process.]

”

In total, there are **55** PRE applications associated with the AUD Program. About half of these (27 projects) went on to submit for planning review. Eighteen out of 94 AUD projects have been reviewed by the Planning Commission, of which 12 projects received a Concept Review, and three projects were reviewed for height exception requests. The remaining PRE applications were reviewed by staff or design review bodies.

Mandatory Concept Review

In October 2014, the first AUD Program amendment mandated concept review at Planning Commission for projects developed within the High-Density or Priority Housing Overlay on lots of 15,000 square feet or greater. In part, this was driven by some early AUD applications which spurred public comments outside the purview of the design review body. Including the Planning Commission, the City's land use authority, on larger projects aimed to

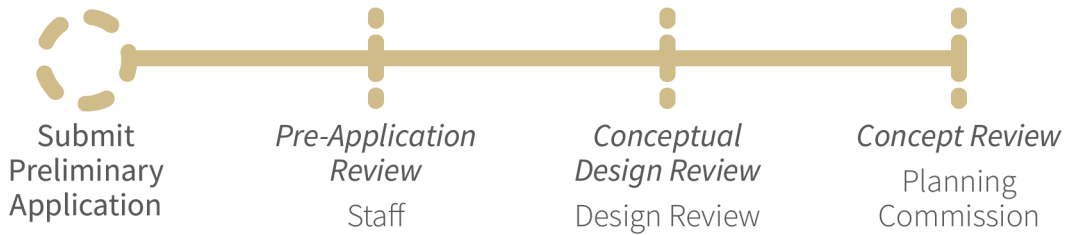
“

Focus Group Sentiment:

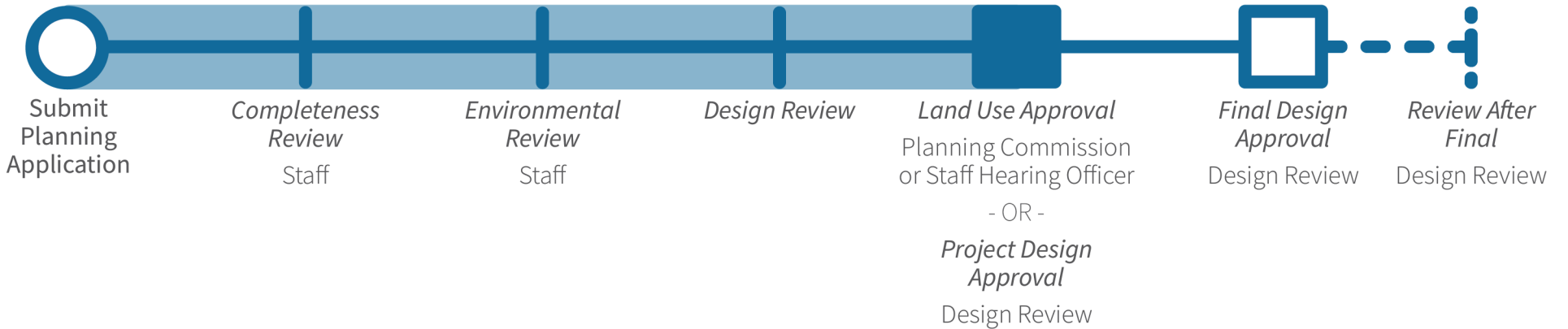
The Pre-Application Review Team (PRT) project review is a value-add process for more significant projects.

”

(PRE) *Optional, Mandatory for some*



(PLN) *Mandatory*



(BLD) *Mandatory*



alleviate these concerns. This review includes a coordinated staff analysis by the Pre-Application Review Team (PRT) plus concept review hearings by both the design review body and the Planning Commission. Input from the Planning Commission at the concept review hearing is non-binding. However, Planning Commission recommendations and comments are communicated to the applicable design review body to consider during their deliberations.

Height Exception Requests

As described in Chapter 2: *About the Program*, AUD projects in nonresidential zones that qualify as Community Benefit Housing may request a height exception to exceed the allowable 45- or 48-foot maximum building height. This request requires a PRE application, a decision by the Planning Commission, and are often reviewed concurrently with a project’s Planning Commission concept review, if applicable.



Survey Says:

“The approval process for a height increase seems to be inefficient.”

Stakeholder Feedback

There are mixed reactions to AUD preliminary review from stakeholders. The coordinated staff review by the PRT members is primarily viewed as a worthwhile process for larger or complex projects to work through project ideas at the concept stage. However, most agree preliminary review should be optional, rather than mandatory. Focus group members report that an early review by the Planning Commission

on land use issues can positively influence how the design review body receives a project.

Concerns, however, from staff planners and applicants relate to the added time, complexity, and budget impacts of additional city review. The preliminary review as a separate application adds extra hurdles to what is already regarded as a highly complex design and discretionary review process.



Focus Group Sentiment:

Applicants said their experience with staff was great and Planning Commission was reasonable during the PRT process.



Planning Review

Planning review represents the overarching city approval to proceed with a development project. After optional or mandatory preliminary review, the applicant must submit a Planning (PLN) Application to begin the planning review process. The project will be assigned a planner and distributed to other reviewing agencies to determine application completeness, conduct environmental review, and make staff recommendations prior to design review and any necessary land use approvals.



Focus Group Sentiment:

The AUD Program review process resulted in beautiful buildings.



Survey Says:

“Streamlining design review process for these projects could encourage more of them.”

Design Review

Design review evaluates projects for consistency with adopted design guidelines and other compatibility criteria. In the case of AUD projects, all exterior alterations must receive design review approval by the Architectural Board of Review or Historic Landmarks Commission. Although it is possible to achieve approval in one or two hearings, design review usually occurs over multiple hearings, including conceptual review, project design approval, in-progress review, and final approval. If no other land use approval is required, the project design approval hearing is considered to be the discretionary action for the project. However, final approval of detailed drawings is required before submittal for a building permit.

11 West Pedregosa Street





Survey Says

“The design review process continues to be extremely arduous.”

Development Review

Development review refers to any land use approval action by the Planning Commission or the Staff Hearing Officer. Typical AUD applications requiring land use approval include subdivisions and zoning modifications. After receiving a land use approval, a project must receive both project design approval and final approval from the design review body before submitting a building permit.

Appeals

All discretionary actions on AUD projects are appealable to a higher decision-maker. Staff Hearing Officer decisions are appealable to the Planning Commission, Planning Commission decisions are appealable to the City Council, and design review decisions are appealable to City Council. Planning Commission height exceptions, because they occur at concept review, are not appealable.

Stakeholder Feedback

A recurring theme in the outreach conducted for this report was that applicants encountered significant uncertainty regarding the timing and unpredictability of planning review. This largely stems from the complexity and lack of standardization in the process, as well as the multiple pathways and options to attain approval. Applicants report it is rarely clear what criteria is needed in order to be deemed



1220-1222 San Andres Street



Focus Group Sentiment:
Applicants said design review bodies comment on items they have no control over, such as parking, affordability, and number of units.



“complete” by staff. Many stakeholders reported design review bodies comment on items outside their purview, leading to costly plan redesigns. However, there is a general consensus that design review has resulted in a beautiful city.

Building Permits

Applicants may submit a Building (BLD) Permit Application following all planning approvals. Building permit plans are routed and reviewed simultaneously by multiple reviewing

agencies to ensure the project satisfies all code requirements. After successful completion of plan review, a building permit is issued, and construction may commence. During construction, inspectors check the project as work progresses. With final inspection approval, the building is allowed to be occupied.



Focus Group Sentiment:
Coordination of post-entitlement permitting can be challenging; at times, comments and direction are in conflict.



Stakeholder Feedback

Compounding the uncertainty and unpredictability that occurs through the planning review process, the building permit review is also seen as increasingly difficult to navigate. This is due in part to inconsistent, and at times contradictory, comments from multi-disciplinary reviewers without a single project coordinator to resolve discrepancies and address conflicts. Additionally, comments seen as “late hits” were especially challenging to resolve, as noted by applicants.



Focus Group Sentiment:
Applicants would prefer comprehensive comments during reviews rather than new comments during the process.



How long does it take to get an AUD project permitted?

The permitting timeline for projects can be measured in duration—how long from submittal to project completion—and the number of public hearings—design review, Planning Commission, or in the case of appeals, even City Council.

“ *Focus Group Sentiment: Applicants said it’s not just the entitlement process that can increase cost and time on permitting a project—the building permit process can be arduous.* ”



16 West Mission Street

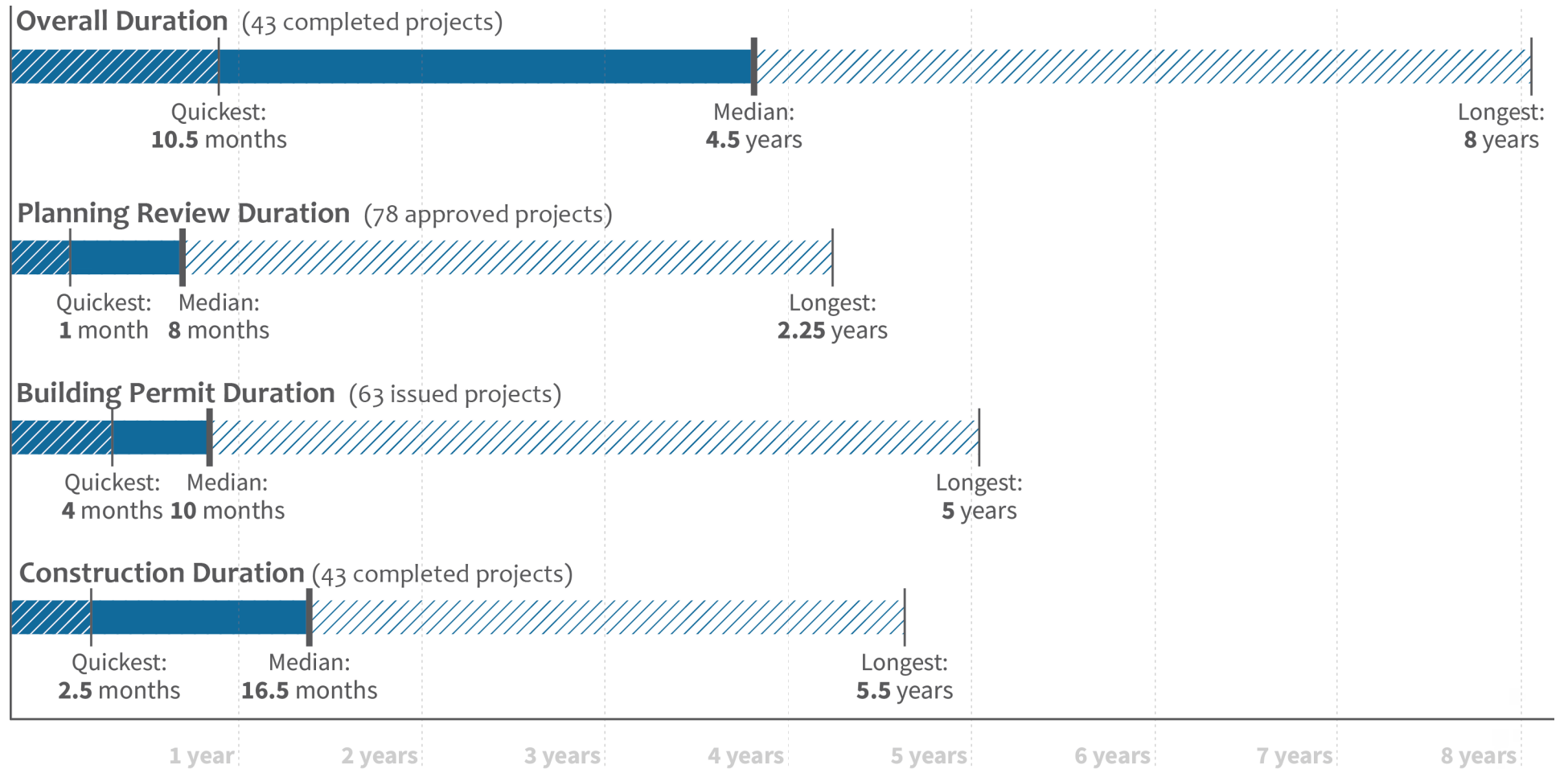


Table 5.2. Planning Review Duration

Duration	Total
< 3 months	7
4-6 months	21
7-12 months	22
1-2 years	14
2-3 years	8
3-5 years	4
5+ years	0
All Approved Projects	78

Duration
Preliminary Review Duration

Preliminary review was completed by 29% of projects (27 of all 94), either as an optional step or because they were required. The preliminary review added a median of **two months** of review time to the overall project duration. Preliminary review is not included in the overall duration timelines in this report.

Planning Review Duration

The median duration for all AUD projects to receive planning approval is **eight months** from initial PLN application submittal. Of the 78 total approved AUD projects, the majority (66%) were approved within one year of submission.

Building Permit Duration

The median duration for an AUD project to get issued building permits is **10 months** from building permit application to issuance. Of the

Table 5.3. Building Permit Duration

Duration	Total
< 3 months	0
4-6 months	10
7-12 months	26
1-2 years	18
2-3 years	5
3-5 years	3
5+ years	1
All Issued Projects	63

63 total AUD projects with a building permit, a majority (57%) were issued within one year of submission.

Construction Completed

For completed AUD projects, the median construction duration is **16 months** from building permit issuance to completion. Of the 43 completed AUD projects, a majority (81%) received Final Inspection/Certificate of Occupancy within two years of issuance.

Table 5.5. Permitting Process Overall Duration

Duration	Total
< 3 months	0
4-6 months	0
7-12 months	2
1-2 years	2
2-3 years	11
3-5 years	19
5+ years	9
All Completed Projects	43

Table 5.4. Construction Duration

Duration	Total
< 3 months	1
4-6 months	1
7-12 months	9
1-2 years	24
2-3 years	4
3-5 years	4
5+ years	0
All Completed Projects	43

Permitting Process Overall Duration

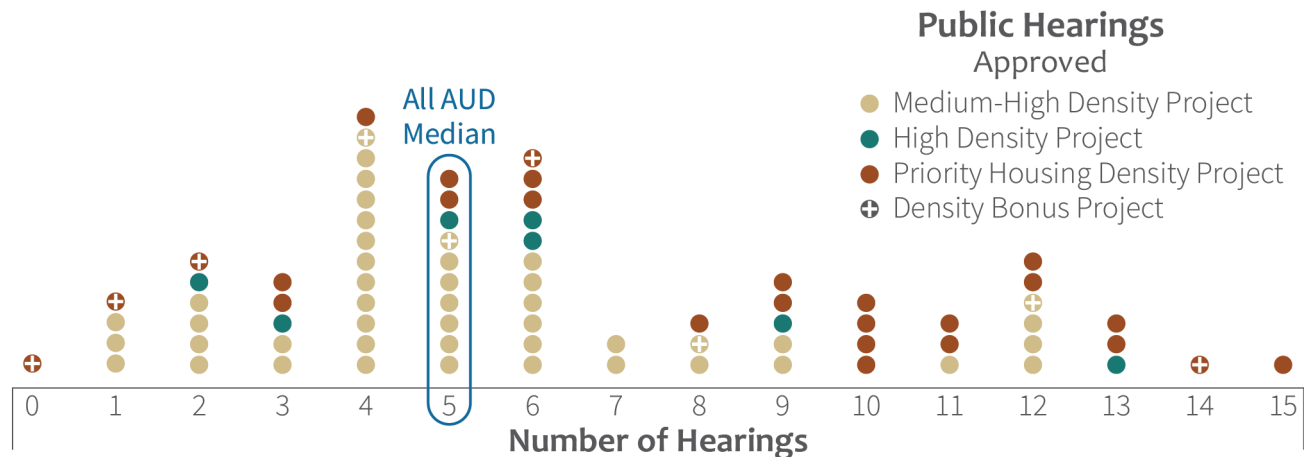
For completed AUD projects, the median duration is almost **five years** from when the applicant first submitted a PLN Application to project completion. Of the 43 completed AUD projects, the majority (79%) received Final Inspection Approval/Certificate of Occupancy within five years of PLN application.

226 South Voluntario Street



Public Hearings

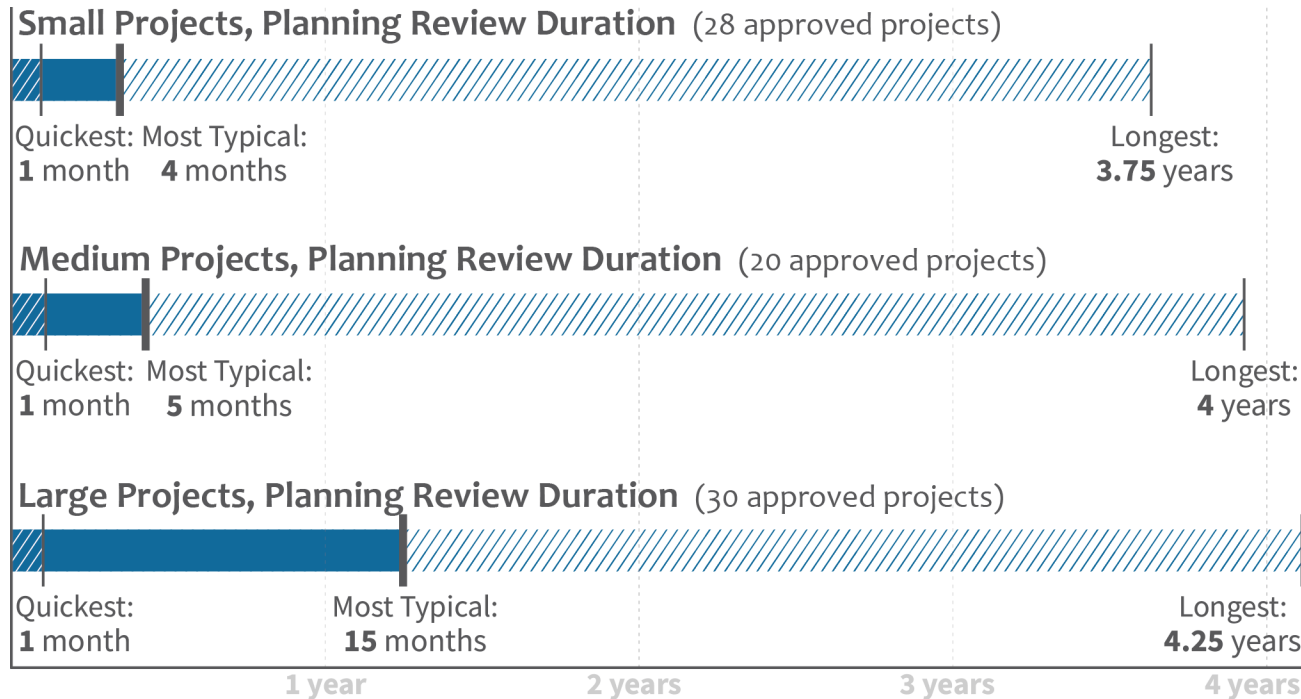
Approved AUD projects typically required **five** public hearings (median), with the most common number of hearings for approved projects ranging from four to six for 44% of approved projects (34 of 78 projects). Uniquely, one AUD project was not required to go to a public hearing because it did not trigger design review. At the opposite end of the spectrum, a handful of projects took over a dozen public hearings. Public hearings may be with a design review body, Staff Hearing Officer, or Planning Commission. Multiple design review meetings is common however land use decisions are typically made in one public hearing.



Typical AUD Permitting Timelines

AUD projects have multiple pathways and starting points which may result in a wide range of process timelines. Several factors may lead to

variation in permitting timelines, such as project scope, neighborhood opposition, environmental review, financing, and labor challenges.



For the purpose of evaluating AUD permitting timelines, all of the approved AUD projects (78 in total) were divided into three categories based on their size. These categories were created to assess an AUD project's typical progression through the planning permitting process based on total units in the project:

- Small AUD projects have 2-4 total units
- Medium AUD projects have 5-9 total units
- Large AUD projects have 10+ total units

Table 5.6. "Typical" Small, Medium, Large Approved AUD Projects

"Typical"	Units	Projects	% Projects
Small	2-4	28	36%
Medium	5-9	20	25%
Large	10+	30	39%
Total Approved		78	100%

Table 5.7. "Typical" Small AUD Project	
Duration to Planning Approval	2.9 months
Number of Hearings	5
Planning Commission	No
Duration to Building Permit Issuance	9 months
Construction Duration	14 months
Total Duration	3.4 years

A Small AUD project comprised of two to four units represents 36% of approved AUD projects. Small AUD projects took approximately **four months** from PLN application submittal to approval, and typically required four public hearings. A typical Small AUD project did not require a PRE application before the PLN application, nor did it go to the Planning Commission. The number of public hearings for design review varied; with one or two concept reviews, a project design approval hearing and final approval hearing, or one combined project design approval and final approval hearing. Some Small AUD projects also require changes to the approved plans or “review-after-final” approval.

Table 5.8. "Typical" Medium AUD Project	
Duration to Planning Approval	4.5 months
Number of Hearings	6
Planning Commission	No
Duration to Building Permit Issuance	13 months
Construction Duration	16 months
Total Duration	3.3 years

A Medium AUD project comprised of five to nine units represents 25% of approved AUD projects). Medium AUD projects took approximately **five to six months** from PLN application submittal to approval, typically requiring four to six public hearings. A typical Medium AUD project did not require a PRE application before the PLN application and did not go to the Planning Commission. The number of public hearings for design review varied with one or more of the following hearings: concept review, project design approval, in-progress review or final approval, and review-after-final approval.

Table 5.9. "Typical" Large AUD Project	
Duration to Planning Approval	14 months
Number of Hearings	9
Planning Commission	Yes
Duration to Building Permit Issuance	12 months
Construction Duration	20 months
Total Duration	4.3 years

A Large AUD project comprised of 10 or more units represents 39% of approved AUD projects. Large AUD projects took approximately **15 months** from PLN application submittal to approval, typically requiring 9 to 11 public hearings. Due to the AUD density tier and lot size, the typical Large AUD project went to the Planning Commission for a mandatory Concept Review. The types of public hearings for design review and land use approval varied—generally at least two design review concept review hearings, Planning Commission or Staff Hearing Officer review, project design approval, in-progress review, one or more hearings for final approval, and at least one review after the final hearing.

Changes to Consider

- What permitting process reforms (from planning approvals to final building permit) should be considered to streamline and increase regulatory certainty for housing projects?
- Should the Planning Commission's review include a discretionary action, in place of non-binding preliminary review; and replace design review as the primary approval body on AUD projects that meet certain thresholds?
- Should noticing requirements be revised to account for new technologies for project visualizations without the need for story poles?



732 Bond Avenue

What Comes Next

Chapter 6

Did the AUD program achieve its objectives?

What surprising results did this report uncover?

What changes are there to consider?

Did the AUD program achieve its objectives?

Throughout this report, the Planning Division looked back on a decade of housing data to gain insights into the effectiveness of the AUD Program in achieving its original objectives. *In short, the AUD Program is achieving its stated objectives—but the results might not match the public’s expectations.* The AUD Program’s key objectives are to:

- Encourage Smaller Units
- Locate Units Close to Transit, Commercial Services, and Recreational Opportunities
- Encourage Workforce Housing

The greatest challenge for Santa Barbara through the year 2030 will be how to encourage both more affordable housing adjacent to transit and commercial activity and smaller, pedestrian-scale buildings that do not exceed available resources to support the targeted level of development.

General Plan, 2011 Land Use Element, page 2

Encourage Smaller Units

The Program successfully created smaller units of 716 sq. ft., down from an average unit size of 1,468 sq. ft. from comparable Variable Density units.

Average Unit Sizes

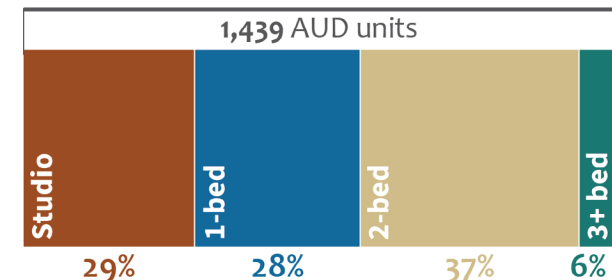


2118 Oak Park Lane



The AUD Program also increased the production of **studio units**, up from 2% previously to 28% of all AUD units proposed. Less encouragingly, AUD produced fewer variation in unit mix than was seen in comparable projects before the Program. Two-bedroom units are the most prevalent type in the AUD Program, but very few three-bedroom units are being produced—only 6% of AUD units are offered with three bedrooms.

AUD Units by Bedrooms



Locate Units Close to Transit, Commercial Services, and Recreational Opportunities

It is difficult to measure the success of the AUD Program’s objective to “locate units close to transit, commercial services and recreational opportunities” because the Program was only allowed in areas close to those amenities. By default, and by Program design, the location objective has been achieved.

However, additional scrutiny of AUD Program location shows some interesting facts:

- The number of lots where projects can use AUD is relatively small, consisting of **4,885** lots, or 27% of the city’s total 18,350 inland lots.
- Both residential and nonresidential zones allow AUD—but the Program does not include all lots zoned for multi-unit residential use. Notably, the Two-Unit Residential (R-2) and Office Medical (O-M) zones, consisting of about 3,100 lots, are excluded from the AUD Program.
- *Of the available lots, almost three-quarters (3,541 lots) are in the Medium-High Density tier (15-27 du/ac). The AUD Program did not increase density in Medium-High from what was previously allowed under Variable Density (15-27 du/ac).*
- The Priority Housing Overlay, with the highest densities allowed (37-63 du/ac), comprises only 1,569 total lots in the city—just **0.09%** of all inland lots are zoned for highest densities.

Encourage Workforce Housing

Analyzing the AUD Program’s success in encouraging workforce housing is complicated by a lack of agreed-upon definitions and measurable outcomes.

The AUD Program’s objective to encourage workforce housing was never intended to create affordable housing for low-income households; it was designed to deliver attainable, market-rate housing for middle-income households without subsidy.

The Program aimed to do this by incentivizing higher-density housing with smaller unit sizes and reduced standards to decrease project costs. However, increased densities alone cannot create attainable housing; it is the shortage in units that results in high and rising housing costs.

Although the term “workforce housing” was never clearly defined, it is used by the Planning Division to mean households in the region’s middle- and upper-middle-income categories. Yet, there is no community consensus on this definition nor is it aligned with how other organizations define the term (i.e., Housing Authority).

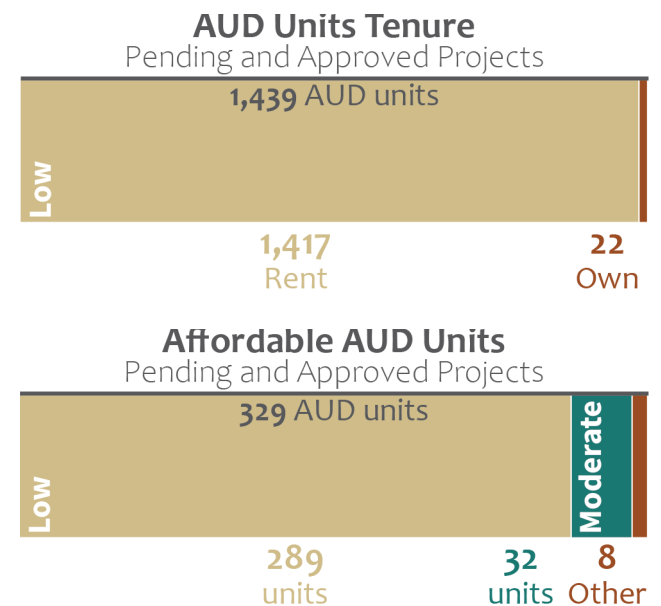
The results of the informal AUD rent survey show a two-bedroom AUD unit is attainable to middle-and upper-middle income workforce households in Santa Barbara, based on monthly rent as a percent (30%) of annual household income (\$4,292 to \$5,365, respectively).

Although perceived by some as excessive, high rental prices alone do not necessarily indicate a housing crisis. Costs must be considered in relation to incomes—if incomes are high, high

housing costs may still be considered attainable. Using the target of middle-and upper-middle income households, the AUD Program successfully achieves the objective to encourage workforce housing. The misalignment of public perception with the Planning Division’s definition of attainable workforce housing signifies a critical topic to reconsider.

Community Benefit Housing

Although not explicitly stated as an objective, the AUD Program was also successful in encouraging rental housing, a Community Benefit Housing type. Of all AUD units proposed, **98.5%** is rental housing. The second highest category of Community Benefit Housing is *deed-restricted affordable housing* consisting of **22%** of all AUD units proposed. The failure to produce any employer-sponsored or limited-equity cooperative types of housing represents a missed opportunity.

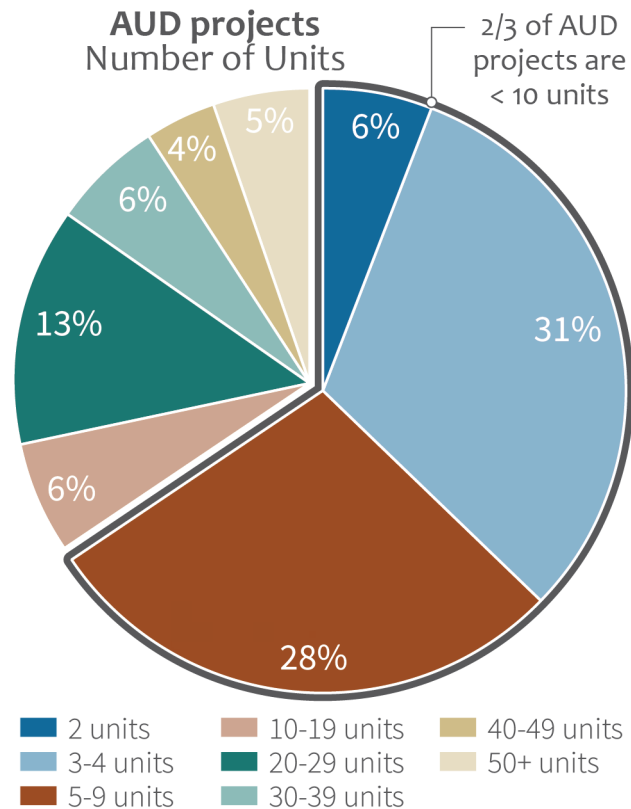


What surprising results did this report uncover?

Surprisingly, many assumptions about the AUD Program’s successes and shortcomings can be attributed to a misunderstanding of the Program’s initial intent and a lack of measurable objectives with trackable targets.

Project Sizes

Consistent with the General Plan intention of encouraging smaller, pedestrian-scale buildings, the AUD Program produced a majority of smaller-sized developments. This is contrary to the public’s perception of the Program, as producing



primarily high-density, larger apartment blocks. Duplex and fourplex developments (2-4 units) represent 36% of all approved AUD projects, and the majority of AUD projects (61%) are less than 10 units. In addition, very few projects exceed 45 feet in height; the median approved project height is 30.5 feet, with a higher median in Downtown/Central Business District of 44.5 feet.

Inclusionary Housing

Perceived as a significant hurdle keeping projects from moving forward, the inclusionary housing requirement is one of the most disliked elements of the Program described by project applicants. Without mechanisms to offset the costs, such as density bonuses, developers report they cannot capture sufficient revenue to subsidize affordable units. Stakeholders indicate that a higher in-lieu fee is preferred for their project budgets. AUD project data shows that 32 inclusionary moderate-income rental units have been proposed in AUD projects after the inclusionary requirement was put in place. Interestingly, the number of applications mostly remained the same. There was a slight slowdown by one application per year (3.7 down to 2.7) for projects with 10 or more units after 2019.

Housing Production

As evidenced by community feedback, popular opinion is that the AUD Program successfully created more housing units than what were previously constructed under variable density—in fact, it did not. The AUD Program allowed greater densities on a small percentage of lots to facilitate the construction of rental housing in targeted areas of the city. The rate of



305 Ladera Street

residential growth citywide is consistent with the development trends of the two decades before AUD, the assumptions made in the 2011 General Plan, and the quantified objectives of the 2015 Housing Element.

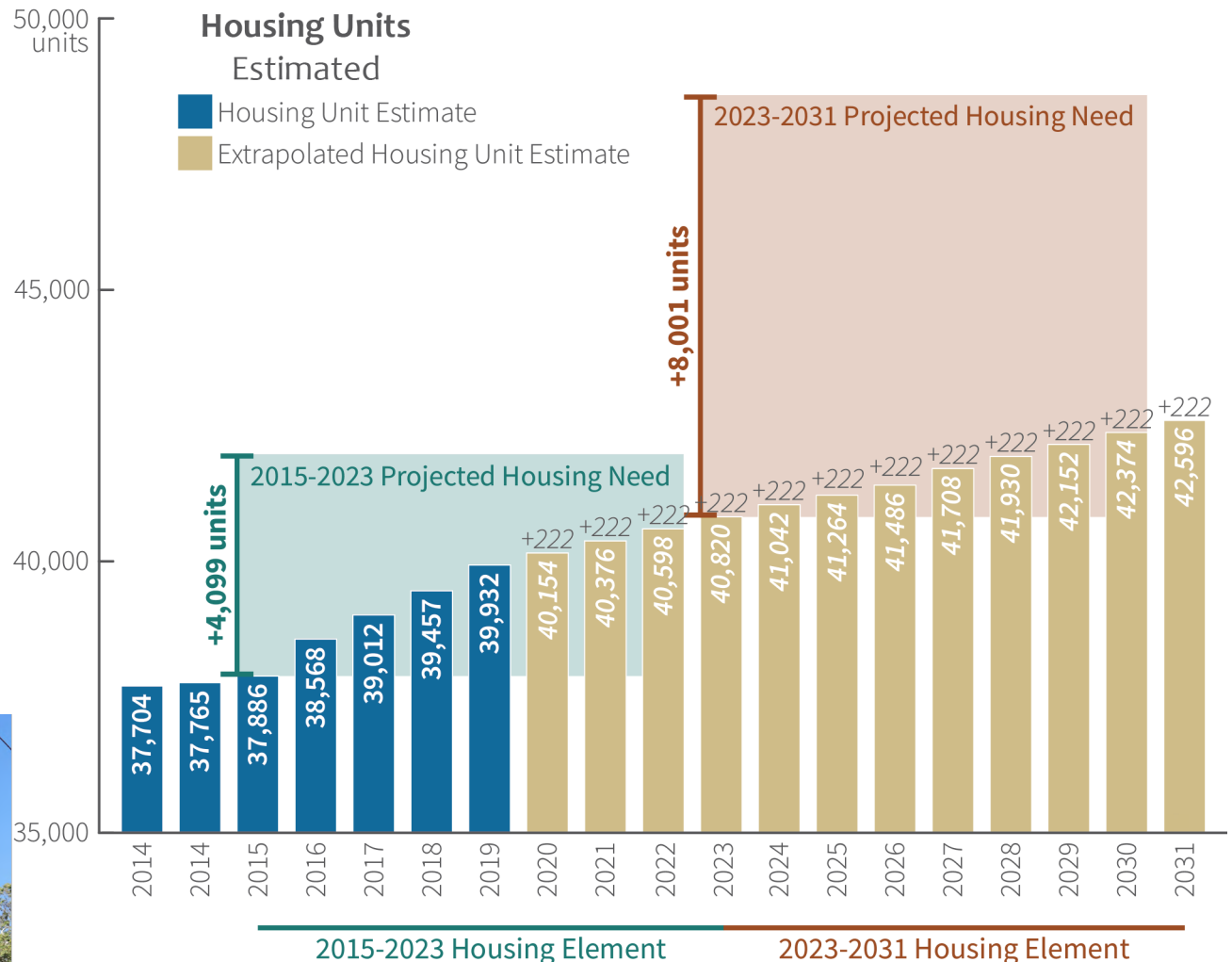
As discussed in Chapter 1: *About the Program*, the General Plan sets the goals for the city to achieve based on needs, resources, and constraints. Identifying the total housing need may differ from predicting what may likely be built. The city’s objective for new units between 2015-2023 was estimated to be 1,208. The city achieved that objective with 2,224 total units issued a building permit by 2023. The unexpected increase was primarily due to the popularity of accessory dwelling units (ADUs) after State legislation streamlined the regulations in 2017.

Santa Barbara is anticipated to need 8,001 new units in the next eight years (2023-2031) to meet projected housing need. Yet in the last eight years, not even a quarter of that amount was permitted. The fundamental question for the AUD Program looking forward must include whether maintaining the status quo of approximately 165 units a year is sufficient to meet the city's housing needs or if additional steps should be taken to increase the rate of housing production.

Permitting Process

One of the most disliked aspects of the Program described by AUD stakeholders is the permitting process; this is an area of critical importance for reform. Increasing certainty and predictability could increase the amount of housing that gets approved as well as improve the public's perception of the process.

1236 San Andres Street



Interestingly, when asked about acceptable timelines, AUD focus group members generally described the *actual* median duration for AUD projects as satisfactory: **eight** months for planning approvals, typically requiring **five** public hearings, with the majority of projects issued a building permit within **one** year of submission. Additionally, focus group

members relayed that early comments from the preliminary review process are valuable and results in beautiful buildings that fit into the community. However, it is the inconsistency in the review process that creates significant uncertainty and unpredictability for developers that can add large cost burdens in the form of extended project timelines and redesigns.

What changes are there to consider?

With this report, the Planning Division identifies potential changes to consider for future Program amendments. To achieve successful outcomes, clear direction must be provided on how the city should meet quantifiable goals. While no policy is a cure-all, combining various approaches may provide enough incentive to move the needle on housing production.

Changes to Consider About the Program

- How should the three key objectives guiding the AUD Program be refocused to address current housing needs and goals?
- Should the AUD Program do more to increase the rate of housing production?
- Should the AUD Program continue as a trial program, or should it transition to a permanent housing program?



Changes to Consider About the Projects

- How could density tier boundaries and zones be modified to allow greater density in more areas?
- Should development standards identified as constraints (i.e., parking for three-bedroom units and open yard) be changed to incentivize housing?
- Should rounding of density calculations be revised to allow projects to provide the most possible units within current densities ranges (i.e., rounding up rather than rounding down)?

Changes to Consider About the Units

- If desired, how can the AUD program encourage smaller entry-level homeownership units (i.e., allow condominiums in the Priority Housing Overlay)?
- How can the inclusionary requirement for rental housing be revised to spur the creation of more deed-restricted affordable units (i.e., density bonus or all in-lieu fees)?
- Should the City’s density bonus program, which only allows low-income bonus units for rental projects, be amended to allow more flexibility for different affordability levels?

Changes to Consider About the Process

- What permitting process reforms (from planning approvals to final building permit) should be considered to streamline and increase regulatory certainty for housing projects?
- Should the Planning Commission's review include a discretionary action, in place of non-binding preliminary review; and replace design review as the primary approval body on AUD projects that meet certain thresholds?
- Should noticing requirements be revised to account for new technologies for project visualizations without the need for story poles?

Acknowledgments

A special thanks to focus group participants and survey respondents for their input and feedback on the AUD Program.

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Sebastian Herics, Planning Technician

Logan Cimino, Planning Intern (former)

AUD Program Ordinance (30.150)

30.150.010 Purpose.

The Average Unit-Size Density Incentive Program carries out a key program directed by the 2011 General Plan. The Program facilitates the construction of smaller housing units by allowing increased density and development standard incentives in selected areas of the City. Housing types that provide housing opportunities to the City's workforce are encouraged and facilitated by the program. The Average Unit-Size Density Incentive Program will be in effect for a trial period until February 15, 2024. Pursuant to the General Plan's Land Use Element Policy, Implementation Action LG6.2, as the trial period is approaching its end, the Council will consider whether to extend or modify the Program. In absence of Council action before the expiration date, the Initial Program Period will end and the allowed residential density will default to the Variable Density standards allowed under Santa Barbara Municipal Code Section 28.21.080.F as it existed in 2011, and as presently codified in Section 30.140.220.

(Ord. 6052, 2022; Ord. 6011, 2021; Ord. 5954, 2020; Ord. 5890, 2019)

30.150.020 Definitions.

In addition to the definitions contained in Chapter 30.300, for purposes of this chapter, the following words or phrases shall have the respective meanings assigned to them in the following definitions unless, in a given instance, the context in which they are used indicates a different meaning:

Affordable Housing. Residential units that are sold or rented at values defined as being affordable by the City of Santa Barbara's Affordable Housing Policies and Procedures, as such policies and procedures may be approved by the City Council from time to time.

Affordable Rent. The maximum monthly housing payment that may be charged for a moderate income unit, calculated on the basis of 100% of the area median income adjusted for the household size appropriate for the residential unit, multiplied by 30% divided by 12. As used in this chapter, "affordable rent" shall include the total of monthly payments by the tenant for all of the following: (1) use and occupancy of the moderate income unit and land and all facilities associated with the moderate income unit; (2) any additional separately charged fees or service charges assessed by the owner, other than security deposits; (3) an allowance for utilities paid by the tenant as established by the City, including garbage collection, sewer, water, electricity, gas, and other heating, cooking, and refrigeration fuel, but not telephone, internet, or television service; and (4) any other interest, taxes, fees or charges for use of the land or moderate income unit or associated facilities and assessed by a public or private entity other than the owner, and paid by the tenant.

Area Median Income. The median household income as provided in Section 50093(c) of the California Health and Safety Code, as it is currently enacted or hereinafter amended.

Average Unit Size. The total of the net floor area of each of the residential units in a project and divided by the number of residential units in that project. Common areas not controlled by the occupant of an individual residential unit are excluded from the average unit size.

Community Benefit Housing. Residential development that has a public benefit including the following housing types:

1. Priority housing;
2. Housing affordable to very low, low, moderate, or middle income households as defined in Chapter 30.160, Inclusionary Housing; and
3. Transitional housing and supportive housing.

Employer-Sponsored Housing. Residential units which are developed, owned, maintained, and initially sold or rented to employees of a local employer (or group of employers) where each residential unit is occupied as a primary residence (as defined by federal income tax law) by a household that includes at least one person who works in the south coast region of Santa Barbara County.

Household. One or more persons living together in a single residential unit, with common access to, and common use of, all living areas and all areas and facilities for the preparation and storage of food and who maintain no more than four separate rental agreements for the single residential unit.

Limited-Equity Housing Cooperative. A corporation organized on a cooperative basis that meets the requirements of State Civil Code Section 817 and which restricts the re-sale price of the cooperative's shares in order to maintain a specified level of affordability to any new shareholder.

Local Employer. A person, business, company, corporation or other duly formed legal entity which employs persons whose primary place of employment is located within the south coast region of Santa Barbara County.

Market-Rate Unit. An ownership housing residential unit or a rental housing residential unit that may be sold or leased at an unrestricted price.

Moderate-Income Household. A household whose income does not exceed the moderate income limits applicable to Santa Barbara County as defined in California Health and Safety Code Section 50093 and published annually pursuant to Title 25 of the California Code of Regulations, Section 6932 (or its successor provision) by the California Department of Housing and Community Development. Moderate-income households are generally households with incomes between 80% and 120% of area median income.

Moderate Income Housing Plan. A plan for a residential development submitted by an applicant as provided by Section 30.150.140, Moderate Income Housing Plan Processing.

Moderate Income Unit. A rental housing residential unit affordable to moderate-income households.

Net Floor Area. See Section 30.15.070, Measuring Floor Area.

Ownership Housing. Housing developed so that individual residential units may be sold separately under the requirements of the State Subdivision Map Act. For purposes of this chapter, a residential unit may be designated as ownership housing whether or not it is rented by the owner thereof.

Priority Housing. Priority housing includes the following three categories of housing:

1. Employer-sponsored housing;
2. Limited-equity housing cooperatives; and
3. Rental housing.

Rental Housing. Housing developed and maintained as multiple residential units on the same lot for occupancy by separate households pursuant to a lease or other rental agreements where all residential units are owned exclusively by the same legal entity.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.030 Permitted Zones for the Program.

The Average Unit-Size Density Incentive Program as established herein is a density incentive program available in the following zones of the City: R-M, R-MH, O-R, C-R, C-G, M-C, CO-HV, and CO-CAR Zones, as shown on the City of Santa Barbara Average Unit-Size Density Incentive

Program Map (Exhibit A to this chapter). The fact that a lot may be subject to an overlay zone does not preclude the application of the Average Unit-Size Density Incentive Program on that lot if the Average Unit-Size Density Incentive Program is otherwise allowed in the base zoning of that lot. Development projects developed in accordance with the provisions of the Average Unit-Size Density Incentive Program shall comply with the development standards specified in this chapter.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.040 Program Duration.

A. Initial Program Period. The Average Unit-Size Density Incentive Program will expire on February 15, 2024. The City Council intends to conduct a noticed public hearing pursuant to state and local law to determine whether to extend or modify the program. In absence of Council action before the expiration date, the Initial Program Period will end and the allowed residential density will remain the Variable Density standards allowed under Santa Barbara Municipal Code Section 28.21.080.F as it existed in 2011.

B. Pending Applications. Any application for new development that is deemed complete prior to the expiration of the Program term established in subsection A, Initial Program Period, above, may continue to be processed and potentially approved under the Average Unit-Size Density Incentive Program.

(Ord. 6052, 2022; Ord. 5954, 2020; Ord. 5890, 2019)

30.150.050 Status of R-M and R-MH Residential Density.

Notwithstanding the provisions of Chapter 30.20, Residential Zones, for the duration of the Average Unit-Size Density Incentive Program established in Section 30.150.040.A, Initial Program Period, the following incentive program is available regarding the residential density of new development projects in zones of the City which otherwise would apply the R-M residential density:

A. Average Unit-Size Density Incentive Program. Projects developed in accordance with the provisions of the Average Unit-Size Density Incentive Program established in Section 30.150.070, Average Unit-Size Density Incentives, hereof are exempt from the standard R-M residential density provisions specified in Table 30.20.030.B, Development Standards–Two-Unit and Multi-Unit Zones.

B. Development of Affordable Housing. Projects that meet the affordability criteria of the State Density Bonus Law or the City’s Affordable Housing Policies and Procedures may continue to propose development pursuant to the density incentives established in Chapter 30.145, Affordable Housing and Density Bonus and Development Incentives.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.060 Pre-Application and Concept Review Required.

A. Planning Commission Concept Review. Concept Review by the Planning Commission pursuant to Section 30.205.040, Concept Review, is required for all rental housing projects

proposed in accordance with the provisions of the Average Unit-Size Density Incentive Program when all of the following conditions apply:

1. The project does not require another discretionary approval by the Planning Commission pursuant to any other provision of this title; and
2. The project site includes a lot with a High Density Residential land use designation or the project is being proposed under the Average Unit-Size Density Incentive Program Priority Housing Overlay; and
3. The project site has a combined net lot area of 15,000 square feet or greater.

B. Review by Pre-Application Review Team. All Average Unit-Size Density Incentive Program projects subject to Planning Commission Concept Review pursuant to subsection A above, shall be reviewed by the Pre-Application Review Team pursuant to Section 30.205.030, Pre-Application Review.

C. Initial Concept Review by Design Review Body. Initial Concept Review by the appropriate Design Review body shall occur prior to Concept Review by the Planning Commission. The applicant may elect to have additional Concept Reviews by the appropriate Design Review body, prior to the review by the Planning Commission.

D. Pre-Application Review Team Report. Prior to their review, the Planning Commission shall receive a written report from the Pre-Application Review Team concerning the proposed design and improvement of the project and the project’s consistency with the City’s General Plan.

E. Planning Commission Comment and Recommendations. The Planning Commission shall provide comment and recommendation by majority vote regarding the proposed design and improvement of the project and the project’s consistency with the City’s General Plan. The Planning Commission comments and recommendations are intended for use by the applicable Design Review body in their deliberations.

F. Communication to Design Review Body. Following the Planning Commission review hearing, the Community Development Department staff shall communicate the Planning Commission’s comments and recommendations to the applicable Design Review body.

G. Additional Planning Commission Review. If a project is subject to Planning Commission Concept Review pursuant to this section, the Historic Landmarks Commission cannot elect to refer the project to the Planning Commission pursuant to Section 30.220.020.D, or as such section reference may be amended in the future, of this Code, and the Architectural Board of Review cannot elect to refer the project to the Planning Commission pursuant to Section 22.68.050, or as such section reference may be amended in the future, of this Code. However, the project applicant may request an additional concept review of the project by the Planning Commission.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.070 Average Unit-Size Density Incentives.

The Average Unit-Size Density Incentive Program offers project applicants residential unit density incentives as alternatives to the base residential densities specified for the particular City zones in which the program is available. The Average Unit-Size Density Incentive Program consists of three density tiers which may apply based upon the City's General Plan land use designation for the lot and the nature of the development being proposed as follows:

A. Medium-High Density. The Medium-High Density tier applies to those lots with a City General Plan land use designation of Medium High Density Residential. The Medium-High Density tier allows the development of projects at residential densities ranging from 15 to 27 residential units per acre. The maximum average unit size within the Medium-High Density tier varies from 1,450 square feet of floor area to 905 square feet of floor area, depending upon the number of units per acre being developed, as specified in the Average Unit-Size Density Incentive Program Table (Exhibit B to this chapter).

B. High Density. The High Density tier applies to those lots with a City General Plan land use designation of High Density Residential. The High Density tier allows the development of projects at residential densities ranging from 28 to 36 residential units per acre. The maximum average unit size within the High Density tier varies from 1,245 square feet of floor area to 970 square feet of floor area, depending upon the number of units per acre being developed, as specified in

the Average Unit-Size Density Incentive Program Table (Exhibit B to this chapter).

C. Priority Housing Overlay. The Priority Housing Overlay tier applies to lots within the City with a City General Plan land use designation of High Density Residential and lots zoned M-C (regardless of the General Plan land use designation) as shown on the City of Santa Barbara Average Unit-Size Density Incentive Program Map (Exhibit A to this chapter). The Priority Housing Overlay allows the development of projects at residential densities ranging from 37 to 63 residential units per acre. The maximum average unit size within the Priority Housing Overlay tier varies from 970 square feet of floor area to 811 square feet of floor area, depending upon the number of units per acre being developed, as specified in the Average Unit-Size Density Incentive Program Table (Exhibit B to this chapter).

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.075 Process to Establish Density Tier.

A. Range of Residential Unit Sizes. The Average Unit-Size Density Incentive Program Table (Exhibit B to this chapter) shows the maximum average residential unit sizes allowed for the residential densities specified in each density tier. Projects developed under the Average Unit-Size Density Incentive Program may exceed the base residential density for the zone in which the lot is located up to the maximum residential density specified in the density tier assigned to the lot by its City General Plan land use designation.

B. Priority Housing Categories. The Priority Housing Overlay tier is only available for rental housing, employer-sponsored housing, or limited-equity housing cooperative. A project developed under the Priority Housing Overlay tier may have a combination of Priority Housing categories (i.e., a portion of the project may be rental housing while another portion of the project may be employer-sponsored housing). For the purposes of this chapter, the different categories of Priority Housing shall be established in the following manner:

1. **Employer-Sponsored Housing.** In order to qualify for the density incentives allowed under the Average Unit-Size Density Incentive Program, the applicant for a proposed employer-sponsored housing project should typically propose a project which contains a range of residential unit sizes and which offers a range of rents or purchase prices, some of which are affordable to a household earning 200% of the area median income or less at the time of the initial occupancy of the project. The owner of an approved employer-sponsored housing project must record a written instrument against the real property, in a form acceptable to the City Attorney, by which the employer sponsor(s) that owns the real property agrees to limit the occupancy of each residential unit to a household who occupies the unit as their primary residence and which includes at least one person who is primarily employed at a place of employment located within the south coast region of Santa Barbara County for as long as the property is developed and maintained at the incentive densities.

2. **Limited-Equity Housing Cooperative.** In order to qualify for the density incentives provided under the Average Unit-Size Density Program, all of the residential units within the limited-equity housing cooperative must be affordable to households earning up to 250% of the area median income measured at the time of purchase, as affordability is defined in the City's Affordable Housing Policies and Procedures, and a covenant containing this requirement (in a form acceptable to the City Attorney) shall be recorded against the real property to this effect.
3. **Rental Housing.** In order to qualify for the density incentives allowed under the Average Unit-Size Density Incentive Program, the owner of real property developed with rental housing must record a written covenant, in a form acceptable to the City Attorney, by which the owner agrees to maintain the rental housing use for as long as the property is developed and maintained at the incentive densities provided for in this chapter.

(Ord. 5954, 2020)

30.150.080 Inclusionary Housing Requirements for Ownership Housing Projects.

If residential units in an ownership housing project are developed in accordance with the Average Unit-Size Density Incentive Program of this chapter, the project shall comply with the City's Inclusionary Housing Ordinance (Chapter 30.160), and if the owner of the ownership housing project elects to provide the inclusionary units on-site as part of the ownership housing

project (as opposed to paying the allowed in-lieu fee allowed by Chapter 30.160), the increased number of residential units to which the owner is entitled under Chapter 30.160 shall also comply with the maximum average unit size for the base density of the project under the Average Unit-Size Density Incentive Program.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.090 Additional Development Incentives.

A. Development Standards Generally. In order to further encourage the development of projects in accordance with the provisions of this Average Unit-Size Density Incentive Program, the development standards listed in this section are allowed for those projects developed and maintained in accordance with the Average Unit-Size Density Incentive Program. Except as otherwise specified in this section, projects developed in accordance with the provisions of the Average Unit-Size Density Incentive Program shall otherwise comply with the development standards applicable to the zone in which the lot is located. This section does not apply to a parcel that was developed with a mobilehome park (as defined by California Health and Safety Code Section 18214) that existed on November 1, 2018.

B. Market Rate Ownership Projects Within the Upper State Street Area (USS) Overlay Zone. Projects developed with market rate ownership units, on lots with a City General Plan land use designation of Medium-High Density, and within the Upper State Street Area (USS) Overlay Zone, shall comply with Upper State Street Area

(USS) Overlay Zone development standards as required by Chapter 30.85.

C. Maximum Height.

1. **C-G and M-C Zones.** Projects developed and maintained in accordance with the Average Unit-Size Density Incentive Program in the C-G or M-C Zones, located in and developed at the Priority Housing Overlay Tier, as shown on the City of Santa Barbara Average Unit-Size Density Incentive Program Map (Exhibit A to this chapter), and located within the Central Business District, delineated on Figure 30.175.050.B, Central Business District, shall be allowed a maximum height of 48 feet, unless an exception is approved pursuant to Section 30.140.100, Exceptions to Height Limitations.
2. **R-M, R-MH, O-R, C-R, CO-HV, CO-CAR Zones, or the USS Overlay Zone.** Projects developed and maintained in accordance with the Average Unit-Size Density Incentive Program in the R-M, R-MH, O-R, C-R, C-G, M-C, CO-HV, CO CAR Zones, or the USS Overlay Zone shall conform to the maximum height standards specified within the zone in which the lot is located.

D. Maximum Floor Area. Average Unit-Size Density Incentive Program projects in the USS Overlay Zone are not subject to the USS Overlay Zone maximum floor area limitations of Chapter 30.85, except, that projects developed with market rate ownership units on lots with a City General Plan land use designation of Medium-High Density and located within the USS Overlay Zone shall comply with USS Overlay Zone maximum floor area limitations of Chapter 30.85.

E. Setbacks. Projects developed and maintained in accordance with the Average Unit Size Density Incentive Program shall observe the following setback standards:

1. ***O-R, C-R, C-G, and M-C Zones and the USS Overlay Zone.*** Projects developed in accordance with the Average Unit-Size Density Incentive Program in the O-R, C-R, C-G, and M-C Zones and the USS Overlay Zone shall observe the following setback standards:
 - a. *Front Setback.*
 - i. State Street and First Blocks of Cross Streets. Projects on lots fronting State Street between Montecito Street and Sola Street, and lots fronting the first block east or west of State Street on streets that cross State Street between and including Montecito Street and Sola Street, shall not be required to provide a front setback.
 - ii. Non-Residentially-Zoned Lots Subject to the USS Overlay Zone. Projects developed on non-residentially-zoned lots within the USS Overlay Zone shall observe a front setback of 10 feet; provided, however, that projects on non-residentially-zoned lots in the Medium High Density designation and developed with market rate ownership units shall observe the front setback standards of the USS Overlay Zone required by Chapter 30.85.
 - iii. All Other Lots. Projects on lots that do not front on the streets specified in subsection E.1.a.i, State Street and First Blocks of Cross Streets, shall

observe the following front setback standard:

- (1) A uniform front setback of five feet shall be provided except where that portion of the structure which intrudes into the required five-foot front setback is appropriately balanced with a front setback area that exceeds the minimum five-foot front setback. The additional compensating setback area shall be in the front yard, and not located farther from the adjacent front lot line than one half of the depth of the lot.
- b. *Interior Setback Adjacent to Nonresidential Zone.* No interior setback is required for those projects adjacent to a nonresidential zone; provided, however, that projects on non-residentially-zoned lots in the Medium-High Density designation within the USS Overlay Zone and developed with market rate ownership units shall observe the interior setback standards required by the applicable zone.
- c. *Interior Setback Adjacent to Residential Zone.* A uniform interior setback of six feet shall be provided except for those projects where that portion of the structure which intrudes into the required six-foot interior setback is appropriately balanced with an interior setback area that exceeds the minimum six-foot interior setback; provided, however, that projects developed on non-residentially-zoned

lots in the Medium-High Density designation within the USS Overlay Zone and developed with market rate ownership units shall observe the interior setback standards required by the applicable zone.

4. ***R-M and R-MH Zones.*** Projects on lots developed in accordance with the Average Unit-Size Density Incentive Program in the R-M and R-MH Zones, except for market rate ownership projects within the USS Overlay Zone, shall observe the same setbacks as the R-M and R-MH Zones.
5. ***CO-HV and CO-CAR Zones.*** Lots developed in accordance with the Average Unit-Size Density Incentive Program in the CO-HV and CO-CAR Zones shall observe the setback standards required by the applicable zone.

F. Parking. Projects developed under the Average Unit-Size Density Incentive Program shall observe the following parking requirements.

1. ***Within the Central Business District.*** Projects developed and maintained in accordance with the Average Unit-Size Density Incentive Program, on lots within the Central Business District, as delineated in Figure 30.175.050.B., shall provide a maximum of one off-street parking space per residential unit. The parking space may be covered or uncovered, and may be leased separately from the residential unit. All off-street parking spaces associated with nonresidential components of mixed-use projects developed under the Average Unit-Size Density Incentive Program shall

comply with the parking standards set forth in Chapter 30.175, Parking Regulations.

2. **Outside the Central Business District.**

Projects developed and maintained in accordance with the Average Unit-Size Density Incentive Program on lots outside the Central Business District, as delineated in Figure 30.175.050.B., shall observe the following parking requirements:

a. *Studio, One-Bedroom, and Two-Bedroom Residential Units.* A minimum of one parking space shall be provided for each residential unit. The parking spaces may be covered, uncovered, or a combination of both.

b. *Three or More Bedroom Residential Units.* A minimum of two automobile parking spaces shall be provided for each residential unit with three or more bedrooms. The parking spaces may be covered, uncovered, or a combination of both.

c. *Market Rate Ownership Projects in USS Overlay Zone.* Projects on lots in the Medium-High Density designation subject to the USS Overlay Zone and developed with market rate ownership units shall observe the parking requirements required by the applicable zone.

4. **Parking Reductions.** Except for the parking reductions provided pursuant to Section 30.175.050.A, for development in which 100% of the units are developed as rental units affordable to very low or low income households, or Senior Housing, residential units developed under this chapter shall

not qualify for any additional parking exceptions or reductions pursuant to Chapter 30.175, Parking Regulations.

5. **Bicycle Parking.** A minimum of one covered and secured bicycle parking space shall be provided for each residential unit.

6. **Guest Parking.** Guest parking is not required.

7. **Other Parking Regulations.** Other than the number of required off-street parking spaces pursuant to Table 30.175.040, Required Off-Street Parking Spaces, and as may otherwise be provided in Section 30.150.090.F.1., projects developed under this chapter shall observe all of the parking standards specified in Chapter 30.175, Parking Regulations.

G. Open Yard. Projects developed in accordance with the Average Unit-Size Density Incentive Program shall provide open yard as follows:

1. **Residential Zones.** Projects in residential zones shall provide the open yard requirements specified by Section 30.140.140, Open Yards.

2. **Nonresidential Zones.**

a. Projects in nonresidential zones, in the Medium-High Density designation, within USS Overlay Zone, and developed with market rate ownership units shall provide the open yard requirements specified by Section 30.140.140, Open Yards.

b. All other projects in nonresidential zones shall provide open yard requirements as follows:

i. Private open yard, pursuant to Section 30.140.140.C.2, Lots Developed with Multi-Unit Residential or Mixed-Use; and

ii. On lots developed with four or more residential units, one additional area, located on grade or on a roof deck, is required with minimum dimensions of 15 feet long and 15 feet wide for use as a common open yard accessible to all residential units on the lot.

iii. An alternative open yard design that meets the following standards is allowed to replace subsections G.2.b.i and ii above.

(1) **Minimum Area.** 15% of the net lot area located on the ground or on decks of any height, including roof decks; and

(2) **Minimum Dimensions.** At least one area with a minimum dimension of 20 feet long and 20 feet wide, located on the ground or on any floor of the building or structure, including roof decks, that are accessible to all units for use as a common open yard area must be provided.

(3) **Standards and Location.** Except those for private open yards in Sections 30.140.140.D.4 and 30.140.140.E.5, and the on-grade requirement in Section 30.140.140.E.2, all other open yard standards and location requirements, pursuant to subsections 30.140.140.D and E, Standards and Location, shall be met.

(Ord. 6010, 2021; Ord. 5954, 2020; Ord. 5890, 2019, 5869, 2019)

30.150.100 Prohibition Against Conversion of Residential Units to a Hotel or Similar Use.

Residential units approved, permitted, or constructed under the Average Unit-Size Density Incentive Program shall not be converted to a hotel or other similar use as delineated in Section 30.295.040.P.

(Ord. 5954, 2020; Ord. 5890, 2019; Ord. 5869, 2019)

30.150.110 Inclusionary Requirements for Rental Housing Projects.

A. General Requirements.

1. *Developments of 10 or More Residential Units.* For all projects developed in accordance with the Average Unit-Size Density Incentive Program of this chapter with 10 or more rental housing residential units, at least 10% of the total residential units on site shall be constructed and offered at an affordable rent as moderate income units restricted for occupancy at moderate income to be occupied by moderate-income households as specified herein. Existing residential units that are to be retained shall be included in the number of residential units in the project for purposes of calculating the number of moderate income units required under this subsection.
2. *Developments of Less Than 10 Residential Units But More Than Four Residential*

Units—Payment of an Inclusionary Housing In-Lieu Fee. For all projects developed in accordance with the Average Unit-Size Density Incentive Program of this chapter with fewer than 10 and more than four rental housing residential units, the applicant shall have the option to either pay to the City an inclusionary housing in-lieu fee equal to an amount specified by Section 30.150.120.B, Calculation of inclusionary housing in-lieu fee, or to construct and offer residential units on site and offered at an affordable rent as moderate income units as set forth in subsection A.1.

B. Density Bonus Units. Any additional rental housing residential units authorized and approved as a density bonus under the State density bonus law or the City's Affordable Housing Policies and Procedures shall not be counted in determining the required number of moderate income units.

C. Rounding the Remainder. In determining the number of moderate income units required by this section, any decimal fraction of 0.5 or more shall be rounded up to the nearest whole number. For any decimal fraction less than 0.5, the applicant of the project shall pay the City an Inclusionary Housing In-Lieu fee for the remainder equal to an amount specified by Section 30.150.120.B, Calculation of Inclusionary Housing In-Lieu Fee.

D. Average Unit-Size Density Program Inclusionary Moderate Income Housing Plan Requirement. Every Average Unit-Size Density Program rental housing development subject to

the requirements of subsection A shall include a Moderate Income Housing Plan that meets the standards of Section 30.150.140 as part of the building permit application submittal. No application for a building permit may be issued until a Moderate Income Housing Plan is submitted to and approved by the Community Development Director as being complete. The Community Development Director may require additional information reasonably necessary to clarify and supplement the application or determine the consistency of the proposed Moderate Income Housing Plan with the requirements of this chapter.

E. Rental Housing Projects Exempted from Inclusionary Requirements. The inclusionary requirements of this chapter shall not apply to the following types of rental housing projects:

1. *Casualty Reconstruction Projects.* The reconstruction of any residential units or structures which have been destroyed by fire, flood, earthquake or other act of nature, which are being reconstructed in a manner consistent with the requirements of Section 30.165.080.C, Repair and Replacement of Damaged or Destroyed Nonconforming Structures.
2. *Voluntarily Affordable Projects.* Residential developments which propose that not less than 100% of the residential units of the project (excluding managers' units) will be deed restricted for occupancy by families qualifying as lower income households pursuant to and in accordance with the City's Affordable Housing Policies and Procedures.

3. **Employer-Sponsored Housing Projects.** Employer-sponsored housing projects developed in accordance with this chapter.
4. **Four or Fewer Rental Housing Residential Units.** Projects that propose four or fewer units developed in accordance with this chapter.

(Ord. 6010, 2021; Ord. 5954, 2020; Ord. 5890, 2019).

30.150.120 Inclusionary Housing In-Lieu Fees.

A. Payment of Inclusionary Housing In-Lieu Fee to City. All inclusionary housing in-lieu fees paid under this section shall be deposited into the City’s Affordable Housing Inclusionary Fund as provided for in Section 30.160.130, Affordable Housing Inclusionary Fund.

B. Calculation of Inclusionary Housing In-Lieu Fee. The inclusionary housing in-lieu fee shall be set at an initial amount equal to \$25.00 per square foot, based on the net floor area of each Average Unit-Size Density Incentive Program rental housing residential unit. The inclusionary housing in-lieu fee shall be evaluated annually and adjusted by the Community Development Director by the Engineering News Record (ENR) Building Cost Index for Los Angeles. The inclusionary housing in-lieu fee may additionally be adjusted from time to time by resolution of the City Council.

C. Fractional Units. If the calculation for the required number of moderate income units as provided in Section 30.150.110, Inclusionary Requirements for Rental Housing Projects, results in a fraction of a residential unit, the

amount of inclusionary housing in-lieu fee for such fractional unit shall be calculated as follows:

Fractional Unit / Total Moderate Income Unit Requirement x Per Square Foot Fee x Net Floor Area in the Project

Example: 33-unit rental housing project totaling 50,000 sq. ft. has an on-site requirement of 10%, or 3.3 residential units. Applicant must provide 3 moderate income units and pay an in-lieu fee for the 0.3 fractional unit. The payment for the in-lieu fee is calculated as follows: $0.3/3.3 \times \$25.00 \times 50,000 \text{ sq. ft.} = \$113,636$.

D. Timing of Payment of Inclusionary Housing In-Lieu Fee. The inclusionary housing in-lieu fees shall be paid to the City prior to the issuance of a Certificate of Occupancy or the date of the final inspection, whichever occurs first.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.130 Moderate Income Housing Standards.

Moderate income units required to be constructed by this chapter shall conform to the following standards:

A. Design. Moderate income units shall be dispersed evenly throughout a project and shall be comparable in construction quality and exterior design to the market-rate units constructed as part of the development. The size of moderate income units shall be determined in accordance with the City’s Affordable Housing Policies and Procedures. Moderate income units may have different interior finishes and

features than market-rate units so long as the interior features are durable, of good quality and consistent with contemporary standards for new housing.

B. Bedrooms and Bathrooms. The average number of bedrooms in the moderate income units shall equal or exceed the average number of bedrooms in the market-rate units of the development. One- and two-bedroom moderate income units shall generally have at least one and one-half bathrooms, and three-bedroom moderate income units shall have at least two bathrooms. However, the required number of bathrooms shall not be greater than the number of bathrooms in the market-rate units.

C. Timing of Construction. All moderate income units shall be constructed and occupied concurrently with or prior to the construction and occupancy of market-rate units of the development. In phased developments, moderate income units may be constructed and occupied in proportion to the number of residential units in each phase of the residential development.

D. Duration of Affordability Requirement. Moderate income units built under this chapter shall be legally restricted to occupancy by moderate-income households for at least 90 years, pursuant to and in conformance with the City’s Affordable Housing Policies and Procedures.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.140 Moderate Income Housing Plan Processing.

A. Generally. The submittal of a Moderate Income Housing Plan and recordation of an approved City affordability control covenant shall be a precondition on the City issuance of a building permit.

B. Required Plan Elements. A Moderate Income Housing Plan shall include the following elements or submittal requirements:

1. The number, location, structure (attached, semi-attached, or detached), and size of the proposed market-rate units and moderate income units and the basis for calculating the number of moderate income units;
2. A floor or site plan depicting the location of the moderate income units and the market-rate units;
3. The income levels to which each moderate income unit will be made affordable;
4. The methods to be used to advertise the availability of the moderate income units and select the eligible tenants, including preference to be given, if any, to applicants who live or work in the City in conformance with the City's Affordable Housing Policies and Procedures;
5. For phased development, a phasing plan that provides for the timely development of the number of moderate income units proportionate to each proposed phase of development as required by Section 30.150.130.C, Timing of Construction; and

6. Any other information reasonably requested by the Community Development Director to assist with evaluation of the Plan under the standards of this chapter.

C. Affordability Control Covenants. Prior to issuance of a building permit, the City affordability control covenant shall be approved and executed by the Community Development Director, executed by the applicant/owners, and recorded against the title of any rental housing project that includes one or more moderate income units.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.150 Processing Waivers, Adjustments, and Reductions.

A. An applicant may request a waiver, adjustment, or reduction of the requirements of this chapter only upon a showing that strict application of its requirements would effectuate an unconstitutional taking of property or otherwise have an unconstitutional application to the property.

B. Requests for waiver, adjustment, or reduction must be submitted in writing to the Community Development Director, together with supporting documentation, concurrently with the application submittal.

C. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting

substantial evidence to support the claim. The City may assume each of the following when applicable:

1. That the applicant will provide the most economical affordable units feasible, meeting the requirements of this chapter and the City's Affordable Housing Policies and Procedures; and
2. That the applicant will benefit from the incentives for project as described in this chapter and elsewhere in the Zoning Ordinance.

D. Requests shall be acted upon by the Community Development Director within a reasonable time, taking into account the amount and complexity of the relevant information and evidence. The Community Development Director may conduct a public hearing on the matter, or refer the request for recommendations or action by the Planning Commission or City Council. The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings, based on substantial evidence, supporting the determinations required by this section.

(Ord. 5954, 2020; Ord. 5890, 2019)

30.150.160 Exhibits.

(Ord. 5954, 2020)

EXHIBIT A

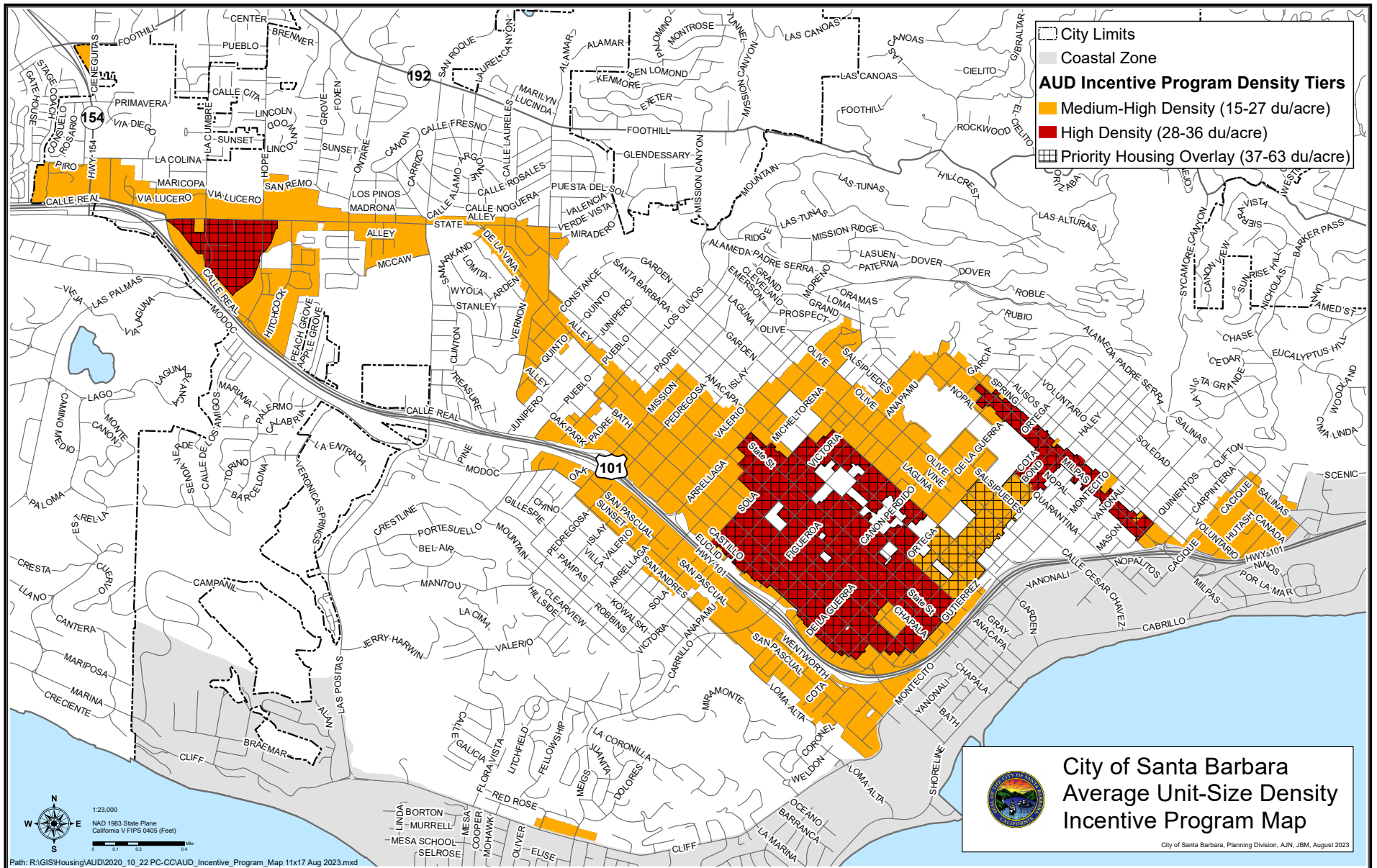


EXHIBIT B: AVERAGE UNIT-SIZE DENSITY (AUD) INCENTIVE PROGRAM TABLE

Exhibit B: Average Unit Size Density (AUD) Incentive Program Table					
Medium-High Density (15-27 du/ac)		High Density (28-36 du/ac)		Priority Housing Overlay (37-63 du/ac)	
Maximum Average Unit Size (sf)	Density (du/ac)	Maximum Average Unit Size (sf)	Density (du/ac)	Maximum Average Unit Size (sf)	Density (du/ac)
1,450	15	1,245	28	970	37
1,360	16	1,200	29	970	38
1,280	17	1,160	30	970	39
1,210	18	1,125	31	970	40
1,145	19	1,090	32	970	41
1,090	20	1,055	33	970	42
1,040	21	1,025	34	970	43
1,005	22	995	35	970	44
985	23	970	36	970	45
965	24	--	--	970	46
945	25	--	--	970	47
925	26	--	--	970	48
905	27	--	--	969	49
--	--	--	--	960	50
--	--	--	--	941	51
--	--	--	--	935	52
--	--	--	--	917	53
--	--	--	--	901	54
--	--	--	--	896	55
--	--	--	--	880	56
--	--	--	--	874	57
--	--	--	--	859	58
--	--	--	--	845	59
--	--	--	--	840	60
--	--	--	--	827	61
--	--	--	--	825	62
--	--	--	--	811	63

AUD Project Data

Data as of May 2023

Data in this Appendix was gathered from Planning (PLN) Applications submitted to the City of Santa Barbara's Community Development Department Planning Division.

Projects identified with an asterisk (*) have photographs in this report.

1005 North Milpas Street *			
Medium-High Density		PLN2016-00506	
Status	Complete		
Application First Received	11/2/2016		
Approved	1/30/2017		
Issued	7/31/2017		
Complete	7/22/2020		
Total Units	4		
Existing	1	Demolished	1
New	4	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	2	3+bed	2
Average Unit Size	894 sq.ft.		
Density	23 du/ac	Height	34'-0"
Zone	R-M	Lot	7,579 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	5,130 sq.ft.	Commercial	--

1023 Cacique Street A			
Medium-High Density		PLN2014-00503	
Status	Complete		
Application First Received	10/14/2014		
Approved	2/2/2015		
Issued	9/2/2015		
Complete	1/28/2016		
Total Units	4		
Existing	2	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	2	1-bed	0
2-bed	0	3+bed	2
Average Unit Size	963 sq.ft.		
Density	16 du/ac	Height	29'-6"
Zone	R-M	Lot	11,265 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	2,885 sq.ft.	Commercial	--

1032 Santa Barbara Street			
Priority Housing		PLN2022-00309	
Status		Issued	
Application First Received		2/19/2016	
Approved		12/7/2016	
Issued		12/2/2021	
Complete		--	
Total Units		8	
Existing	1	Demolished	1
New	8	Net New	7
Affordable	0	Inclusionary	0
Studio	1	1-bed	0
2-bed	7	3+bed	0
Average Unit Size		970 sq.ft.	
Density	47 du/ac	Height	43'-0"
Zone	C-G	Lot	7,497 sq.ft.
Parking	11	Mixed-Use	Yes
Bldg Area	12,445 sq.ft.	Commercial	1,261 sq.ft.

1105 North Milpas Street			
Medium-High Density		PLN2015-00609	
Status		Complete	
Application First Received		12/10/2015	
Approved		1/11/2016	
Issued		11/1/2016	
Complete		12/11/2017	
Total Units		6	
Existing	5	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	5
2-bed	1	3+bed	0
Average Unit Size		648 sq.ft.	
Density	26 du/ac	Height	25'-0"
Zone	R-M	Lot	10,221 sq.ft.
Parking	6	Mixed-Use	N/A
Bldg Area	4,535 sq.ft.	Commercial	--

1115 Garden Street *			
Priority Housing		PLN2016-00170	
Status		Complete	
Application First Received		4/21/2016	
Approved		1/11/2017	
Issued		1/2/2018	
Complete		8/20/2019	
Total Units		4	
Existing	0	Demolished	0
New	4	Net New	4
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	1
Average Unit Size		906 sq.ft.	
Density	38 du/ac	Height	42'-6"
Zone	O-R	Lot	4,658 sq.ft.
Parking	4	Mixed-Use	No
Bldg Area	5,375 sq. ft.	Commercial	0 sq.ft.

11 West Pedregosa Street *			
Medium-High Density		PLN2016-00485	
Status		Issued	
Application First Received		10/18/2016	
Approved		3/7/2017	
Issued		10/2/2018	
Complete		--	
Total Units		6	
Existing	1	Demolished	1
New	6	Net New	5
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	4	3+bed	1
Average Unit Size		1,213 sq.ft.	
Density	15 du/ac	Height	26'-3"
Zone	C-G	Lot	18,548 sq.ft.
Parking	12	Mixed-Use	Yes
Bldg Area	10,241 sq.ft.	Commercial	1,492 sq.ft.

1108 Olive Street			
Medium-High Density		PLN2018-00476	
Status		Approved	
Application First Received		9/4/2018	
Approved		6/3/2019	
Issued		--	
Complete		--	
Total Units		4	
Existing	1	Demolished	1
New	4	Net New	3
Affordable	0	Inclusionary	0
Studio	1	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		867 sq.ft.	
Density	25 du/ac	Height	23'-9"
Zone	R-M	Lot	7,250 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	4,778 sq.ft.	Commercial	--

1115 Hutash Street			
Medium-High Density		PLN2021-00064	
Status		Pending	
Application First Received		1/21/2021	
Approved		--	
Issued		--	
Complete		--	
Total Units		3	
Existing	1	Demolished	1
New	3	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	2	3+bed	1
Average Unit Size		734 sq.ft.	
Density	27 du/ac	Height	24'-3"
Zone	R-M	Lot	5,000 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	3,572 sq.ft.	Commercial	--

1116 San Pascual Street			
Medium-High Density		PLN2016-00359	
Status		Complete	
Application First Received		8/5/2016	
Approved		4/24/2017	
Issued		1/23/2019	
Complete		4/6/2021	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	2	3+bed	0
Average Unit Size		763 sq.ft.	
Density	19 du/ac	Height	28'-6"
Zone	R-M	Lot	6,880 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	3,396 sq.ft.	Commercial	--

113 West De La Guerra Street			
Priority Housing		PLN2015-00626	
Status		Approved	
Application First Received		12/17/2015	
Approved		2/5/2020	
Issued		--	
Complete		--	
Total Units		23	
Existing	0	Demolished	0
New	23	Net New	23
Affordable	0	Inclusionary	0
Studio	2	1-bed	16
2-bed	5	3+bed	0
Average Unit Size		693 sq.ft.	
Density	62 du/ac	Height	48'-0"
Zone	C-G	Lot	16,273 sq.ft.
Parking	26	Mixed-Use	Yes
Bldg Area	32,918 sq.ft.	Commercial	1,139 sq.ft.

115 West Anapamu Street			
Priority Housing		PLN2020-00074	
Status		Approved	
Application First Received		2/14/2020	
Approved		8/10/2020	
Issued		--	
Complete		--	
Total Units		42	
Existing	10	Demolished	2
New	34	Net New	32
Affordable	34	Inclusionary	0
Studio	42	1-bed	0
2-bed	0	3+bed	0
Average Unit Size		450 sq.ft.	
Density	122 du/ac	Height	60'-0"
Zone	C-G	Lot	15,013 sq.ft.
Parking	1	Mixed-Use	Yes
Bldg Area	37,417 sq.ft.	Commercial	10,928 sq.ft.

1120 & 1122 Hutash Street			
Medium-High Density		PLN2016-00197	
Status		Complete	
Application First Received		5/11/2016	
Approved		1/30/2017	
Issued		6/29/2017	
Complete		10/30/2018	
Total Units		12	
Existing	2	Demolished	2
New	12	Net New	10
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	11	3+bed	1
Average Unit Size		1,229 sq.ft.	
Density	13 du/ac	Height	32'-3"
Zone	R-M	Lot	41,965 sq.ft.
Parking	19	Mixed-Use	N/A
Bldg Area	20,236 sq.ft.	Commercial	--

1135 San Pascual Street *			
Medium-High Density		PLN2013-00377	
Status		Complete	
Application First Received		9/10/2013	
Approved		12/21/2015	
Issued		2/11/2020	
Complete		4/1/2021	
Total Units		4	
Existing	1	Demolished	0
New	3	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	0	3+bed	4
Average Unit Size		1,221 sq.ft.	
Density	16 du/ac	Height	25'-6"
Zone	R-M	Lot	11,100 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	6,858 sq.ft.	Commercial	--

116 East Cota Street *			
Priority Housing		PLN2015-00627	
Status		Issued	
Application First Received		12/21/2015	
Approved		6/16/2016	
Issued		12/2/2021	
Complete		--	
Total Units		29	
Existing	0	Demolished	0
New	29	Net New	29
Affordable	0	Inclusionary	28
Studio	28	1-bed	1
2-bed	0	3+bed	0
Average Unit Size		436 sq.ft.	
Density	117 du/ac	Height	45'-0"
Zone	M-C	Lot	10,865 sq.ft.
Parking	16	Mixed-Use	Yes
Bldg Area	31,873 sq.ft.	Commercial	738 sq.ft.

1220 & 1222 San Andres Street *			
Medium-High Density		PLN2016-00211	
Status		Complete	
Application First Received		5/24/2016	
Approved		8/7/2017	
Issued		11/5/2018	
Complete		7/24/2019	
Total Units		12	
Existing	5	Demolished	5
New	12	Net New	7
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	6	3+bed	5
Average Unit Size		996 sq.ft.	
Density	18 du/ac	Height	37'-0"
Zone	R-M	Lot	29,291 sq.ft.
Parking	17	Mixed-Use	N/A
Bldg Area	14,627 sq.ft.	Commercial	--

123 East Carrillo Street			
Priority Housing		PLN2023-00200	
Status		Pending	
Application First Received		5/20/2023	
Approved		--	
Issued		--	
Complete		--	
Total Units		3	
Existing	0	Demolished	0
New	3	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		962 sq.ft.	
Density	49 du/ac	Height	45'-0"
Zone	C-G	Lot	2,684 sq.ft.
Parking	0	Mixed-Use	No
Bldg Area	4,210 sq.ft.	Commercial	0 sq.ft.

1236 San Andres Street *			
Medium-High Density		PLN2006-00364	
Status		Complete	
Application First Received		1/25/2017	
Approved		6/22/2017	
Issued		3/13/2019	
Complete		10/28/2020	
Total Units		4	
Existing	2	Demolished	2
New	4	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	0	3+bed	4
Average Unit Size		1,108 sq.ft.	
Density	18 du/ac	Height	22'-6"
Zone	R-M	Lot	10,000 sq.ft.
Parking	5	Mixed-Use	N/A
Bldg Area	4,898 sq.ft.	Commercial	--

1224 Laguna Street			
Medium-High Density		PLN2018-00541	
Status		Complete	
Application First Received		10/8/2018	
Approved		12/12/2018	
Issued		6/13/2019	
Complete		8/21/2019	
Total Units		3	
Existing	2	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	2	3+bed	0
Average Unit Size		660 sq.ft.	
Density	23 du/ac	Height	24'-3.5"
Zone	R-M	Lot	5,715 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	2,812 sq.ft.	Commercial	--

1230 San Andres Street			
Medium-High Density		PLN2020-00205	
Status		Approved	
Application First Received		4/30/2017	
Approved		1/29/2021	
Issued		--	
Complete		--	
Total Units		7	
Existing	2	Demolished	2
New	7	Net New	5
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	7	3+bed	0
Average Unit Size		904 sq.ft.	
Density	27 du/ac	Height	32'-0"
Zone	R-M	Lot	11,594 sq.ft.
Parking	7	Mixed-Use	N/A
Bldg Area	7,419 sq.ft.	Commercial	--

130 South Alisos Street *			
Medium-High Density		PLN2015-00402	
Status		Complete	
Application First Received		8/18/2015	
Approved		2/29/2016	
Issued		11/11/2016	
Complete		10/5/2017	
Total Units		8	
Existing	5	Demolished	0
New	3	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	4	3+bed	4
Average Unit Size		1,040 sq.ft.	
Density	21 du/ac	Height	25'-0"
Zone	R-M	Lot	16,686 sq.ft.
Parking	8	Mixed-Use	N/A
Bldg Area	7,808 sq.ft.	Commercial	--

1309 Castillo Street			
Priority Housing		PLN2022-00451	
Status	Pending		
Application First Received	11/14/2022		
Approved	--		
Issued	--		
Complete	--		
Total Units	5		
Existing	1	Demolished	1
New	5	Net New	4
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	5	3+bed	0
Average Unit Size	1,054 sq.ft.		
Density	33 du/ac	Height	36'-10"
Zone	R-MH	Lot	6,750 sq.ft.
Parking	5	Mixed-Use	No
Bldg Area	8,740 sq.ft.	Commercial	0 sq.ft.

1317 Punta Gorda Street			
Medium-High Density		PLN2018-00627	
Status	Issued		
Application First Received	11/20/2018		
Approved	9/23/2019		
Issued	5/3/2021		
Complete	--		
Total Units	14		
Existing	1	Demolished	1
New	14	Net New	13
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	14	3+bed	0
Average Unit Size	914 sq.ft.		
Density	26 du/ac	Height	23'-10"
Zone	R-M	Lot	23,847 sq.ft.
Parking	14	Mixed-Use	N/A
Bldg Area	15,320 sq.ft.	Commercial	--

1330 Chapala Street			
High Density		PLN2013-00169	
Status	Complete		
Application First Received	5/1/2013		
Approved	8/14/2013		
Issued	12/16/2015		
Complete	12/5/2018		
Total Units	33		
Existing	0	Demolished	0
New	33	Net New	33
Affordable	0	Inclusionary	0
Studio	2	1-bed	9
2-bed	18	3+bed	4
Average Unit Size	822 sq.ft.		
Density	30 du/ac	Height	41'-6"
Zone	C-G	Lot	48,740 sq.ft.
Parking	35	Mixed-Use	Yes
Bldg Area	44,973 sq.ft.	Commercial	895 sq.ft.

1309 State Street			
High Density		PLN2021-00229	
Status	Complete		
Application First Received	5/3/2021		
Approved	9/29/2021		
Issued	10/13/2021		
Complete	4/13/2022		
Total Units	2		
Existing	0	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	2	1-bed	0
2-bed	0	3+bed	0
Average Unit Size	506 sq.ft.		
Density	32 du/ac	Height	25'-0"
Zone	C-G	Lot	2,791 sq.ft.
Parking	0	Mixed-Use	Yes
Bldg Area	3,626 sq.ft.	Commercial	2,057 sq.ft.

1325 State Street *			
High Density		PLN2018-00079	
Status	Complete		
Application First Received	2/21/2018		
Approved	12/8/2018		
Issued	3/24/2020		
Complete	6/24/2021		
Total Units	2		
Existing	0	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	0	3+bed	0
Average Unit Size	745 sq.ft.		
Density	22 du/ac	Height	23'-0"
Zone	C-G	Lot	4,108 sq.ft.
Parking	0	Mixed-Use	Yes
Bldg Area	5,681 sq.ft.	Commercial	3,681 sq.ft.

15 South Hope Avenue			
Priority Housing		PLN2015-00010	
Status	Issued		
Application First Received	1/9/2015		
Approved	4/11/2016		
Issued	11/23/2021		
Complete	--		
Total Units	44		
Existing	0	Demolished	0
New	44	Net New	44
Affordable	0	Inclusionary	0
Studio	13	1-bed	27
2-bed	4	3+bed	0
Average Unit Size	730 sq.ft.		
Density	57 du/ac	Height	45'-0"
Zone	C-G	Lot	33,910 sq.ft.
Parking	48	Mixed-Use	Yes
Bldg Area	44,938 sq.ft.	Commercial	436 sq.ft.

16 West Mission Street *			
Medium-High Density		PLN2019-00398	
Status		Complete	
Application First Received		8/15/2019	
Approved		12/5/2019	
Issued		8/18/2020	
Complete		5/26/2021	
Total Units		23	
Existing	1	Demolished	0
New	22	Net New	22
Affordable	2	Inclusionary	0
Studio	9	1-bed	11
2-bed	3	3+bed	0
Average Unit Size		520 sq.ft.	
Density	35 du/ac	Height	32'-11"
Zone	C-G	Lot	28,724 sq.ft.
Parking	23	Mixed-Use	No
Bldg Area	13,156 sq.ft.	Commercial	0 sq.ft.

1623 De La Vina Street *			
Medium-High Density		PLN2014-00546	
Status		Complete	
Application First Received		11/4/2014	
Approved		4/27/2015	
Issued		5/19/2016	
Complete		5/31/2017	
Total Units		3	
Existing	1	Demolished	1
New	3	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		788 sq.ft.	
Density	26 du/ac	Height	25'-3"
Zone	R-MH	Lot	5,100 sq.ft.
Parking	3	Mixed-Use	No
Bldg Area	2,661 sq.ft.	Commercial	0 sq.ft.

1732 Chapala Street			
Medium-High Density		PLN2017-00781	
Status		Issued	
Application First Received		11/15/2017	
Approved		4/17/2019	
Issued		1/30/2020	
Complete		--	
Total Units		4	
Existing	3	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	1	1-bed	3
2-bed	0	3+bed	0
Average Unit Size		565 sq.ft.	
Density	24 du/ac	Height	24'-10"
Zone	R-MH	Lot	11,580 sq.ft.
Parking	4	Mixed-Use	No
Bldg Area	2,989 sq.ft.	Commercial	0 sq.ft.

1616 San Pascual Street			
Medium-High Density		PLN2018-00598	
Status		Complete	
Application First Received		11/5/2018	
Approved		3/25/2019	
Issued		7/27/2020	
Complete		8/22/2022	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	1	1-bed	0
2-bed	2	3+bed	0
Average Unit Size		685 sq.ft.	
Density	23 du/ac	Height	23'-4"
Zone	R-M	Lot	5,900 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	2,652 sq.ft.	Commercial	--

1717 Thomas Avenue			
Medium-High Density		PLN2019-00092	
Status		Approved	
Application First Received		2/27/2019	
Approved		11/19/2020	
Issued		--	
Complete		--	
Total Units		4	
Existing	2	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	3
2-bed	1	3+bed	0
Average Unit Size		539 sq.ft.	
Density	24 du/ac	Height	19'-0"
Zone	R-M	Lot	7,500 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	3,200 sq.ft.	Commercial	--

1812 San Pascual Street			
Medium-High Density		PLN2020-00381	
Status		Issued	
Application First Received		7/27/2020	
Approved		5/17/2021	
Issued		3/20/2023	
Complete		--	
Total Units		6	
Existing	2	Demolished	0
New	4	Net New	4
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	6	3+bed	0
Average Unit Size		980 sq.ft.	
Density	23 du/ac	Height	29'-6"
Zone	R-M	Lot	7,509 sq.ft.
Parking	6	Mixed-Use	N/A
Bldg Area	5,482 sq.ft.	Commercial	--

1818 Castillo Street *			
Medium-High Density		PLN2015-00500	
Status		Complete	
Application First Received		10/6/2015	
Approved		1/4/2016	
Issued		2/8/2018	
Complete		10/16/2019	
Total Units		7	
Existing	2	Demolished	2
New	7	Net New	5
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	2	3+bed	5
Average Unit Size		944 sq.ft.	
Density	223 du/ac	Height	35'-0"
Zone	R-MH	Lot	12,656 sq.ft.
Parking	8	Mixed-Use	No
Bldg Area	7,583 sq.ft.	Commercial	0 sq.ft.

210 South Voluntario Street			
Medium-High Density		PLN2021-00261	
Status		Approved	
Application First Received		5/21/2021	
Approved		1/20/2022	
Issued		--	
Complete		--	
Total Units		9	
Existing	1	Demolished	1
New	9	Net New	8
Affordable	1	Inclusionary	0
Studio	1	1-bed	4
2-bed	4	3+bed	0
Average Unit Size		595 sq.ft.	
Density	35 du/ac	Height	29'-9"
Zone	R-M	Lot	11,250 sq.ft.
Parking	8	Mixed-Use	N/A
Bldg Area	5,726 sq.ft.	Commercial	--

214 East De La Guerra Street *			
Priority Housing		PLN2016-00447	
Status		Complete	
Application First Received		9/22/2016	
Approved		9/6/2017	
Issued		5/28/2019	
Complete		4/20/2021	
Total Units		19	
Existing	7	Demolished	4
New	23	Net New	19
Affordable	0	Inclusionary	0
Studio	10	1-bed	16
2-bed	0	3+bed	0
Average Unit Size		539 sq.ft.	
Density	60 du/ac	Height	45'-0"
Zone	C-G	Lot	18,979 sq.ft.
Parking	41	Mixed-Use	Yes
Bldg Area	37,257 sq.ft.	Commercial	4,749 sq.ft.

208 Cottage Grove Avenue			
Priority Housing		PLN2020-00613	
Status		Issued	
Application First Received		11/27/2020	
Approved		5/31/2022	
Issued		1/4/2023	
Complete		--	
Total Units		6	
Existing	1	Demolished	1
New	6	Net New	5
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	6	3+bed	0
Average Unit Size		894 sq.ft.	
Density	55 du/ac	Height	45'-0"
Zone	C-G	Lot	4,821 sq.ft.
Parking	6	Mixed-Use	No
Bldg Area	9,289 sq.ft.	Commercial	0 sq.ft.

2118 Oak Park Lane *			
Medium-High Density		PLN2016-00089	
Status		Complete	
Application First Received		3/4/2016	
Approved		5/23/2016	
Issued		7/18/2017	
Complete		1/24/2022	
Total Units		5	
Existing	1	Demolished	0
New	4	Net New	4
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	5	3+bed	0
Average Unit Size		937 sq.ft.	
Density	24 du/ac	Height	21'-0"
Zone	R-M	Lot	9,375 sq.ft.
Parking	5	Mixed-Use	N/A
Bldg Area	4,857 sq.ft.	Commercial	--

215 East Victoria Street			
High Density		PLN2018-00671	
Status		Issued	
Application First Received		12/19/2018	
Approved		9/1/2021	
Issued		7/27/2022	
Complete		--	
Total Units		8	
Existing	5	Demolished	2
New	5	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	4
2-bed	4	3+bed	0
Average Unit Size		969 sq.ft.	
Density	27 du/ac	Height	19'-7"
Zone	O-R	Lot	12,977 sq.ft.
Parking	9	Mixed-Use	No
Bldg Area	8,404 sq.ft.	Commercial	0 sq.ft.

217 South Voluntario Street			
Medium-High Density		PLN2020-00453	
Status		Issued	
Application First Received		9/30/2020	
Approved		2/1/2021	
Issued		7/19/2021	
Complete		--	
Total Units		6	
Existing	2	Demolished	1
New	5	Net New	4
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	4	3+bed	1
Average Unit Size		1,021 sq.ft.	
Density	21 du/ac	Height	23'-0"
Zone	R-M	Lot	12,500 sq.ft.
Parking	6	Mixed-Use	N/A
Bldg Area	8,367 sq.ft.	Commercial	--

22 West Islay Street			
Medium-High Density		PLN2021-00085	
Status		Issued	
Application First Received		2/4/2021	
Approved		8/4/2021	
Issued		6/21/2022	
Complete		5/10/2023	
Total Units		4	
Existing	2	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	1	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		682 sq.ft.	
Density	20 du/ac	Height	25'-7"
Zone	R-MH	Lot	8,712 sq.ft.
Parking	4	Mixed-Use	No
Bldg Area	3,382 sq.ft.	Commercial	0 sq.ft.

226 South Voluntario Street *			
Medium-High Density		PLN2015-00566	
Status		Complete	
Application First Received		11/10/2015	
Approved		4/11/2016	
Issued		12/6/2016	
Complete		10/26/2017	
Total Units		5	
Existing	3	Demolished	1
New	3	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	2
Average Unit Size		1,084 sq.ft.	
Density	20 du/ac	Height	26'-0"
Zone	R-M	Lot	11,250 sq.ft.
Parking	5	Mixed-Use	N/A
Bldg Area	6,687 sq.ft.	Commercial	--

219 East Haley Street			
Priority Housing		PLN2016-00078	
Status		Approved	
Application First Received		2/25/2016	
Approved		1/27/2020	
Issued		--	
Complete		--	
Total Units		34	
Existing	8	Demolished	8
New	34	Net New	26
Affordable	0	Inclusionary	0
Studio	5	1-bed	14
2-bed	15	3+bed	0
Average Unit Size		725 sq.ft.	
Density	62 du/ac	Height	48'-0"
Zone	M-C	Lot	23,974 sq.ft.
Parking	39	Mixed-Use	Yes
Bldg Area	50,056 sq.ft.	Commercial	1,826 sq.ft.

2217 Oak Park Lane			
Medium-High Density		PLN2021-00281	
Status		Issued	
Application First Received		6/7/2021	
Approved		10/8/2021	
Issued		2/21/2023	
Complete		--	
Total Units		4	
Existing	2	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	4	3+bed	0
Average Unit Size		993 sq.ft.	
Density	16 du/ac	Height	26'-5"
Zone	R-M	Lot	11,539 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	2,685 sq.ft.	Commercial	--

228 Cottage Grove Avenue			
Medium-High Density		PLN2021-00152	
Status		Issued	
Application First Received		3/19/2021	
Approved		7/26/2021	
Issued		1/4/2023	
Complete		--	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	0	3+bed	1
Average Unit Size		814 sq.ft.	
Density	21 du/ac	Height	25'-1.5"
Zone	C-R	Lot	6,300 sq.ft.
Parking	5	Mixed-Use	No
Bldg Area	3,861 sq.ft.	Commercial	0 sq.ft.

251 South Hope Avenue *			
Medium-High Density		PLN2014-00142	
Status		Complete	
Application First Received		4/1/2014	
Approved		5/3/2016	
Issued		9/14/2018	
Complete			
Total Units		90	
Existing	0	Demolished	0
New	90	Net New	90
Affordable	89	Inclusionary	0
Studio	89	1-bed	1
2-bed	0	3+bed	0
Average Unit Size		347 sq.ft.	
Density	52 du/ac	Height	43'-6"
Zone	34	Lot	76,666 sq.ft.
Parking	R-M	Mixed-Use	No
Bldg Area	52,185 sq.ft.	Commercial	0 sq.ft.

312 Rancheria Street *			
Medium-High Density		PLN2014-00567	
Status		Complete	
Application First Received		11/11/2014	
Approved		3/30/2015	
Issued		2/10/2016	
Complete		9/12/2017	
Total Units		7	
Existing	0	Demolished	0
New	7	Net New	7
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	7	3+bed	0
Average Unit Size		812 sq.ft.	
Density	27 du/ac	Height	22'-6"
Zone	R-MH	Lot	11,375 sq.ft.
Parking	7	Mixed-Use	No
Bldg Area	6,442 sq.ft.	Commercial	0 sq.ft.

321 East Micheltorena Street			
Medium-High Density		PLN2016-00383	
Status		Complete	
Application First Received		8/18/2016	
Approved		12/5/2016	
Issued		9/2/2020	
Complete		8/2/2021	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	2	3+bed	1
Average Unit Size		1,032 sq.ft.	
Density	20 du/ac	Height	23'-5"
Zone	R-M	Lot	6,664 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	4,341 sq.ft.	Commercial	--

305 Ladera Street *			
Medium-High Density		PLN2021-00272	
Status		Pending	
Application First Received		6/2/21	
Approved		--	
Issued		--	
Complete		--	
Total Units		5	
Existing	4	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	5	3+bed	0
Average Unit Size		995 sq.ft.	
Density	20 du/ac	Height	26'-2.5"
Zone	R-MH	Lot	11,005 sq.ft.
Parking	6	Mixed-Use	No
Bldg Area	7,000 sq.ft.	Commercial	0 sq.ft.

316 West Micheltorena Street *			
Medium-High Density		PLN2016-00125	
Status		Complete	
Application First Received		3/28/2016	
Approved		10/10/2016	
Issued		11/14/2017	
Complete		1/4/2019	
Total Units		21	
Existing	16	Demolished	8
New	12	Net New	5
Affordable	0	Inclusionary	0
Studio	0	1-bed	11
2-bed	10	3+bed	0
Average Unit Size		730 sq.ft.	
Density	26 du/ac	Height	31'-7"
Zone	R-MH	Lot	35,263 sq.ft.
Parking	21	Mixed-Use	No
Bldg Area	17,578 sq.ft.	Commercial	0 sq.ft.

325 West Anapamu Street *			
Priority Housing		PLN2016-00101	
Status		Complete	
Application First Received		3/15/2016	
Approved		5/8/2017	
Issued		12/20/2019	
Complete		5/10/2022	
Total Units		8	
Existing	1	Demolished	1
New	8	Net New	7
Affordable	0	Inclusionary	0
Studio	0	1-bed	8
2-bed	0	3+bed	0
Average Unit Size		600 sq.ft.	
Density	37 du/ac	Height	27'-0"
Zone	R-MH	Lot	9,585 sq.ft.
Parking	8	Mixed-Use	No
Bldg Area	8,250 sq.ft.	Commercial	0 sq.ft.

333 South Canada Street			
Medium-High Density		PLN2018-00066	
Status		Issued	
Application First Received		2/7/2018	
Approved		5/26/2020	
Issued		3/1/2022	
Complete		--	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		813 sq.ft.	
Density	27 du/ac	Height	25'-2"
Zone	R-M	Lot	5,000 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	3,618 sq.ft.	Commercial	--

3885 State Street *			
Priority Housing		PLN2013-00411	
Status		Complete	
Application First Received		10/2/2013	
Approved		4/1/2014	
Issued		8/31/2015	
Complete		4/12/2017	
Total Units		89	
Existing	0	Demolished	0
New	89	Net New	89
Affordable	0	Inclusionary	0
Studio	0	1-bed	11
2-bed	72	3+bed	6
Average Unit Size		811 sq.ft.	
Density	53 du/ac	Height	45'-0"
Zone	C-G	Lot	61,797 sq.ft.
Parking	145	Mixed-Use	Yes
Bldg Area	167,858 sq.ft.	Commercial	4,469 sq.ft.

401 Old Coast Highway			
Medium-High Density		PLN2022-00285	
Status		Pending	
Application First Received		7/23/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		6	
Existing	3	Demolished	3
New	3	Net New	3
Affordable	2	Inclusionary	0
Studio	1	1-bed	3
2-bed	2	3+bed	0
Average Unit Size		515 sq/ft/	
Density	36 du/ac	Height	20'-0"
Zone	C-R	Lot	7,262 sq.ft.
Parking	0	Mixed-Use	No
Bldg Area	3,278 sq.ft.	Commercial	0 sq.ft.

3869 State Street *			
Priority Housing		PLN2013-00282	
Status		Complete	
Application First Received		3/30/2015	
Approved		6/29/2015	
Issued		12/9/2016	
Complete		4/16/2018	
Total Units		58	
Existing	0	Demolished	0
New	58	Net New	58
Affordable	58	Inclusionary	0
Studio	0	1-bed	58
2-bed	0	3+bed	0
Average Unit Size		489 sq.ft.	
Density	56 du/ac	Height	38'-6"
Zone	C-G	Lot	45,195 sq.ft.
Parking	16	Mixed-Use	No
Bldg Area	47,534 sq.ft.	Commercial	0 sq.ft.

401 East Haley Street			
Priority Housing		PLN2016-00508	
Status		Pending	
Application First Received		11/3/2016	
Approved		--	
Issued		--	
Complete		--	
Total Units		26	
Existing	3	Demolished	3
New	26	Net New	23
Affordable	0	Inclusionary	3
Studio	7	1-bed	7
2-bed	12	3+bed	0
Average Unit Size		760 sq.ft.	
Density	51 du/ac	Height	44'-2"
Zone	M-C	Lot	22,500 sq.ft.
Parking	52	Mixed-Use	Yes
Bldg Area	45,329 sq.ft.	Commercial	2,619 sq.ft.

410 State Street			
Priority Housing		PLN2020-00220	
Status		Issued	
Application First Received		5/11/2020	
Approved		1/20/2021	
Issued		9/21/2022	
Complete		--	
Total Units		78	
Existing	0	Demolished	0
New	78	Net New	78
Affordable	0	Inclusionary	8
Studio	42	1-bed	18
2-bed	18	3+bed	0
Average Unit Size		670 sq.ft.	
Density	58 du/ac	Height	51'-9"
Zone	M-C	Lot	59,010 sq.ft.
Parking	89	Mixed-Use	Yes
Bldg Area	116,178 sq.ft.	Commercial	24,281 sq.ft.

414 Chapala Street *			
Priority Housing		PLN2016-00190	
Status		Complete	
Application First Received		5/5/2016	
Approved		11/2/2016	
Issued		7/26/2018	
Complete			
Total Units		21	
Existing	0	Demolished	0
New	21	Net New	21
Affordable	0	Inclusionary	0
Studio	0	1-bed	17
2-bed	4	3+bed	0
Average Unit Size		844 sq.ft.	
Density	62 du/ac	Height	45'-0"
Zone	M-C	Lot	14,919 sq.ft.
Parking	25	Mixed-Use	Yes
Bldg Area	36,528 sq.ft.	Commercial	2,739 sq.ft.

414 West Los Olivos Street			
Medium-High Density		PLN2017-00163	
Status		Complete	
Application First Received		4/10/2017	
Approved		11/10/2017	
Issued		6/14/2018	
Complete		7/8/2019	
Total Units		3	
Existing	2	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	3
2-bed	0	3+bed	0
Average Unit Size		715 sq.ft.	
Density	25 du/ac	Height	25'-0"
Zone	R-M	Lot	5,234 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	2,885 sq.ft.	Commercial	--

420 East Arrellaga Street			
Medium-High Density		PLN2022-00084	
Status		Pending	
Application First Received		3/10/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		4	
Existing	4	Demolished	2
New	4	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	4	3+bed	0
Average Unit Size		1,118 sq.ft.	
Density	19 du/ac	Height	34'-0"
Zone	R-M	Lot	9,185 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	6,644 sq.ft.	Commercial	--

414 West Canon Perdido Street			
Medium-High Density		PLN2021-00553	
Status		Approved	
Application First Received		11/23/2021	
Approved		1/23/2023	
Issued		--	
Complete		--	
Total Units		2	
Existing	0	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	0	3+bed	0
Average Unit Size		932 sq.ft.	
Density	25 du/ac	Height	23'-8"
Zone	R-MH	Lot	3,529 sq.ft.
Parking	2	Mixed-Use	No
Bldg Area	2,500 sq.ft.	Commercial	0 sq.ft.

415 Old Coast Highway			
Medium-High Density		PLN2017-00563	
Status		Issued	
Application First Received		8/30/2017	
Approved		12/4/2017	
Issued		5/11/2021	
Complete		--	
Total Units		9	
Existing	2	Demolished	2
New	9	Net New	7
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	9	3+bed	0
Average Unit Size		885 sq.ft.	
Density	26 du/ac	Height	23'-3"
Zone	C-R	Lot	15,091 sq.ft.
Parking	9	Mixed-Use	No
Bldg Area	8,950 sq.ft.	Commercial	0 sq.ft.

425 Garden Street			
Priority Housing		PLN2021-00523	
Status		Pending	
Application First Received		11/1/2021	
Approved		--	
Issued		--	
Complete		--	
Total Units		36	
Existing	0	Demolished	0
New	36	Net New	36
Affordable	4	Inclusionary	2
Studio	0	1-bed	1
2-bed	24	3+bed	11
Average Unit Size		800 sq.ft.	
Density	96 du/ac	Height	52'-0"
Zone	M-C	Lot	16,415 sq.ft.
Parking	0	Mixed-Use	No
Bldg Area	41,472 sq.ft.	Commercial	0 sq.ft.

425 Santa Barbara Street			
Priority Housing		PLN2020-00426	
Status		Approved	
Application First Received		8/19/2020	
Approved		3/20/2023	
Issued		--	
Complete		--	
Total Units		19	
Existing	0	Demolished	0
New	19	Net New	19
Affordable	2	Inclusionary	1
Studio	10	1-bed	8
2-bed	1	3+bed	0
Average Unit Size		583 sq.ft.	
Density	91 du/ac	Height	52'-4"
Zone	M-C	Lot	9,147 sq.ft.
Parking	0	Mixed-Use	No
Bldg Area	13,161 sq.ft.	Commercial	0 sq.ft.

501 Micheltorena Street			
Medium-High Density		PLN2017-00795	
Status		Approved	
Application First Received		11/22/2017	
Approved		6/25/2019	
Issued		--	
Complete		--	
Total Units		4	
Existing	2	Demolished	2
New	4	Net New	2
Affordable	0	Inclusionary	0
Studio	1	1-bed	1
2-bed	1	3+bed	1
Average Unit Size		890 sq.ft.	
Density	24 du/ac	Height	22'-9.5"
Zone	R-M	Lot	7,500 sq.ft.
Parking	4	Mixed-Use	N/A
Bldg Area	5,230 sq.ft.	Commercial	--

510 East Ortega Street			
Priority Housing		PLN2015-00530	
Status		Issued	
Application First Received		10/22/2015	
Approved		11/21/2017	
Issued		7/16/2019	
Complete		--	
Total Units		5	
Existing	1	Demolished	1
New	5	Net New	4
Affordable	0	Inclusionary	0
Studio	2	1-bed	0
2-bed	2	3+bed	1
Average Unit Size		961 sq.ft.	
Density	44 du/ac	Height	37'-9"
Zone	M-C	Lot	5,000 sq.ft.
Parking	5	Mixed-Use	No
Bldg Area	7,735 sq.ft.	Commercial	0 sq.ft.

428 Chapala Street			
Priority Housing		PLN2022-00198	
Status		Pending	
Application First Received		6/6/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		27	
Existing	0	Demolished	0
New	27	Net New	27
Affordable	2	Inclusionary	2
Studio	27	1-bed	0
2-bed	0	3+bed	0
Average Unit Size		400 sq.ft.	
Density	75 du/ac	Height	48'-0"
Zone	M-C	Lot	15,873 sq.ft.
Parking	52	Mixed-Use	No
Bldg Area	28,171 sq.ft.	Commercial	9,042 sq.ft.

501 Garden Street			
Priority Housing		PLN2023-00201	
Status		Pending	
Application First Received		5/23/2023	
Approved		--	
Issued		--	
Complete		--	
Total Units		7	
Existing	0	Demolished	0
New	7	Net New	7
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	5	3+bed	0
Average Unit Size		941 sq.ft.	
Density	49 du/ac	Height	48'-0"
Zone	M-C	Lot	6,250 sq.ft.
Parking	9	Mixed-Use	Yes
Bldg Area	15,121 sq.ft.	Commercial	447 sq.ft.

510 North Salsipuedes Street *			
Priority Housing		PLN2013-00212	
Status		Complete	
Application First Received		9/9/2013	
Approved		11/26/2016	
Issued		5/3/2016	
Complete		4/10/2018	
Total Units		40	
Existing	0	Demolished	0
New	40	Net New	40
Affordable	40	Inclusionary	0
Studio	0	1-bed	5
2-bed	22	3+bed	13
Average Unit Size		930 sq.ft.	
Density	43 du/ac	Height	41'-6'
Zone	M-C	Lot	41,099 sq.ft.
Parking	46	Mixed-Use	No
Bldg Area	66,280 sq.ft.	Commercial	0 sq.ft.

515 West Los Olivos Street			
Medium-High Density		PLN2020-00372	
Status	Approved		
Application First Received	7/22/2020		
Approved	1/23/2023		
Issued	--		
Complete	--		
Total Units	6		
Existing	1	Demolished	1
New	6	Net New	5
Affordable	0	Inclusionary	0
Studio	1	1-bed	1
2-bed	2	3+bed	2
Average Unit Size	1,031 sq.ft.		
Density	21 du/ac	Height	31'-4"
Zone	R-M	Lot	12,585 sq.ft.
Parking	8	Mixed-Use	N/A
Bldg Area	11,130 sq.ft.	Commercial	--

528 West Figueroa Street			
Medium-High Density		PLN2022-00148	
Status	Pending		
Application First Received	5/4/2022		
Approved	--		
Issued	--		
Complete	--		
Total Units	8		
Existing	1	Demolished	1
New	8	Net New	7
Affordable	1	Inclusionary	1
Studio	0	1-bed	6
2-bed	2	3+bed	0
Average Unit Size	796 sq.ft.		
Density	39 du/ac	Height	28'-2.5"
Zone	R-M	Lot	9,000 sq.ft.
Parking	8	Mixed-Use	N/A
Bldg Area	6,766 sq.ft.	Commercial	--

604 East Cota Street			
Priority Housing		PLN2014-00220	
Status	Complete		
Application First Received	5/12/2014		
Approved	11/24/2014		
Issued	8/24/2016		
Complete	6/28/2018		
Total Units	29		
Existing	4	Demolished	4
New	29	Net New	25
Affordable	0	Inclusionary	0
Studio	16	1-bed	8
2-bed	5	3+bed	0
Average Unit Size	595 sq.ft.		
Density	62 du/ac	Height	43'-2"
Zone	M-C	Lot	20,670 sq.ft.
Parking	37	Mixed-Use	Yes
Bldg Area	30,569 sq.ft.	Commercial	2,028 sq.ft.

522 Garden Street *			
Medium-High Density		PLN2013-00464	
Status	Complete		
Application First Received	11/5/2013		
Approved	4/14/2014		
Issued	11/14/2014		
Complete	4/12/2016		
Total Units	2		
Existing	0	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	0	3+bed	0
Average Unit Size	718 sq.ft.		
Density	27 du/ac	Height	34'-0"
Zone	M-C	Lot	3,320 sq.ft.
Parking	4	Mixed-Use	Yes
Bldg Area	3,102 sq.ft.	Commercial	468 sq.ft.

533 East Micheltorena Street			
Medium-High Density		PLN2019-00173	
Status	Approved		
Application First Received	4/12/2019		
Approved	3/6/2023		
Issued	--		
Complete	--		
Total Units	8		
Existing	2	Demolished	0
New	6	Net New	6
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	6	3+bed	0
Average Unit Size	905 sq.ft.		
Density	17 du/ac	Height	44'-10"
Zone	R-M	Lot	21,258 sq.ft.
Parking	46	Mixed-Use	Yes
Bldg Area	12,496 sq.ft.	Commercial	10,100 sq.ft.

610 Castillo Street *			
High Density		PLN2016-00423	
Status	Complete		
Application First Received	9/13/2016		
Approved	4/19/2017		
Issued	11/14/2019		
Complete	6/11/2020		
Total Units	5		
Existing	2	Demolished	1
New	4	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	4	3+bed	0
Average Unit Size	1,003 sq.ft.		
Density	20 du/ac	Height	24'-7"
Zone	R-MH	Lot	11,250 sq.ft.
Parking	6	Mixed-Use	No
Bldg Area	6,589 sq.ft.	Commercial	0 sq.ft.

618 Castillo Street			
High Density		PLN2016-00424	
Status		Complete	
Application First Received		9/16/2016	
Approved		4/19/2017	
Issued		11/14/2019	
Complete		6/11/2020	
Total Units		4	
Existing	1	Demolished	1
New	4	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	3	3+bed	0
Average Unit Size		1,091 sq.ft.	
Density	24 du/ac	Height	23'-7"
Zone	R-MH	Lot	7,500 sq.ft.
Parking	4	Mixed-Use	No
Bldg Area	8,241 sq.ft.	Commercial	0 sq.ft.

630 Chapala Street			
Priority Housing		PLN2021-00189	
Status		Approved	
Application First Received		4/1/2014	
Approved		9/14/2022	
Issued		--	
Complete		--	
Total Units		39	
Existing	0	Demolished	0
New	39	Net New	39
Affordable	0	Inclusionary	4
Studio	17	1-bed	6
2-bed	16	3+bed	0
Average Unit Size		811 sq.ft.	
Density	62 du/ac	Height	50'-11"
Zone	M-C	Lot	27,492 sq.ft.
Parking	5	Mixed-Use	Yes
Bldg Area	43,193 sq.ft.	Commercial	5,119 sq.ft.

710 East Cota Street			
High Density		PLN2022-00277	
Status		Pending	
Application First Received		7/18/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		3	
Existing	0	Demolished	0
New	3	Net New	3
Affordable	3	Inclusionary	0
Studio	0	1-bed	0
2-bed	0	3+bed	3
Average Unit Size		1,241 sq.ft.	
Density	27 du/ac	Height	33'-0"
Zone	C-G	Lot	5,000
Parking	3	Mixed-Use	No
Bldg Area	3,273 sq.ft.	Commercial	0 sq.ft.

618 Olive Street			
Medium-High Density		PLN2021-00321	
Status		Issued	
Application First Received		6/14/2021	
Approved		11/1/2021	
Issued		5/14/2023	
Complete		--	
Total Units		4	
Existing	3	Demolished	0
New	2	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	5	3+bed	0
Average Unit Size		922 sq.ft.	
Density	18 du/ac	Height	24'-4"
Zone	M-C	Lot	10,041 sq.ft.
Parking	4	Mixed-Use	No
Bldg Area	3,631 sq.ft.	Commercial	0 sq.ft.

634 Anacapa Street *			
Priority Housing		PLN2015-00300	
Status		Complete	
Application First Received		6/17/2015	
Approved		8/10/2016	
Issued		8/27/2018	
Complete		12/19/2019	
Total Units		30	
Existing	1	Demolished	1
New	30	Net New	29
Affordable	0	Inclusionary	0
Studio	8	1-bed	13
2-bed	9	3+bed	0
Average Unit Size		733 sq.ft.	
Density	63 du/ac	Height	40'-0"
Zone	M-C	Lot	20,825 sq.ft.
Parking	32	Mixed-Use	Yes
Bldg Area	3,273 sq.ft.	Commercial	4,705 sq.ft.

711 North Milpas Street			
Priority Housing		PLN2021-00513	
Status		Approved	
Application First Received		10/26/2021	
Approved		1/23/2023	
Issued		--	
Complete		--	
Total Units		82	
Existing	2	Demolished	2
New	82	Net New	80
Affordable	0	Inclusionary	8
Studio	0	1-bed	30
2-bed	52	3+bed	0
Average Unit Size		786 sq.ft.	
Density	55 du/ac	Height	52'-0"
Zone	C-G	Lot	66,059 sq.ft.
Parking	110	Mixed-Use	Yes
Bldg Area	107,734 sq.ft.	Commercial	1,245 sq.ft.

712 East Cota Street			
High Density		PLN2022-00276	
Status		Pending	
Application First Received		7/19/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		3	
Existing	1	Demolished	1
New	3	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	0	3+bed	3
Average Unit Size		1,241 sq.ft.	
Density	27 du/ac	Height	33'-0"
Zone	C-G	Lot	5,000 sq.ft.
Parking	3	Mixed-Use	No
Bldg Area	3,800 sq.ft.	Commercial	0 sq.ft.

732 Bond Avenue *			
High Density		PLN2014-00453	
Status		Complete	
Application First Received		9/15/2014	
Approved		4/23/2018	
Issued		1/12/2021	
Complete		7/25/2022	
Total Units		3	
Existing	1	Demolished	1
New	3	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		1,129 sq.ft.	
Density	25 du/ac	Height	33'-0"
Zone	C-G	Lot	5,250 sq.ft.
Parking	6	Mixed-Use	Yes
Bldg Area	6,170 sq.ft.	Commercial	750 sq.ft.

809 De La Vina Street			
Priority Housing		PLN2017-00017	
Status		Approved	
Application First Received		1/17/2017	
Approved		1/23/2019	
Issued		--	
Complete		--	
Total Units		37	
Existing	6	Demolished	0
New	31	Net New	31
Affordable	0	Inclusionary	0
Studio	14	1-bed	22
2-bed	1	3+bed	0
Average Unit Size		567 sq.ft.	
Density	56 du/ac	Height	44'-2"
Zone	C-G	Lot	29,275 sq.ft.
Parking	40	Mixed-Use	No
Bldg Area	40,902 sq.ft.	Commercial	0 sq.ft.

730 East Cota Street			
Priority Housing		PLN2022-00441	
Status		Pending	
Application First Received		11/8/2022	
Approved		--	
Issued		--	
Complete		--	
Total Units		5	
Existing	2	Demolished	2
New	5	Net New	3
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	5	3+bed	0
Average Unit Size		890 sq.ft.	
Density	44 du/ac	Height	33'-0"
Zone	C-G	Lot	5,000 sq.ft.
Parking	5	Mixed-Use	No
Bldg Area	7,354 sq.ft.	Commercial	0 sq.ft.

800 Santa Barbara Street *			
Priority Housing		PLN2015-00023	
Status		Complete	
Application First Received		1/21/2015	
Approved		8/9/2017	
Issued		7/15/2019	
Complete		6/7/2022	
Total Units		23	
Existing	0	Demolished	0
New	23	Net New	23
Affordable	0	Inclusionary	0
Studio	8	1-bed	10
2-bed	5	3+bed	0
Average Unit Size		777 sq.ft.	
Density	54 du/ac	Height	35'-0"
Zone	C-G	Lot	18,568 sq.ft.
Parking	29	Mixed-Use	Yes
Bldg Area	24,705 sq.ft.	Commercial	1,289 sq.ft.

810 East Canon Perdido Street A			
Medium-High Density		PLN2013-00456	
Status		Complete	
Application First Received		10/30/2013	
Approved		12/9/2013	
Issued		1/28/2016	
Complete		4/17/2017	
Total Units		4	
Existing	3	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	2
2-bed	2	3+bed	0
Average Unit Size		503 sq.ft.	
Density	16 du/ac	Height	18'-0"
Zone	R-M	Lot	11,250 sq.ft.
Parking	6	Mixed-Use	N/A
Bldg Area	2,400	Commercial	--

813 East Carrillo Street *			
Medium-High Density		PLN2015-00602	
Status		Complete	
Application First Received		12/7/2015	
Approved		4/10/2017	
Issued		12/6/2018	
Complete		2/19/2020	
Total Units		17	
Existing	1	Demolished	1
New	17	Net New	16
Affordable	17	Inclusionary	0
Studio	17	1-bed	0
2-bed	0	3+bed	0
Average Unit Size		357 sq.ft.	
Density	50 du/ac	Height	34'6"
Zone	R-M	Lot	15,005 sq.ft.
Parking	8	Mixed-Use	N/A
Bldg Area	9,734 sq.ft.	Commercial	--

825 De La Vina Street			
Priority Housing		PLN2020-00108	
Status		Issued	
Application First Received		11/18/2019	
Approved		1/29/2021	
Issued		11/17/2022	
Complete		--	
Total Units		21	
Existing	0	Demolished	0
New	21	Net New	21
Affordable	0	Inclusionary	2
Studio	14	1-bed	0
2-bed	0	3+bed	0
Average Unit Size		776 sq.ft.	
Density	63 du/ac	Height	48'-0"
Zone	C-G	Lot	14,625 sq.ft.
Parking	23	Mixed-Use	Yes
Bldg Area	34,637 sq.ft.	Commercial	387 sq.ft.

835 East Canon Perdido Street *			
Priority Housing		PLN2016-00531	
Status		Complete	
Application First Received		11/21/2016	
Approved		11/10/2017	
Issued		3/28/2019	
Complete		12/1/2020	
Total Units		41	
Existing	0	Demolished	0
New	41	Net New	41
Affordable	0	Inclusionary	0
Studio	16	1-bed	0
2-bed	24	3+bed	0
Average Unit Size		737 sq.ft.	
Density	52 du/ac	Height	45'-0"
Zone	C-G	Lot	34,780 sq.ft.
Parking	44	Mixed-Use	No
Bldg Area	44,017 sq.ft.	Commercial	0 sq.ft.

821 State Street			
Priority Housing		PLN2022-00085	
Status		Issued	
Application First Received		3/16/2022	
Approved		4/13/2022	
Issued		11/2/2022	
Complete		--	
Total Units		14	
Existing	0	Demolished	0
New	14	Net New	14
Affordable	3	Inclusionary	1
Studio	14	1-bed	0
2-bed	0	3+bed	0
Average Unit Size		356 sq.ft.	
Density	95 du/ac	Height	24'9"
Zone	C-G	Lot	6,438 sq.ft.
Parking	0	Mixed-Use	Yes
Bldg Area	19,528 sq.ft.	Commercial	8,597 sq.ft.

827 Orange Avenue			
Medium-High Density		PLN2020-00305	
Status		Pending	
Application First Received		6/19/2020	
Approved		--	
Issued		--	
Complete		--	
Total Units		3	
Existing	1	Demolished	0
New	2	Net New	2
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	3	3+bed	0
Average Unit Size		947 sq.ft.	
Density	24 du/ac	Height	23'-0"
Zone	R-M	Lot	5,679 sq.ft.
Parking	3	Mixed-Use	N/A
Bldg Area	3,699 sq.ft.	Commercial	--

909 Laguna Street			
Medium-High Density		PLN2016-00510	
Status		Complete	
Application First Received		11/3/2016	
Approved		11/30/2016	
Issued		1/24/2018	
Complete		8/16/2019	
Total Units		2	
Existing	1	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	1
2-bed	0	3+bed	1
Average Unit Size		780 sq.ft.	
Density	18 du/ac	Height	14'-6"
Zone	C-G	Lot	4,901 sq.ft.
Parking	2	Mixed-Use	No
Bldg Area	1,788 sq.ft.	Commercial	0 sq.ft.

915 East Anapamu Street			
Medium-High Density		PLN2007-00331	
Status		Complete	
Application First Received		3/30/2015	
Approved		4/13/2015	
Issued		8/10/2017	
Complete		12/14/2020	
Total Units		24	
Existing	1	Demolished	1
New	24	Net New	23
Affordable	0	Inclusionary	0
Studio	0	1-bed	19
2-bed	5	3+bed	0
Average Unit Size		833 sq.ft.	
Density	27 du/ac	Height	42'-6"
Zone	R-M	Lot	40,055 sq.ft.
Parking	28	Mixed-Use	N/A
Bldg Area	24,369 sq.ft.	Commercial	--

933 Olive Street			
Medium-High Density		PLN2023-00182	
Status		Pending	
Application First Received		5/11/2023	
Approved		--	
Issued		--	
Complete		--	
Total Units		2	
Existing	1	Demolished	0
New	1	Net New	1
Affordable	0	Inclusionary	0
Studio	0	1-bed	0
2-bed	1	3+bed	1
Average Unit Size		1,450 sq.ft.	
Density	15 du/ac	Height	23'-4"
Zone	C-G	Lot	5,924 sq.ft.
Parking	3	Mixed-Use	No
Bldg Area	3,783 sq.ft.	Commercial	0 sq.ft.

Variable Density Project Data

55 Comparable Variable Density Projects (2001-2013)								
Project Address	Density (du/ac)	New Units	Studio	1-bed	2-bed	3+bed	Average Unit Size (sq.ft.)	Tenure
240 W. Alamar Avenue	12	4	0	0	0	4	1,421	Own
128 Anacapa Street	18	2	0	0	0	2	2,501	Own
412 Anacapa Street	10	3	0	0	0	3	1,942	Own
622 Anacapa Street	17	8	0	0	3	5	2,450	Own
526 W. Anapamu Street	21	5	0	3	2	0	644	Own
207 Bath Street	15	5	0	0	1	4	2,033	Own
203 Chapala Street	15	7	0	0	3	4	1,738	Own
401 Chapala Street	28	46	6	29	10	1	1,934	Own
523-531 Chapala Street	18	7	0	1	3	3	2,533	Own
721 Chapala Street	34	29	0	5	20	4	1,495	Own
1008 Chino Street	12	3	0	0	0	3	1,199	Own
1255 Coast Village Road	6	2	0	0	2	0	1,634	Own
1298 Coast Village Road	15	6	0	0	0	6	2,245	Own
513 Coronel Place	15	9	0	0	4	5	1,536	Own
633 Coronel Place	17	2	0	0	1	1	1,720	Own
223 E. Cota Street	24	7	0	7	0	0	1,468	Own
213 W. Cota Street	18	3	0	0	1	2	1,125	Rent
121 W. De La Guerra Street	28	14	2	6	6	0	1,220	Own
2527 De La Vina Street	17	3	0	0	1	2	1,123	Own
210 E. Figueroa Street	20	4	0	1	3	0	1,754	Own
517 W. Figueroa Street	12	6	0	1	0	5	1,792	Rent
929 Laguna Street	21	5	0	5	0	0	1,312	Own
1420 Laguna Street	19	18	0	8	8	0	1,084	Rent
1618 Laguna Street	11	3	0	0	0	3	1,556	Own
535 E. Montecito Street	29	48	0	0	24	24	1,896	Own
1006 Olive Street	18	3	0	0	3	0	1,436	Own

55 Comparable Variable Density Projects (2001-2013)								
Project Address	Density (du/ac)	New Units	Studio	1-bed	2-bed	3+bed	Average Unit Size (sq.ft.)	Tenure
316 W. Ortega Street	13	3	0	0	1	2	1,346	Own
619 W. Ortega Street	20	5	0	1	4	0	1,231	Own
631 W. Ortega Street	17	9	0	0	9	0	1,200	Own
1115 Quininetos Street	12	3	0	0	0	3	1,767	Own
225 W. Quinto Street	20	4	0	2	1	1	838	Rent
1318 San Andres Street	17	4	0	1	1	3	1,002	Own
1822 San Pascual Street	20	7	0	2	5	0	1,076	Own
319 W. Pedregosa Street	21	6	0	3	3	0	1,039	Own
624 W. Sola Street	18	3	0	0	3	0	980	Own
3714 State Street	16	72	0	0	32	40	1,515	Own
3880 State Street	7	13	0	7	6	0	981	Rent
34 W. Victoria Street	28	37	5	29	3	0	1,046	Own
505 Wentworth Avenue	21	3	0	1	2	0	936	Rent
116 E. Yanonali Street	22	6	1	3	2	0	1,371	Own
214 E. Yanonali Street	19	40	0	0	40	0	1,437	Own
222 W. Yanonali Street	18	5	0	2	1	2	1,286	Own
517 Chapala Street	23	6	0	1	3	2	1,841	Own
117 W. De La Guerra Street	25	9	0	0	7	2	1,514	Own
2316 De La Vina Street	23	4	0	4	0	0	741	Own
15 S. Hope Avenue	20	16	0	2	12	2	1,290	Own
85 N. La Cumbre Road	22	9	0	3	6	0	1,276	Own
124 Los Aguajes Avenue	22	3	0	2	1	0	1,285	Own
505 W. Los Olivos Street	18	13	0	1	1	11	1,961	Own
803 N. Milpas Street	17	8	0	0	6	2	1,610	Own
817 N. Milpas Street	17	5	0	0	2	3	1,769	Own
927 Olive Street	19	5	0	0	5	0	1,773	Own
800 Santa Barbara Street	14	6	0	0	1	5	1,650	Own
1025 State Street	21	15	0	3	8	4	1,711	Own
1829 State Street	15	6	0	0	2	4	2,264	Own

Engagement Results

Online Survey

An AUD Participant Feedback Survey solicited responses from past and current AUD project applicants. The 12 question survey was hosted online from July 14-31, 2023 (ourcity.santabarbaraca.gov)

The survey was distributed to 157 AUD applicants email addresses, identified using the City's permit tracking platform. In the 17 days the survey was open, 37 responses were received (24% response rate).

Question 1: What is or was your role in the development process for an AUD project(s)? Select one.

Property owner	7
Developer	5
Architect/Design Professional	22
Planning Professional	4
Housing Advocate	0
Other	0

Question 2: How many projects have you submitted under the AUD Program? Select one.

1	10
2-5	22
6+	6
Other	0

Question 3: If you withdrew your project or it was never built, please describe the circumstances that led to that decision.

Feasibility from affordable requirements
Several projects were pulled after the initial cost estimates came in. In all of these cases the owner determined that the number of units allowed is not enough to overcome the high cost of construction and the period of time required to get a project through the approval process.
Rise in building cost
The project received ABR design approval, but was withdrawn in order to submit a Builder's Remedy project based closely on the withdrawn project.

Question 3: If you withdrew your project or it was never built, please describe the circumstances that led to that decision.

NA - All built or under construction.
N/A
Project was not well received by HLC. Project site or existing building was sold to new owners.
inclusionary housing on top of state density bonus
The client has delayed construction, it should start up soon.
Staff did not seem to understand language in the state law. What is an incentive/concession? What is a waiver? Simple right! Not so much for staff.
N/A
I withdrew a low income housing project (consisting of adding units) because the ABR required that the existing units be remodeled (which was not part of our desired project and not financially feasible)
The owner didnt want to have a long battle with the neighbors.
In one case processing took so long that the applicant missed available interest rates that would have made the project feasible. If the project could have been approved about 4 months sooner it would have been built. Now it may never be built.
The economics of one of the projects did not work. During the process, we considered an alternative design that would have been economically feasible but it would have required a new application and the 10% moderate income inclusionary housing requirement had been approved making the new project infeasible.

Question 4: What do you, or did you, like about the AUD Program? Select all that apply.	
Density Incentives (densities greater than the base or variable density)	24
Three Density Tiers (Medium-High, High, Priority)	8
Trial Period/Expiration Date	1
Development Incentives (height, setbacks, parking, open yard)	26
Inclusionary Housing Requirements	2
Prohibition Against Conversion of Residential Units to a Hotel	7
Location of Increased Densities in Proximity to Transit, Services, and Recreational Opportunities	22
Encouragement of "Workforce Housing"	11
Smaller Unit Sizes	15
Encouragement of Rental Housing Over Ownership of Condominium Units	15
Encouragement of Employer-Sponsored Housing or Limited-Equity Cooperatives	2
Pre-Application and Concept Review Process	9
Design Review Approval Process	5
Not Applicable	1
Other (please specify)	0

Question 5: Of the items you like about the AUD Program, describe how you utilized them in your project(s), or what you would most like revised for use in future project(s). Project-specific examples are appreciated.
I like at the very least the AUD program communicates that the city does want to encourage more housing.
The most important incentive by far was the reduced parking requirement. But further reduction (one space for a ZIP car) would make sense if combined with a requirement that residents not keep a vehicle within City limits. A better option might be requiring permits for overnight street parking.
Density bonus should allow for larger average unit size without changing the unit limit. We need more 2 and 3 bedroom housing.
The key factors of reduced parking requirements, increased density and smaller unit sizes vs. the old variable density rules that encouraged fewer larger units.
I think it would be helpful for the City to emphasize to design review boards that when the City included a property in a high priority zone the standards for neighborhood compatibility the boards need to recognize that the neighborhood is going to change versus the more traditional standards which strive to match what is existing. In the past zoning criteria such as building height and density were often disregarded when it came to design review. State Housing Law as well as State Density Bonus Law have set a standards for establishing by-right development that should require Design Review Boards to accommodate which is often not the case.
The reduced setbacks, increased height and density are critical to making the housing economics work.

Question 5: Of the items you like about the AUD Program, describe how you utilized them in your project(s), or what you would most like revised for use in future project(s). Project-specific examples are appreciated.
Development incentives that include zoning variances (eg parking, open yard exceptions, etc) are important in making a lot of these projects feasible.
It would be better if more density was linked to more affordability.
The smaller units sizes have been beneficial
Density bonus and parking incentives were the best benefits.
The incentives allow more flexibility in terms of site planning and building design.
Enabled some projects to be built in spite of very restrictive parking maneuvering regulations and solar setback regulations.
I would like to see more flexibility with Open Space requirements.
some clients could not afford to live in SB unless they could have an extra rental. smaller units are more affordable for renters.
We use the density incentives and development incentives in every one of these projects. These are what makes the projects possible at all. At standard densities and with standard SBMC requirements my clients would not even initiate projects in the cases where we have done AUD projects. I have too many examples to list but the ones we use most frequently are setback and open space and parking reductions. Parking in particular is probably the second most important factor (after density increases) that makes AUD projects feasible and worth pursuing.

Question 6: What do you, or did you, not like about the AUD Program? Select all that apply.

Density Incentives (densities greater than the base or variable density)	4
Three Density Tiers (Medium-High, High, Priority)	3
Trial Period/Expiration Date	15
Development Incentives (height, setbacks, parking, open yard)	3
Inclusionary Housing Requirements	15
Location of Increased Densities in Proximity to Transit, Services, and Recreational Opportunities	4
Encouragement of "Workforce Housing"	3
Smaller Unit Sizes	6
Encouragement of Rental Housing Over Ownership Condominium Units	4
Encouragement of Employer-Sponsored Housing or Limited-Equity Cooperatives	1
Pre-Application and Concept Review Process	8
Design Review Approval Process	18
Not Applicable	3
Other (please specify)	2
Prohibition Against Conversion of Residential Units to a Hotel	0

Question 7: Of the items you did not like about the AUD Program, describe how it impacted your project(s) and what would you most like revised for use in future project(s). Project-specific examples are appreciated.

<p>The lower density tiers do not appear to be feasible unless a significant existing use can be maintained</p>
<p>The density incentives are not enough if the city also requires inclusionary housing. Our projects that include state density bonus units did not move forward because the city also required affordable units. The construction costs are too high to offset all of the affordable units. I feel if a project is proposing state density bonus units the city should waive the inclusionary requirement.</p>
<p>The worst aspect by far of the AUD program was its density ceiling. It made a project consisting entirely of 400 sqft studios essentially impossible economically. In reality, the AUD program encourages unit sizes larger than the City's stock of pre-1980 rental housing. It was an improvement over Variable Density, but that was an extremely low bar to reach. It was a disaster in terms of moderate income housing.</p>
<p>Determination of which units are affordable was a bit challenging</p>
<p>The approval process is still too slow and cumbersome with the current planning review essentially the same as a DART review. The inclusionary requirements just shift the developments costs onto the market rate units resulting in higher rents. If you want more affordable housing provide subsidies to AUD projects - that's the only thing that make "Affordable" projects affordable as the development costs are virtually the same for non-profit and for profit projects.</p>

Question 7: Of the items you did not like about the AUD Program, describe how it impacted your project(s) and what would you most like revised for use in future project(s). Project-specific examples are appreciated.

<p>streamlining the design review process for these projects could encourage more of them</p>
<p>The project approval process is grueling. As an affordable housing developer, I did not ever perceive any advantage or prioritization of our projects compared to any other project.</p>
<p>Design Approval Process continues to be extremely arduous, intensive in detailing, and far too costly, forcing applicants to go into Construction Documents/Permitting level of detailing just to obtain otherwise a Schematic Design level entitlement. The approach is wrong and completely overwhelming for the design team and property owners.</p>
<p>Staffs lack of knowledge regarding the state law or interpretation of that law.</p>
<p>It has been frustrating that design review boards and approval boards comment on items like number of units, density, parking, percentage of affordability, etc. when the project as submitted meets those standards.</p>
<p>The density and building height is excessive and far more than needed to encourage new housing. The max density allowed anywhere should not exceed 40 units per acre The max height anywhere should not exceed 3 stories. All project should have required parking of 1 uncovered space per unit The old variable density should have remained in effect as an option.</p>
<p>See above.</p>

Question 7: Of the items you did not like about the AUD Program, describe how it impacted your project(s) and what would you most like revised for use in future project(s). Project-specific examples are appreciated.

this should be always allowable. this would give people confidence.

The City needs to provide for more opportunities for ownership units through AUD. Maybe not at the Priority Housing Overlay densities, but at something above the standard AUD densities, which don't allow for enough units to make an ownership project work...especially given the inclusionary requirements. There is a place in the market for much smaller ownership units now and we should have the ability to address that buyer type. Ownership units provide an additional dynamic in the downtown area (and other areas). Owners and renters are both great to have but they have different impacts n a community. Inclusionary units do not work well in ownership projects for many reasons, but a main one is that owners of "affordable" units can't typically afford to pay the same HOA dues as the owners of market rate units. This creates problems. I've seen it first hand.

Design review timeline is tedious and time consuming. Comments from one meeting to the next are sometimes contradictory. The inclusionary housing requirement is a bigger burden on the economics than most believe. if these units were allowed to count toward the State density bonus it would be ok. The pre-application process is useful but it was mandatory but not counted as one of the 5 maximum hearings. It did appear that one could not proceed without this step so calling it optional is not accurate.

Question 8: How should the AUD Program evolve? How can the AUD Program be improved? Are there things that the City should change in the program? Select all that apply.

Eliminate Trial Period/Expiration Date	23
Update the Project Goals	3
Revise the Pre-Application and Concept Review Process	7
Revise the Design Review Approval Process	19
Change the Height Exception Process	8
Update/Expand What is Considered "Community Benefit Housing" (currently defined as Affordable Housing, Transitional and Supportive Housing, Employer-Sponsored Housing; Limited-Equity Cooperatives; and Rental Housing)	16
Change the Three Density Tiers	3
Revise the Locations/Zones Allowed	12
Revise Development Incentives (height, setbacks parking, open space)	14
Adjust Inclusionary Housing requirements	13
Alter Average Unit Sizes	8
Apply CBD Development Standards to Other Areas	9
Encourage/Require Mixed-use Projects in Commercial Zones	6
Disincentivize Non-AUD Projects	1
Apply AUD Development Standards to All Multi-unit Housing Citywide	12
Change Nothing/Leave it the Same	3
Other (please specify)	0

Question 9: Of the items you would change in the AUD Program, describe how you would revise the program for use in future project(s).

Increase the density allowed across the 3 tiers.
Remove the solar ordinance from AUD projects. Make the program permanent so there is more certainty.
Expand the CBD standards to upper state and to the area surrounding downtown

1. Exclude rental housing from consideration as Community Benefit Housing if it includes more than 2 parking spaces. 2. Eliminate density constraints; limit only net floor area (essentially FAR limits). 3. Disallow "common areas" intended for later conversions to ADUs. 4. Reduce parking requirements dramatically if a space is provided for a ZIP car (currently available when using SB35).

The state requirements for approvals will limit the authoity of the design review proccess

Provide offsets for the inclusionary requirements to compensate developers for those costs - additional density, eliminate parking requirements for example example. Abbreviate/eliminate the design review process for AUD projects - implement objective design review standards with expedited staff level approval. Exempt AUD projects from the insane requirement that any required accessible parking spaces are in addition to the Title 30 requirements - One ADA space, with loading area is the same as two parking spaces, so this rule just reduces allowable density as the number of parking spaces equates to the number of allowable units: House People, Not Cars.

More flexibility and incentives!

Make the approval process easier. Also, provide higher densities for higher percentage of affordable units.

Question 9: Of the items you would change in the AUD Program, describe how you would revise the program for use in future project(s).
<p>Make AUD permanent. Uncertainty in the development process equals higher unit rental/sales prices eventually, and/or makes people decide not to even start on these projects. The one variable the City can control more than anything else is "certainty." The design review process still takes too long. I think the easiest way to shorten it would be faster turnarounds on resubmittal reviews. Often, there are only one or two minor items that needed to be addressed, but staff still takes a full 30 days to deem applications complete. In some cases, the items are things that could be confirmed in one or two days. Additionally, staff needs to stop deeming applications "incomplete" for things that have no bearing on project feasibility or consistency with City requirements. I remember an "incomplete" item on one project where the issue was that a Bird of Paradise plant was labeled on pone plan sheet but the same plant wasn't specifically called out with a label on a different plan sheet. Does staff get a bonus based on the number of "incomplete" items they list on any given project? Many of us in the design community often wonder about this.....</p> <p>Moderate income units should count toward State density bonus. Adopt a city-specific density bonus program that is more in line with local priorities but has economics benefits that are equal or better than the State program. Consider FAR as a regulation of building size rather than regulating density, at least in the CBD.</p> <p>work with MTD to extend qualifying AB 2097 service up State Street</p>

Question 9: Of the items you would change in the AUD Program, describe how you would revise the program for use in future project(s).
<p>The approval process for height increase seems to be inefficient, especially given the fact that projects submitted under state bonus density can exceed the height with a concession.</p> <p>Revise allowed density downward Revise allowed height downward Require 1 uncoverd parking space per unit Lowed required open yard area in R-2 zone</p> <p>There should be more flexibility in enforcing AUD rules. There are many different requirements for a single property, often all rules can not be rigidly applied and achieve desired density and aesthetic goals.</p> <p>add more choices for even smaller units.</p>

Question 10: Should the AUD Program be extended past 2024? Select one.	
Yes, it should be extended indefinitely by removing the trial period.	20
Yes, it should be extended, but with changes.	16
No, it should not be extended; we should go back to variable density (density based bedrooms).	2

Question 11: Do you have anything else to add about the AUD Program?
<p>The intent of the program was to increase the production of units. This has worked to an extent however there has not been a meaningful number of units built that would start to change the affordability of rental housing. If the city is going to rely on private developers to build housing the city should get real data from developers to understand what is required to make a project feasible. Then work to increase the incentives until projects become more feasible</p> <p>The AUD was an abject failure in terms of production of market rate moderate income housing. An analysis should be done of why that was the case, and how it can be avoided in the future.</p> <p>The City of Santa Barbara approach to the AUD process is atrocious. This city does whatever it can to thwart growth via their discretionary review process causing delays and exorbitant costs to owners and developers by waging a financial war of attrition.</p> <p>Process was thorough and fair. Im concerned about all 4 story projects being approved when they are outside the CBD. And the developer can ignore direction from the city</p> <p>Permit fees and school fees should be lowered for AUD projects to encourage them and provide for lower cost housing. Permit fees are a major contributor to the development cost and thus drive up rents.</p> <p>This program has been very beneficial in increasing our residential density, with limited expense to the quality of the surrounding neighborhoods.</p> <p>No, thank you.</p> <p>The city should offer workshops along with attorneys to aid in digesting the legal language.</p> <p>Its a good work in progress and will benefit from some fine tuning.</p>

Question 11: Do you have anything else to add about the AUD Program?
expanding the program thru the major cross town corridors
The proof is in the results - SB's finally building rental housing after a forty year drought thanks to AUD and every new rental unit, even if market rate, opens up another rental unit somewhere else. The "affordable" argument against AUD is a red herring - you don't decrease housing costs by constricting supply, you only increase housing costs further.
Allowing higher density and 60 ft limits will provide more opportunity for housing to be built. Additionally, you need to get rid of inclusionary requirements or at most reasonable in lieu fees that dont prevent production. Downtown commercial buildings should be allowed to be converted to rental housing with no limits of number of units within existing structures and no inclusionary requirement.
No, thank you.
The city should offer workshops along with attorneys to aid in digesting the legal language.
Its a good work in progress and will benefit from some fine tuning.
expanding the program thru the major cross town corridors
The AUD program is simply not working --because the new units all rent for way over \$3000 per month . The new units are not afforable for our workforce!! All the very high density allowed does is increase the price an landowner asks for his land for sale .
keep it alive

Question 11: Do you have anything else to add about the AUD Program?
Overall I think it has been successful. We are getting a lot more housing units than we would have otherwise. People in the community need to understand that the nicest, best, newest units in the City (created by the AUD program) are not going to all be "affordable." AUD units contribute to housing inventory and they make other, older units more affordable. That message needs to be communicated to City decision makers and the community at large. Here's what I tell people: If the only cars available are 2002 Toyota Camrys, then Billionaires are going to buy those and they will pay way more then normal people can pay to acquire them. If instead, there are brand new BMW's available, the Billionaires will purchase the BMW's, and the Camry sellers can no longer get BMW prices for their used Camrys. Therefore the Camrys become available and more affordable. This is Economics 101 and a freshman in College would understand how this works. For whatever reason, people in our community seem to believe this does not apply to the commodity of housing. It does. Our housing problem has to be solved on a community-wide level. People need to let go of the fantasy that it can somehow be "solved" within the context of any single project. You don't solve the affordability problem by getting 8 units in one AUD project and 5 in another. You begin to solve it by getting 1,000 units from a bunch of AUD projects, including those small percentages of affordable units in those projects. I am sick of hearing "they got all this density but there are 'only' _____ affordable units in this AUD project."

Question 11: Do you have anything else to add about the AUD Program?
Consider a different approach for the CBD to allow a broader range of unit types and sizes. There should be no zoning density limitations for adaptive reuse of commercial buildings. The design review process makes buildings more expensive to build. Consider a staff level review along with objective design standards.
Question 12: This survey is anonymous. If you want to share more about your experience developing with the AUD Program, please include your name, company name, contact information, and role in an AUD Project below.
<i>Answers omitted.</i>

Focus Groups

Focus groups were conducted virtually in July and August of 2023.

- July 11: 16 participants
- July 28: 2 participants
- August 3: 9 participants
- August 17: 2 participants
- August 21: 8 participants
- August 25: 8 participants

There priority topics addressed were:

- Program successes
- Program challenges (most significant Program challenges, value added processes)
- Development standards
- Reducing Program barriers to create housing
- Suggestions for improvement

Area Median Income (AMI) and Rents for Households

In Chapter 4: *About the Units*, affordable rents were calculated for the County's Area Median Income (2023) for a household of 4 people.

The following tables show calculated rent values for households of different sizes (1-person up to 6-person).

"Affordable" Housing Costs			
Household Size	AMI	Annual "Affordable" Housing Cost	Monthly "Affordable" Housing Cost
1-person	\$ 75,100	\$ 22,530	\$ 1,878
2-person	\$ 85,840	\$ 25,752	\$ 2,146
3-person	\$ 96,570	\$ 28,971	\$ 2,414
4-person	\$ 107,300	\$ 32,190	\$ 2,683
5-person	\$ 115,884	\$ 34,765	\$ 2,897
6-person	\$ 124,468	\$ 37,340	\$ 3,112

Section: What types of attainable housing did the AUD Program create?

Affordable Rent by Income Categories for a 1-person Household			
Income Category	AMI	Affordable Monthly Rent *	Rent Burdened **
Median	\$ 75,100	\$ 1,878	\$ 3,129
Very-Low	\$ 37,550	\$ 939	\$ 1,565
Low	\$ 60,080	\$ 1,502	\$ 2,503
Moderate	\$ 90,120	\$ 2,253	\$ 3,755
Middle ***	\$ 120,160	\$ 3,004	\$ 5,007
Upper-Middle ***	\$ 150,020	\$ 3,755	\$ 6,258

Section: What types of Affordable Housing did the AUD Program create?
 * 30% gross income
 ** 50% gross income
 *** Middle and Upper-Middle are considered workforce housing

Affordable Rent by Income Categories for a 2-person Household			
Income Category	AMI	Affordable Monthly Rent *	Rent Burdened **
Median	\$ 85,840	\$ 2,146	\$ 3,577
Very-Low	\$ 42,920	\$ 1,073	\$ 1,788
Low	\$ 68,672	\$ 1,717	\$ 2,861
Moderate	\$ 103,008	\$ 2,575	\$ 4,292
Middle ***	\$ 137,344	\$ 3,434	\$ 5,723
Upper-Middle ***	\$ 171,680	\$ 4,292	\$ 7,153

Section: What types of Affordable Housing did the AUD Program create?
 * 30% gross income
 ** 50% gross income
 *** Middle and Upper-Middle are considered workforce housing

Affordable Rent by Income Categories for a 3-person Household			
Income Category	AMI	Affordable Monthly Rent *	Rent Burdened **
Median	\$ 96,570	\$ 2,414	\$ 4,024
Very-Low	\$ 48,285	\$ 1,207	\$ 2,012
Low	\$ 77,256	\$ 1,931	\$ 3,219
Moderate	\$ 115,884	\$ 2,897	\$ 4,829
Middle ***	\$ 154,512	\$ 3,863	\$ 6,438
Upper-Middle ***	\$ 193,140	\$ 4,829	\$ 8,048
Section: What types of Affordable Housing did the AUD Program create? * 30% gross income ** 50% gross income *** Middle and Upper-Middle are considered workforce housing			

Affordable Rent by Income Categories for a 5-person Household			
Income Category	AMI	Affordable Monthly Rent *	Rent Burdened **
Median	\$ 120,160	\$ 3,004	\$ 5,007
Very-Low	\$ 60,080	\$ 1,502	\$ 2,503
Low	\$ 96,128	\$ 2,403	\$ 4,005
Moderate	\$ 144,192	\$ 3,605	\$ 6,008
Middle ***	\$ 192,256	\$ 4,806	\$ 8,011
Upper-Middle ***	\$ 240,320	\$ 6,008	\$ 10,013
Section: What types of Affordable Housing did the AUD Program create? * 30% gross income ** 50% gross income *** Middle and Upper-Middle are considered workforce housing			

Affordable Rent by Income Categories for a 6-person Household			
Income Category	AMI	Affordable Monthly Rent *	Rent Burdened **
Median	\$ 150,200	\$ 3,755	\$ 6,258
Very-Low	\$ 75,100	\$ 1,878	\$ 3,129
Low	\$ 120,160	\$ 3,004	\$ 5,007
Moderate	\$ 180,240	\$ 4,506	\$ 7,510
Middle ***	\$ 240,320	\$ 6,008	\$ 10,013
Upper-Middle ***	\$ 300,400	\$ 7,510	\$ 12,517
Section: What types of Affordable Housing did the AUD Program create? * 30% gross income ** 50% gross income *** Middle and Upper-Middle are considered workforce housing			

AUD Unit Rents

Rental rates for constructed AUD units were collected from online rental advertisements available in July 2023.

Sites reviewed include:

- Apartments.com
- Housing Authority of the City of Santa Barbara
- Hotpadz.com
- Redfin.com
- Rentable.com
- Rentcafe.com
- Trulia.com
- Zillow.com

Where more than one unit of a type was advertised in a single project, the average rental rate is listed in the table.

AUD Unit Rents (July 2023)				
Project Address	Studio	1-bed	2-bed	3-bed
Average Rental Rates	\$ 2,217	\$ 3,125	\$ 3,925	\$ 5,400
1330 Chapala Street	2,089	3,795	4,495	5,210
1105 N Milpas Street				5,800
1105 N. Milpas Street		3,000	4,500	
1115 Garden Street			3,525	
1220-1222 San Andres Street		3,850		
1224 Laguna Street		1,950	3,350	
1236 San Andres Street				7,250
1309 State Street		5,900		
1325 State Street		3,850		
16 W. Mission Street	2,345	2,317	3,926	
1623 De La Vina Street			2,850	
1818 Castillo Street				3,300
2118 Oak Park Lane			3,800	
251 S. Hope Avenue*	937			
312 Rancheria Street			3,850	
316 W. Micheltorena Street		2,400	2,800	
3885 State Street			4,545	
414 Chapala Street		3,250	5,325	
604 E. Cota Street	1,700	2,600	3,300	
610 Castillo Street			4,725	
618 Castillo Street		2,950	4,750	6,500
732 Bond Avenue		5,100		
800 Santa Barbara Street	4,350	7,200	7,500	
810 E. Canon Perdido Street		1,950	2,400	2,500
835 E. Canon Perdido Street	2,995		4,353	
909 Laguna Street				5,400

* Housing Authority of the City of Santa Barbara property

Rents for Jobs and Incomes

Chapter 4: About the Units discusses workforce housing. Based on past planning efforts, workforce is identified as middle-income and upper-middle-income based on the County's Area Median Income.

The following tables are annual incomes from different positions that fall within and outside workforce income categories used in this report, and the associated housing cost attainable to these careers.

"Affordable" Housing Costs				
Job	Income*	"Affordable" Housing Cost**		Income Category
		Annual	Monthly	
<i>AMI for 1-person</i>	\$ 75,100.00	\$ 22,530.00	\$ 1,878.00	<i>Median</i>
Teacher	\$ 58,271.94	\$ 17,481.58	\$ 1,456.80	Low
Firefighter	\$ 85,127.64	\$ 25,538.29	\$ 2,128.19	Moderate
Police	\$ 97,285.20	\$ 29,185.56	\$ 2,432.13	Middle
Nurse (Registered)	\$ 105,651.60	\$ 31,695.48	\$ 2,641.29	Middle
Administrative Assistant	\$ 71,643.48	\$ 21,493.04	\$ 1,791.09	Moderate
Custodian	\$ 47,832.48	\$ 14,349.74	\$ 1,195.81	Low
Lecturer	\$ 66,259.00	\$ 19,877.70	\$ 1,656.48	Moderate
Administrative Coordinator	\$ 58,303.20	\$ 17,490.96	\$ 1,457.58	Low
Transportation Security Officer	\$ 43,646.00	\$ 13,093.80	\$ 1,091.15	Low
Bus Operator	\$ 52,611.60	\$ 15,783.48	\$ 1,315.29	Low
<p><i>Section: What types of attainable housing did the AUD Program create?</i> * Income for Entry-Level positions ** 30% gross income Source: Teacher - Santa Barbara Unified School District, 2023-2024 Salary Schedules for Certificated Non-Management Source: Firefighter (40 Hour) - City of Santa Barbara, 2023 Classifications and Salary Ranges Source: Police Officer, Entry - City of Santa Barbara, 2023 Classifications and Salary Ranges Source: Registered Nurse - Cottage Health, Job postings in September 2023 Source: Administrative Assistant - City of Santa Barbara, 2023 Classifications and Salary Ranges Source: Custodian - City of Santa Barbara, 2023 Classifications and Salary Ranges Source: Lecturer - University of California Santa Barbara, Unit 18 Faculty, Pre-six Year, 7/1/2023 Point 1 Source: Administrative Coordinator - University of California Santa Barbara, Blank Assistant 3, job posting in October 2023 Source: Transportation Security Officer - Transportation Security Administration, job posting in October 2023 Source: Bus Operator - Santa Barbara Metropolitan Transit District, job posting in October 2023</p>				

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