



2015 General Plan

Implementation Report and Adaptive Management Program

September 2015



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APPENDICIES:

- A - CITY OF SANTA BARBARA CLIMATE ACTION PLAN 2015 IMPLEMENTATION STATUS
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- B - GENERAL PLAN PROGRAM EIR MITIGATION MONITORING AND REPORTING
PROGRAM 2015 STATUS REPORT**

Introduction

Background

The City's 2011 General Plan Update was shaped by key community issues/concerns¹. The General Plan is organized into five broad topics based on these issues/concerns, which are referred to as "Policy Drivers." The Policy Drivers include: Growth Management; Energy and Climate Change; Historic and Community Character; Public and Community Health; and, Economic and Fiscal Health. In turn, the General Plan responds to the Policy Drivers by providing direction through the General Plan Element goals, policies and possible implementation actions to achieve the "Vision of a Sustainable Santa Barbara." The Vision is a statement of Santa Barbara's desired future conditions, values and characteristics.

Vision of a Sustainable Santa Barbara

Santa Barbara strives to become a more sustainable community. All members of the Santa Barbara community are stewards, and we accept that responsibility with the understanding that change is inevitable, that perfection can only be pursued, that there will always be a dynamic tension between our many goals, and achieving a momentary balance between them is a never-ending challenge.

The City, residents, businesses, developers and community organizations envision working together to achieve the following:

Sustainability: Becoming more sustainable by managing wise use of resources.

Community Health: Providing a physical environment that is healthy, and encourages healthy, active living.

Environment: Protecting and enhancing the scenic beauty of Santa Barbara's natural setting and built environment which is intrinsic to our appreciation and enjoyment of the City. At the same time, improving on conservation of resources such as, energy, water, open space, and native habitat, through innovation and determination.

Growth: Managing growth within our limited resources, and in so doing, retaining the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity.

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

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

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

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

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

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

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

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

¹ In the Fall of 2007, the Community Input Summary Report was published summarizing all of the public comments received to date.

General Plan Implementation and Adaptive Management Program

The purpose of the City's General Plan Implementation Report is to ensure that the General Plan is being implemented effectively and towards achievement of its Vision, and to provide an opportunity through adaptive management for timely policy and implementation action adjustments, rather than infrequent, major reactive updates. This report serves as an information feedback loop that tracks the status of policies and implementation actions toward meeting the General Plan's Vision, and then uses the results to propose policy adjustments and possible implementation measures, as needed. Also reported are emerging issues and/or trends that may not be adequately addressed, or addressed at all, in the General Plan.

This report overhauls the previous two General Plan Implementation/Adaptive Management Program (AMP) Reports prepared in 2013 and 2014. Fundamental changes include:

- Focusing on accomplishments towards achieving the General Plan's Vision, indicating where progress has been challenging, and identifying emerging issues/trends.
- Reorganizing the report into the five broad topics reflective of community issues/concerns:
 - Growth Management;
 - Energy (Transportation) and Climate Change (Environment);
 - Historic and Community Character;
 - Public and Community Health; and,
 - Economic and Fiscal Health;
- Utilizing information and data presented in the Climate Action Plan (CAP) 2015 Implementation Status Report and the General Plan Program EIR Mitigation Monitoring and Reporting Program (MMRP) 2015 Status Report, where appropriate, to avoid redundancy.
- Including Possible Implementation Actions for Consideration to become future work program items.

Report Preparation Methodology

The two previous General Plan Implementation/AMP Reports included metrics with quantitative targets from existing data sources that tracked both community-wide and City operations indicators. While this methodology presented the status of chosen indicators, it was not providing an adequate assessment of how well the General Plan was achieving its Vision. There was an acknowledgement that future reports may include alternative metrics if new data become available, alternative indicators are considered more appropriate, or new resources are dedicated to monitoring.

For the 2015 General Plan Implementation Report, staff has retained metrics from the previous reports that inform the status of certain community issues/concerns and supplemented that information with additional data and analysis to provide a broader assessment, while also providing a discussion on emerging issues and/or trends. The 2015 General Plan Implementation Report also includes new information about the City's participation in programs that reflect sustainability principles.

Finally, it is important to note that while the CAP and MMRP status reports track the City's progress in implementing emission reduction strategies and required mitigation measures from the Program EIR, the General Plan includes numerous other possible implementation actions aimed at maintaining Santa Barbara as a socially, environmentally and economically healthy and sustainable community, and otherwise furthering achievement of the General Plan's Vision. Where applicable, this General Plan Implementation Report notes a few possible implementation actions that could become future work program items.

Summary of Report Findings

The General Plan, General Plan Final Program EIR, and Climate Action Plan contain a wide range of policies, implementing actions and measures. As reported here, the City is mostly on track with implementing the General Plan, the Final Program EIR, and CAP. This Report does not identify change of circumstances so substantial to warrant amendments to the General Plan. However, throughout the Report there are a few possible work items identified that would further the community toward the General Plan's Vision and more completely implement the Final Program EIR's mitigation measures and the CAP.

Future of General Plan Implementation Report and Adaptive Management Program

The General Plan Implementation Report and the AMP remain a work in-progress. Staff has identified the need to work closely with the Planning Commission to further improve the General Plan Implementation Report and the AMP including better integration of the Climate Action Plan (CAP) 2015 Implementation Status Report and the General Plan Program EIR Mitigation Monitoring and Reporting Program (MMRP) 2015 Status Report, a more robust review of General Plan policies and implementation actions on a periodic basis, and coordinating the General Plan Implementation Report with the Planning Division's and other City department and division's major work program and budgeting decisions.

Growth Management

General Plan Vision

- Manage growth within our limited resources to retain the desirable aspects of the physical city without sacrificing its economic vibrancy and demographic diversity.
- Allow as much housing as possible within resource limits to provide an array of lifestyle options for a demographically and economically diverse resident population.

Accomplishments

Managing Nonresidential Growth

General Plan Policy LG2 (*Limit Non-Residential Growth*) aims to balance residential and nonresidential growth in the City, and limit adverse effects of growth on resources while providing for economic and community needs. Further, by limiting net new nonresidential development, this policy encourages infill development, adaptive reuse, and redevelopment of existing buildings. The adopted Growth Management Program (GMP) implements this policy.

The GMP established three City-wide nonresidential development categories that are limited through 2033, for a total of 1.35 million square feet of nonresidential development. Annual Planning Commission review allows for any unused Small Addition square footage to be either rolled over to the following year, or reallocated to the Community Benefit category, as was recently done, and shown in the table below.

Certain nonresidential floor area is excluded from the above limits per the GMP. This additional nonresidential floor area is estimated to be approximately 500,000 square feet and includes: City Government Buildings; Government Displacement Floor Area; Hotel Room for Room Replacement; Minor Addition Floor Area; Prior-Pending Projects; Prior-Approved Projects; Prior-Approved Specific Plan Projects; and, Transfers of Existing Development Rights (TEDRs).

GMP Categories	Ordinance Allocation (sq. ft.)	Adjusted ¹ (sq. ft.)	Current Total (sq. ft.)
Small Addition²	400,000	-33,426	366,574
Vacant Property³	350,000		350,000
Community Benefit	600,000	+33,426	633,426
Total	1,350,000		1,350,000

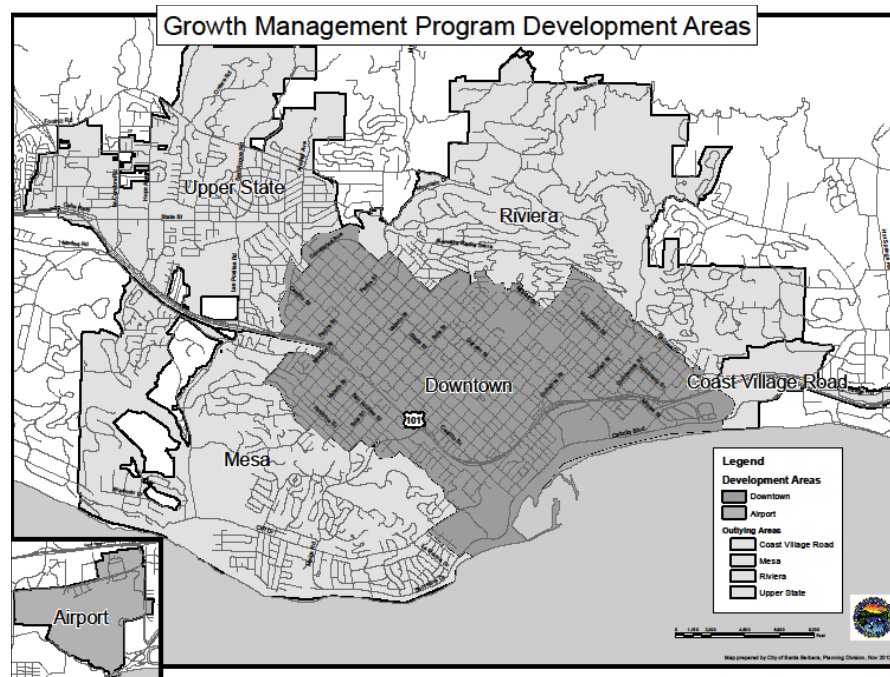
In an effort to best manage the City's transportation resources and focus development in close proximity to existing services, the GMP divides the City into Development Areas.

¹ Reflects the Planning Commission's reallocation of 33,426 square feet of Small Addition floor area from 2013 and 2014 to the Community Benefit category.

² Small Additions are limited to an annual 20,000 square feet of nonresidential development, although unused, expired or withdrawn development square footage may be rolled over to the following year's allotment.

³ Vacant Property is a lot that was not developed as of October 1, 1988 and has not since been developed. Vacant property may be allocated nonresidential floor area equal to ¼ the lot size from the Vacant Property category.

Potential TEDRs (demolition credit), the largest percentage of the floor area excluded from the GMP limitations, is tracked by Development Area.



The Nonresidential Growth Management Ordinance’s Traffic Management Strategy prohibits TEDR between Development Areas, unless the demolition credit is transferred to the Downtown area. This allows flexibility, while encouraging nonresidential development in the portion of the City best able to respond to increased traffic impacts, which furthers the use of the City’s existing transportation capacity efficiently and prioritizes constrained transportation capacity for high priority land uses. The following table illustrates the available demolition credit for each GMP Development Area, as measured by the net cumulative value from 1990 to 2014.

2014 (sq. ft.)	Downtown	Upper State	Mesa	Riviera	Coast Village	Airport	Total
Cumulative Demolition Credit (Net)¹	178,339	27,725	5,487	17,132	56	138,427	367,166

Since the GMP was implemented in 2013, a total of 35,751 square feet of floor area has been allocated. Of the 1.35 million square feet available for nonresidential projects until the year 2033, over 97% remains. The following table reflects nonresidential projects that have received Certificates of Occupancy in 2013 and 2014 and the allocation received.

¹ Since 1990.

Nonresidential Growth	2013	2014	Total Allocated	Total Allowed	Total Remaining
Total Allocation (sq. ft.)	12,977	22,774	35,751	1,350,000	1,314,249
<i>Growth Management Categories</i>					
Small Addition	3,987	6,574	10,561	366,574	356,013
Vacant Property	0	6,500	6,500	350,000	343,500
Community Benefit	8,990	9,700	18,690	633,426	614,736

As stated earlier, the GMP and associated policies of the General Plan also encourage infill development, adaptive reuse, and redevelopment of existing buildings. The tables and discussion above provide information on annually allocated nonresidential floor area. Many development projects also include reuse or redevelopment of existing floor area. A factor to note is that the GMP ordinance specifies that, with the exception of the Downtown Development Area, a project with additions of over 1,000 square feet resulting in a potentially significant adverse traffic impact must either be reduced in size or adequately mitigated to reduce impacts; a finding to override significant, unavoidable environmental impacts is not available. This also helps to focus development activity in the Downtown Development Area.

The following table reflects nonresidential projects that utilized allocated floor area and have received Certificates of Occupancy, showing growth distribution by Development Area for 2013 and 2014. Many of the projects were in the pipeline (approved at an earlier date) and completed construction in 2013 and 2014. This explains the difference between total floor area allocated in 2013 and 2014 and the total net new nonresidential development receiving Certificates of Occupancy in 2013 and 2014.

Location of Net New Non-residential Development							
	Downtown	Upper State	Mesa	Riviera	Coast Village	Airport	Total
2013 (sq. ft.)	13,752	117	-49	4,379	167	-40,669	-22,303
2014 (sq. ft.)	37,237	58,372	864	13,021	5,950	0	115,444
Total (sq. ft.)							89,939

For 2014, the Upper State Development Area square footage represents the Foothill Triangle project. This was a large vacant lot that is now occupied by Sansum Clinic. No other projects with additional nonresidential square footage received a Certificate of Occupancy in the Upper State Development Area.

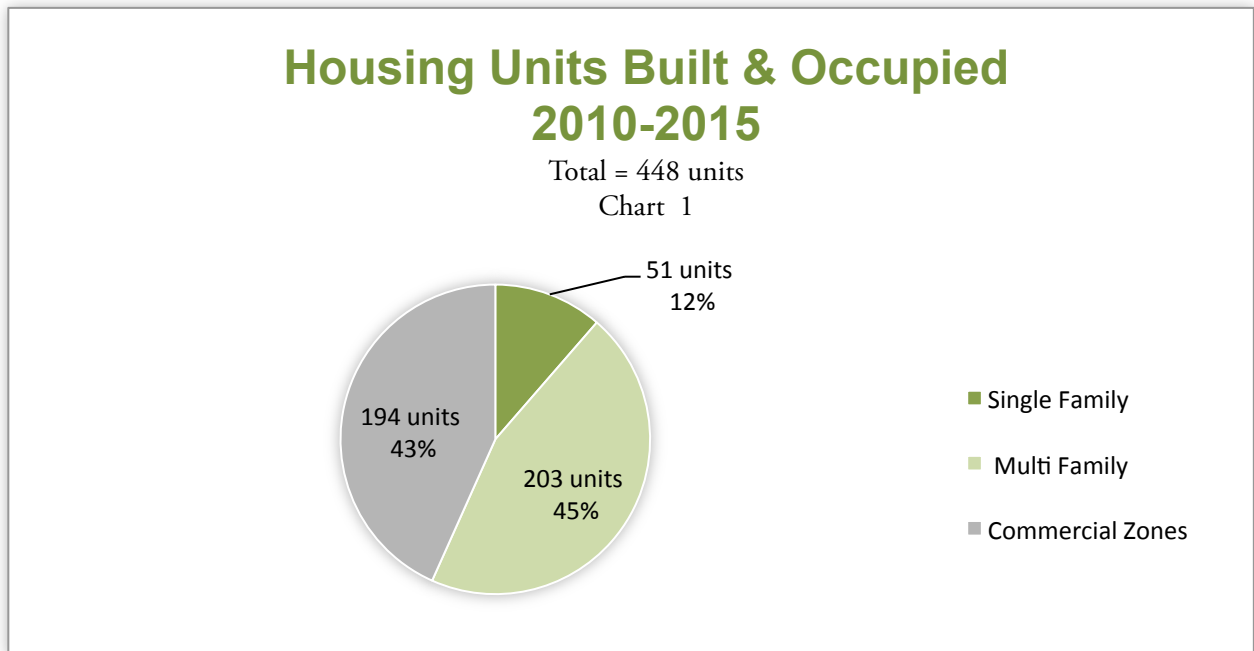
For 2014, the Riviera square footage represents the redevelopment of the El Encanto hotel site into the Belmond El Encanto hotel. No additional nonresidential square footage has been approved in the Riviera Development Area.

As envisioned by the General Plan, with the exception of the Foothill Triangle and Belmond El Encanto, the majority of nonresidential development activity in 2014 has been in the Downtown area (the Downtown area also includes the Waterfront area).

Housing

All Housing Units

For decades, the City's General Plan Housing Element has emphasized the development of a range of housing types, with an emphasis on producing subsidized, Affordable housing and multi-unit developments, as opposed to single family development. As shown in Chart 1, over the last five years (August 2010 -August 2015), a total of 448 housing units have been built and occupied (received Certificate of Occupancy). Of these 448 units, 88% (397 units) were built in the multi-family and commercial areas of the City that are served by transit and close to jobs and services and 12% (51 units) were built in single family neighborhoods. Impressively, 50% of those units (223 units) are below-market rate units (Affordable, Middle-Income, Inclusionary).



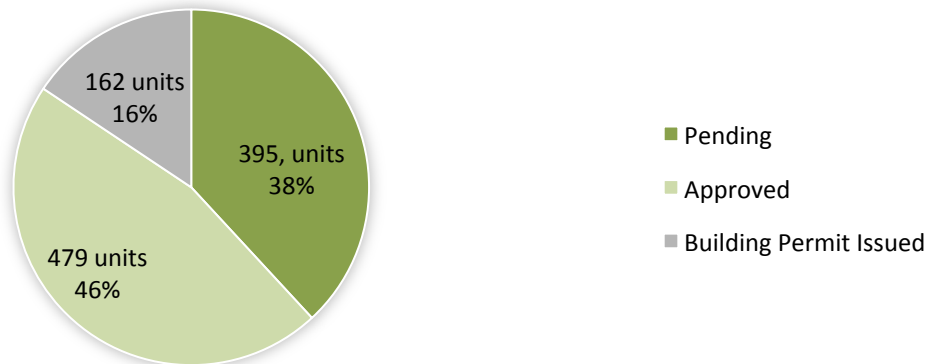
This is a positive outcome of the General Plan limit on new nonresidential growth. Rather than building new commercial square footage, applicants are encouraged to build residential development in commercial zones.

Looking forward, Chart 2 provides a snapshot of the total number of housing units currently in the planning, development review, or building permit process (aka, the pipeline).

Housing in the Pipeline

Total = 1,036 units

Chart 2



Historically, there are typically more units pending review and approval than those approved and under construction. This is no longer the case. Forty-six percent (46%) of the units in the pipeline have been approved, representing 479 net new housing units. Combined with the 162 units under construction, 62% of the units in the pipeline are approved or under construction. Of the 162 units under construction, 89 of the units are part of the Mirasol project at 3885 State Street. The remaining 73 under construction are predominantly small projects adding one or two new units and represent close to 50 separate projects. They are scattered throughout all zones and Development Areas of the City. Pending units comprise 38% of all units.

On average, it takes about a year for an approved project to develop construction-level detailed drawings, finalize construction financing, and apply for and receive a building permit. In the past five years, the minimum amount of time for an approved housing project to receive a building permit was three months. The maximum amount of time was three years, nine months. Historically, not all approved projects are constructed. Whether this will continue to be the case in the current economic climate remains to be seen.

The 2015 Housing Element Quantified Objectives estimate a total of 1,208 new units will be constructed from 2015- 2023. This estimate was based on historical residential development trends from 1990 – 2007. In 2015, the current housing in the pipeline represents 86% of the Housing Element Quantified Objectives through 2023. While we don't expect all currently pending or approved units to be constructed, there is a high likelihood based on this current trend that the quantified objective could be met, or exceeded, by 2023. As stated in the Housing Element, "quantified objectives do not represent a ceiling on development, but rather set a target goal for the City to achieve based on needs, resources and constraints.

Affordable Housing

Chart 3 shows the proportion of total units in the pipeline that are affordable to extremely low, very low, low, moderate or middle-income levels (Affordable), or otherwise considered below-market rate (price-restricted). General Plan Policy LG1 states:

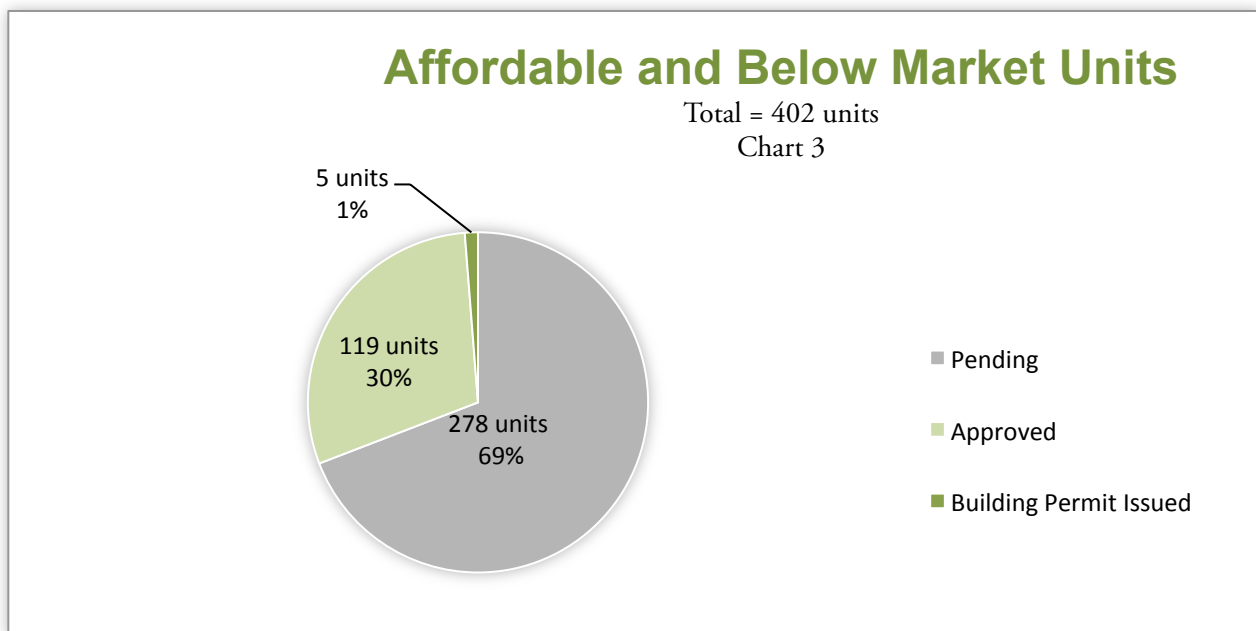
Resource Allocation Priority. *Prioritize the use of available resource capacities for additional affordable housing for extremely low, very low, low, moderate and middle income households over all other new development.*

General Plan Policy LG5 states:

Community Benefit Housing. *While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.* General Plan Housing Element Policy H11 states:

Promote Affordable Units. *The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.*

Chart 3 demonstrates the City's continuing commitment to promote and incentivize below-market and Affordable housing with long-term affordability restrictions. Thirty-nine percent (402 units) of all housing units in the pipeline are considered below-market rate units (Affordable, Middle-Income, or Inclusionary). This is particularly impressive given the loss of the housing set-aside funds previously provided by the City's Redevelopment Agency.



Downtown Housing

The General Plan establishes the parameters for new development in the City. In particular, Policy LG4 states:

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

General Plan Policy LG6 states:

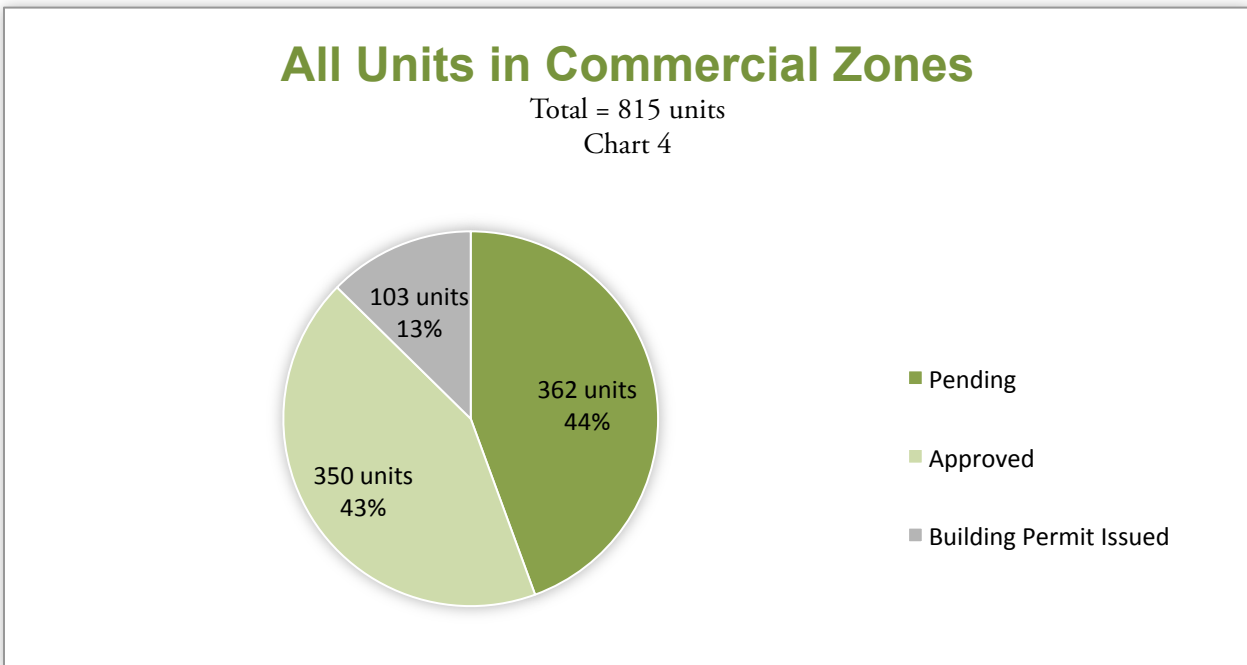
Location of Residential Growth. *Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza / Five Points area and along Milpas Street.*

General Plan Housing Element Policy H10 states:

***New Housing.** Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.*

One of the top priorities of the General Plan is to encourage workforce and affordable housing in the City's multi-family and commercial zones. Currently, 1,036 units are in the pipeline and 79% (815 units) of all housing units in the pipeline are located in the City's commercial zones. When combined with the multi-family zones, this represents 93% of all new housing units. Housing projects utilizing the Average Unit-Size Density Incentive Program (AUD) represent 46% (492 units) of the total housing units in the pipeline, and are discussed separately and in more detail later in this report.

Charts 4 and 5 illustrate success in focusing the development of new housing in Downtown areas that are close to jobs, services and transit. Chart 4 shows the status of all housing units proposed in commercial zones. Of the 815 units in commercial zones, 43% (350 units) have been approved, 44% (362 units) are pending review and 13% (103 units) are under construction.



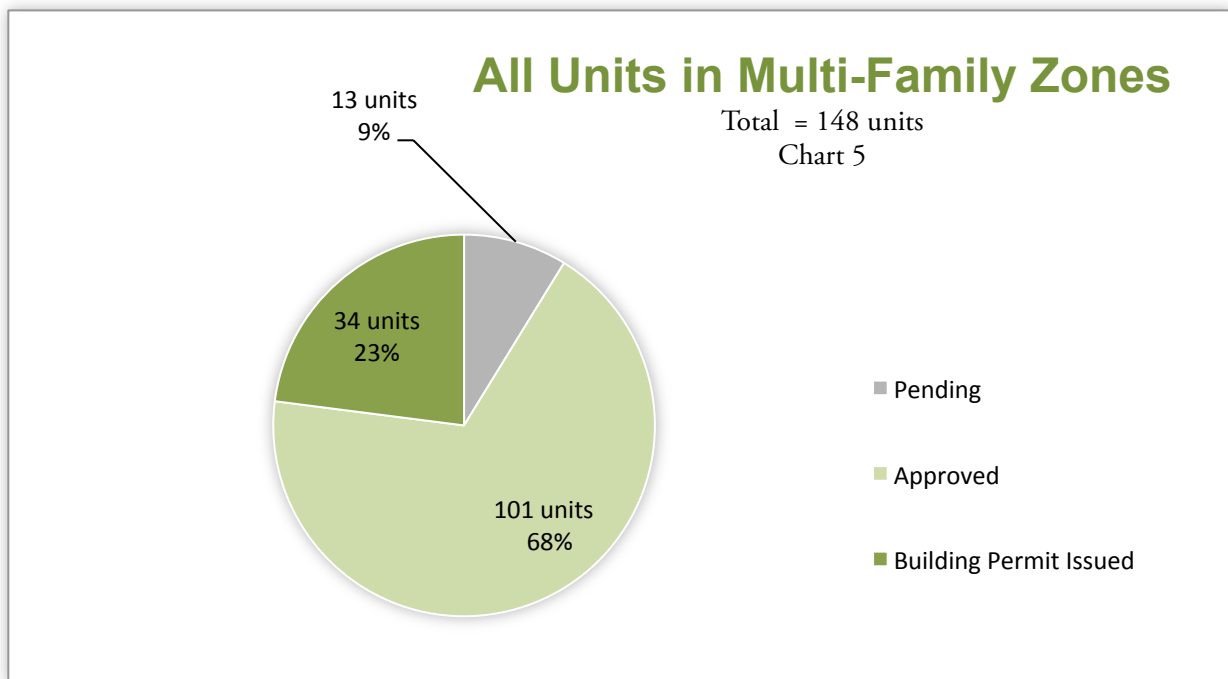
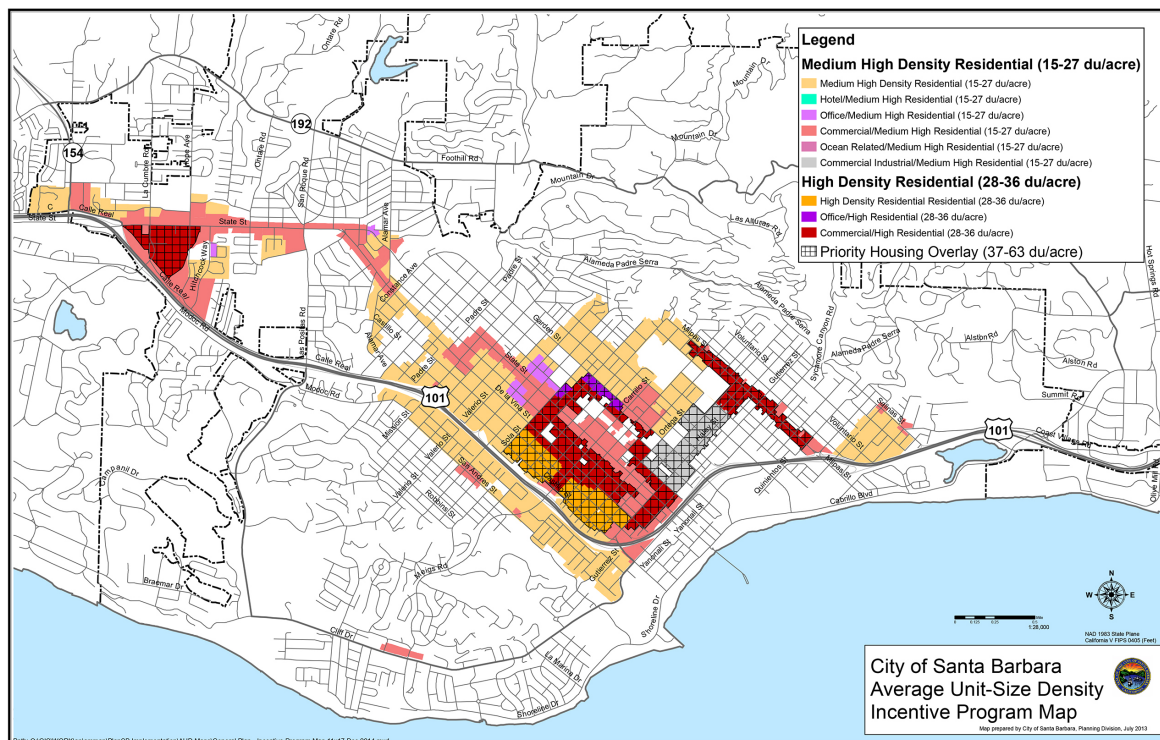


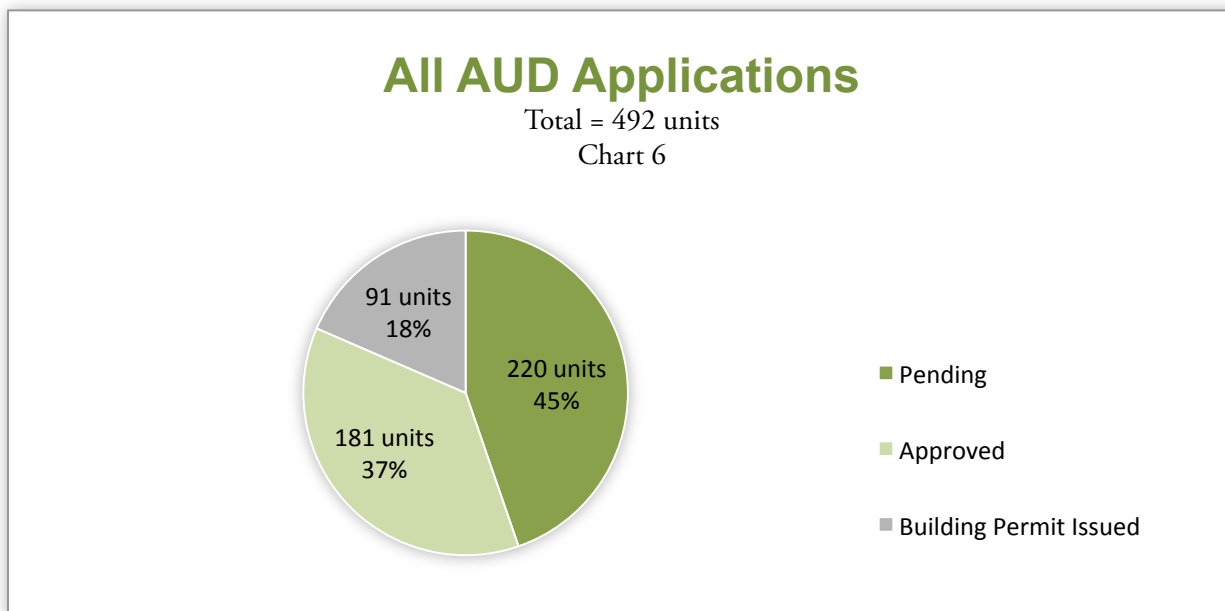
Chart 5 shows the status of all housing units in multi-family zones. Of the 148 units proposed in multi-family zones, 68% (101 units) have been approved, 9% (13 units) are pending review and 23% (34 units) are under construction.

AUD Housing Units

On July 30, 2013, the City Council adopted the Average Unit-Size Density (AUD) Incentive Program (SBMC Chapter 28.20). The AUD Program is intended to encourage smaller, more affordable housing units through the application of increased densities and development incentives in selected areas of the City.



The AUD Program will be in effect for a trial period of either eight years or until 250 residential units have been constructed (as evidenced by the issuance of a Certificate of Occupancy) in the areas designated for High Density Residential or the Priority Housing Overlay, whichever occurs earlier. Any application for new units that is deemed complete prior to the expiration of the Program may continue to be processed under the AUD Incentive Program. Projects utilizing the AUD Program (492 units) are a sub-set of the 1,036 total housing units in the pipeline, described above. Chart 6 illustrates the status of the 492 AUD units in the pipeline. Ninety one units (18%) have been issue building permits and under construction. Another 181 units have been approved (37%) and 220 units are pending review and approval (45%).



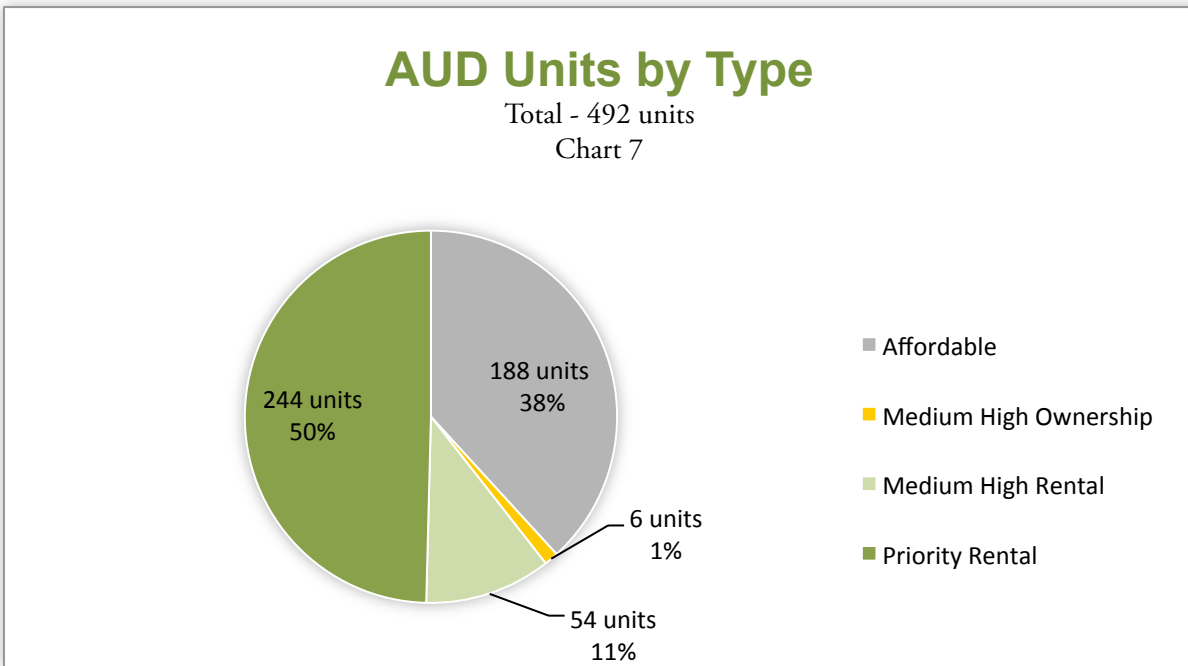
As of the date of this report, no AUD units have received Certificate of Occupancy. The two projects that have received building permits and are under construction are described below.

The first project involves two units are part of a new three-story, mixed use project on a previously vacant 3,320 square foot lot at 522 Garden Street. The project consists of two commercial tenant spaces on the ground floor with two rental housing units above. Two residential parking spaces and two bicycle parking spaces will be provided in a two-car garage. Two uncovered parking spaces will be provided for the commercial space. The average unit size for this project is 718 square feet.

The second project is the Mirasol project at 3885 State Street, between La Cumbre Road and Hope Avenue. This project was recently issued a building permit and is under construction. It involves demolition of an existing 4,990 square foot motel and a 22,250 square foot two-story office building. The project will construct a new four-story building with 89 apartment units with an average unit size of 804 square feet, a subterranean parking garage with 134 parking spaces and 4,469 square foot of commercial space. The project also includes 13 surface commercial parking spaces, 92 bicycle parking spaces, a swimming pool and a roof deck. The site is located within the AUD Priority Housing Overlay, allowing up to 37-63 dwelling units per acre. The approved project is 63 dwelling units per acre.

As shown in Chart 7, of the 492 AUD Program units in the pipeline:

- 38% (188 units) are Affordable to very low or low-income households
- 1% (6 units) are AUD Medium High Ownership units
- 11% (54 units) are AUD Medium High Rental units
- 50% (244 units) are AUD Priority (Overlay) Rental units



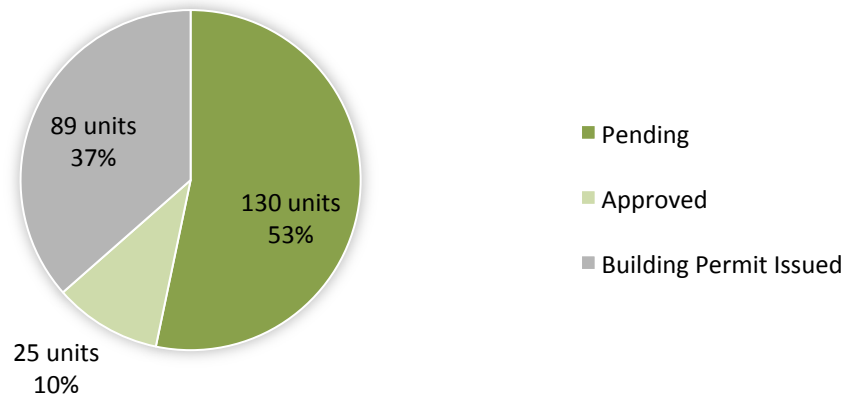
The AUD Ordinance defines Priority Housing to include the following three categories of housing: Employer-Sponsored Housing; Limited-Equity Housing Cooperatives; and Rental Housing. To date, all Priority Housing applications have fallen into the Rental Housing category. No applications for Employer-Sponsored or Limited-Equity Cooperatives have been received.

Chart 8, takes a closer look at the 244 AUD Program Priority Housing Rental units in the pipeline. These units count toward the 250 test. As mentioned above, 37% (89 units) are under construction. Another 25 units have been approved but are not yet under construction (604 East Cota Street). Both projects were reviewed and approved by the Architectural Board of Review (ABR) and not appealed to City Council. Neither project was referred by the ABR to the Planning Commission. The AUD Program ordinance was subsequently amended to require Planning Commission concept review of projects in the High Density and Priority Housing Overlay on lots with areas 15,000 square feet or greater.

AUD Program Priority Housing Rental

Total = 244 units

Chart 8



Just over half of the AUD Program Priority Housing Rental units (130 units) are pending review and approval. This means they are at various stages in the development review process. Pending AUD Program Priority Housing Rental projects include:

- 15 South Hope Avenue – Demolish an existing 8,368 square-foot commercial building and construct a four-story, mixed-use development on an approximately 35,500 square foot lot (48 units, 48 parking spaces).
- 634 Anacapa Street – Demolish two existing commercial buildings and a single family residence and construct a new three-story, mixed-use building on two lots totaling approximately 21,000 square feet (30 units, 32 parking spaces)
- 825 De la Vina Street – Construct a mixed-use building on an approximately 14,750 square-foot vacant lot (21 units, 27 parking spaces)
- 715 Bond Avenue – Demolish an existing single family residence and construct a new four-story building on a 5,000 square foot lot (7 units, 7 parking spaces)
- 800 Santa Barbara Street – Demolish an existing office building and construct a new three-story, mixed-use building on an approximately 18,500 square foot lot (24 units, 32 parking spaces).

Emerging Trends and Issues

Beyond City policies and development standards, many other factors contribute to and affect the overall housing market. Some, if not most, are beyond the City's control. Some emerging trends and issues are:

- Vacation Rentals
- Second Homes
- SBCC Growth
- USCB Growth
- English Language Schools / International students
- Record-setting low vacancy rates
- Record-setting high rents

Discussion

Managing Nonresidential Growth

Nonresidential growth has been managed in the City since implementation of Measure E, which was passed by voters in 1989. The GMP, adopted in 2013, limits nonresidential growth in the City until 2033. No apparent course corrections are needed for this ordinance at this early stage, especially given the small amount of floor area allocated to date and that development is occurring as the GMP envisioned. The Planning Commission will continue to annually consider reallocating any unused Small Additions floor area to the Community Benefit category.

A substantial amount of nonresidential demolition credit (367,166 square feet) is currently available for redevelopment of the demolition sites or to transfer to other sites, as provided by the Transfer of Existing Development Rights (TEDR) Ordinance.

A related possible future General Plan implementation action to be considered:

- Study the existing TEDR Ordinance and the disposition of future demolished non-residential square footage that is not rebuilt (Land Use Element LG 2.4).

Housing

The AUD Incentive Program carries out a key program of the General Plan. The Program facilitates the construction of smaller housing units by allowing increased densities and development standard incentives in selected areas of the City. Housing types that provide housing opportunities for the City's workforce are encouraged and facilitated by the Program.

Based on the number of AUD units / applications in the pipeline, the AUD Program appears to be successful in generating proposals for new rental housing. Other factors are also influencing the level of housing development activity. The most recent UCSB Economic Forecast Project Report included a description of the South Coast Apartment Rental Market by Dawn Dyer, Dyer-Sheehan Group, Inc. The section entitled "Full Occupancy Results in Staggering Rent Growth" on page 89 provides additional insight:

"2014 was a tough time for renters along Santa Barbara County's South Coast. Demand for housing spiraled out of control. With an improving economy and a brighter job market, household formation increased. Millennials who had delayed moving out on their own, and others who had "doubled up" in housing to save money, decided it was time to seek a place of their own. Thousands of foreign students joined the fray in competing for a VERY limited supply of housing. As a result, finding an apartment to rent became increasingly difficult... and expensive. Driven by persistently high occupancy rates, which have been above 99% since October 2013, rents soared sky-high with the Overall Average Rent for October 2014 jumping 7.1 % from the prior year!"

Record-breaking demand for rental housing is being created by a variety of factors. In the wake of the "Great Recession," home-ownership was expected to rebound this year. But despite record low interest rates, buying is not an option for many local residents due to high home prices and arduous mortgage qualification standards, as well as the yoke of student loan debt. In fact, California home sales were down nearly 8% from 2013, and the rate of first time buyers is well below the long term average. With a Median Home Price in excess of \$690,000, Santa Barbara County is one of the least affordable places in the country to buy a home. Based on the California Association of Realtors Housing Affordability Index, only 21% of Santa Barbara County Residents could afford to buy the Median Priced home in Q4 2014. The only areas in the state with lower affordability were in the San Francisco Bay area, and Santa Cruz. By comparison, 59% of U.S. residents and 30% of Californians, can afford to buy. As a result of these "high barriers" to home ownership, the ranks of the renters remain swollen... and rents continue to climb."

Recent experience with AUD projects has been mixed. Some AUD development proposals have been well received by the Architectural Board of Review (ABR) and Historic Landmarks Commission (HLC), and generated little to no neighborhood concern. Other projects, due to geographic location, design, or concerns with neighborhood compatibility, have faced challenges. Recently, one ABR-approved project, 1818 Castillo Street was appealed to the City Council, primarily due to the number of parking spaces provided (one space per unit) and the number of bedrooms and full bathrooms. The City Council upheld the appeal and referred the project to the Planning Commission to provide comments to ABR on neighborhood compatibility, to reduce the number of bathrooms per unit, and add additional parking. It is staff's understanding that the applicant is currently exploring a revised project on this site.

The trial period of 250 AUD units constructed and occupied (received Certificates of Occupancy) is established in the AUD Ordinance of the Municipal Code. Some community members are concerned that an unlimited number of applications may be deemed complete and in process before 250 units receive Certificates of Occupancy. Others are concerned that some projects may be in the early planning stages of designing an AUD project and run the risk of not being "deemed complete" before 250 units are built. Both are valid concerns and raise questions about the proper timing of the AUD Program evaluation.

Currently, there are 492 AUD Program units in the pipeline. However, only units proposed in the High Density or Priority Housing overlay areas count toward the 250 unit "trigger" to review the program. As shown in Chart 8, there are 244 AUD Program Priority Rental units currently in the pipeline. Two of those units are near completion and the other 89 units (Mirasol) are just beginning construction. Therefore, it is likely to be no sooner than two years before 250 units in the High Density or Priority Housing overlay areas receive a Certificate of Occupancy.

The Planning Commission Housing Subcommittee (Commissioners Campanella, Schwartz and Jordan) meets monthly to review the status of AUD Program projects and discuss measures to evaluate whether the AUD Program is successful in meeting its intent. The subcommittee intends to review the AUD Program development standards, including density, open space, and number of parking spaces per unit/bedroom. Recent discussions have focused on a survey for unit occupants after projects are completed to gauge the success of projects and the AUD Program, and questions about the timing of the evaluation of the AUD Program and the AUD Program's future. A possible future action to be considered includes:

- Consider amending the AUD ordinance to increase off-street parking requirements for projects not located in a Downtown Parking Zone of Benefit area.

Relative to housing in general to further goals of the General Plan, consider the following implementation actions at a future date:

- Consider options to promote affordable and workforce housing, including requiring a term of affordability and reducing parking standards with tenant restrictions (Housing Element H11.1).
- Establish criteria and standards for resource use in relation to density in the project review process, to encourage reduced resource footprint projects. Residential projects that exhibit a significantly lower resource per capita footprint would be allowed bonus density providing the building remains smaller than allowed by zoning (Housing Element H14.2).



Energy (Transportation) and Climate Change (Environment)

General Plan Vision

- Create a diverse transportation network that serves our community's economic vitality, small-town feel, a variety of housing options, economic stewardship, and healthy lifestyles.
- Become more sustainable by managing wise use of resources.
- Protect and enhance the scenic beauty of Santa Barbara's natural setting and built environment which is intrinsic to our appreciation and enjoyment of the City. At the same time, improve on conservation of resources such as energy, water, open space, and native habitat, through innovation and determination.

Accomplishments

Land Use Measures to Reduce Congestion

In 2013 City Council adopted the Traffic Management Strategy as part of the Nonresidential Growth Management Program. The primary goal of the Traffic Management Strategy is to utilize existing transportation capacity efficiently and to reserve constrained transportation capacity for new high priority land uses. The Strategy allows most developments, but limits those that use too much of the remaining roadway and intersection capacity. To date, although no nonresidential projects have been denied due to project-specific adverse traffic impacts, many have been reduced or redesigned to avoid impacts after consultation with Transportation Division staff.

In 2014, City Council approved new Traffic Impact Significance Thresholds to be used during land development review in order to implement the Traffic Management Strategy. These thresholds define when the traffic generation of a single project would use a disproportionate share of the remaining traffic capacity and, therefore, constitute a significant adverse project-specific traffic impact for purposes of the California Environmental Quality Act (CEQA) and policy consistency.

The New Zoning Ordinance (NZO) update currently underway may address some of the General Plan policies and implementing actions to: support neighborhood services, like corner stores, in residential zones to promote active living by encouraging compact, walkable places; encourage the use of bicycles; and, reduce the need for residential parking.

Multi-Modal Transportation

General Plan Circulation Element policies aim to improve traffic flows and reduce auto congestion through demand management and increased use of alternative modes of transportation. Since 2000, the City has decreased its drive alone rate, while most cities in the United States have seen increases. The following shows a comparison of commute travel modes for the City.

Commute Travel Mode	2000 ¹	2009-13 ²	% Change
Drive alone	66.1%	64.6%	-2.2%*
Carpool	13.6%	9.9%	-27.2%*
Public Transportation	4.4%	6.1%	+40.2%*
Bicycle	3.4%	5.5%	+58.8%*
Walked	6.2%	6.8%	+10.0%
Taxi, Motorcycle, other (e.g., Uber)	0.9%	1.4%	+58.2%*
Worked at Home	5.5%	5.8%	+4.4%

*Statistically significant at the 90% confidence level, as calculated per Census methodology

The City is in the process of undertaking several programs to further reduce drive alone rates. As described in the Public Health section of this report, the City has made significant bicycle infrastructure improvements since the last update of the Bicycle Master Plan in 1998 and, in late 2014, initiated a plan update that seeks to improve safety and close gaps in the bike network.

Transportation Division staff are also working on a Carshare program, which was identified in the General Plan as one of the potential measures to offset traffic impacts of the General Plan. Carshare is a program where people rent from a shared pool of cars for short periods of time. The City Council Ordinance Committee will consider at its September 2015 meeting whether to move forward with a Carshare Ordinance that would enable the implementation of such a program.

Regional Planning Coordination

The General Plan directs the City to play an active role in regional transportation planning efforts through coordination with regional agencies. The City participates with the Santa Barbara County Association of Governments (SBCAG) and other local municipalities on regional transportation planning efforts and, in the upcoming year, the City will be participating in an effort by SBCAG to update the Regional Transportation Plan/Sustainable Communities Strategy, which is due by August of 2017.

Climate Change and Environment

The City's Climate Action Plan (CAP) was adopted in September 2012. The CAP is comprised of two components: carbon emissions reduction and climate change adaptation. The emissions reduction component is based on state targets established through AB32 and SB375 legislation. The adaptation component focuses primarily on sea level rise, vulnerability assessment and adaptation strategies. Strategies to reduce emissions and prepare for the impact of climate change rely on many existing City programs and voluntary community actions. Coastal-related climate adaptation strategies are being developed as part of the Local Coastal Program (LCP) update, currently underway.

Because the CAP identified City efforts already in place, including General Plan policies and implementation measures, the Climate Action Plan 2015 Implementation Status Report (Appendix A) also provides a means of tracking progress toward the General Plan's Vision for the environment, including wise use of resources such as energy, water, open space, and native habitat. The CAP 2015 Implementation Status Report includes:

- A summary of forecasted climate change effects (Exhibit A-1);
- 2015 Climate Plan Implementation Status (Exhibit A-2); and,

¹ 2000 Census Transportation Planning Products (CTPP)

² 2009-2013 American Community Survey (ACS) 5 year estimate.

- Comparison Chart: Santa Barbara Activities and President’s Task Force on Climate Preparedness and Resilience (Exhibit A-3).

Discussion

Transportation

The incremental increase in land development over time and the return of a strong economy will likely contribute to worsening automobile congestion in the upcoming years. The General Plan Final Program Environmental Impact Report (EIR) reported that the City could expect increased traffic congestion citywide during implementation of the General Plan, with up to 27 impacted intersections by 2030. An impacted intersection is defined as one that operates at Level of Service (LOS) C, or a volume-to-capacity ratio higher than 0.77 during peak hours. When the existing conditions traffic analysis for the Final Program EIR was conducted in 2008, 13 intersections in the City were considered impacted. Currently, 14 intersections are considered impacted in the City.

	2008 ¹	2015 ²	Projected by 2030
Impacted Intersections	13	14	27

Highway 101 is a major regional transportation corridor and the segment between Carpinteria and Santa Barbara is one of the most congested four-lane freeway segments in California. The Caltrans Highway 101 High Occupancy Vehicle (HOV) project, currently in the design and permitting phase, is proposed to widen the freeway between Carpinteria and Santa Barbara to include a peak-hour high-occupancy vehicle (HOV) lane. Caltrans traffic studies have shown that the project would worsen congestion levels on the City’s surface streets, on the freeway, and at some freeway interchanges. Once completed, the Highway 101 HOV project will increase traffic flow into the City, which could further impact intersections. Phase I construction of the project is anticipated to begin in 2018. The updated 2015 City traffic model (see below) will include analysis of this project.

Traffic Model Validation for 2015

The City’s traffic model is set to be updated several times during the buildout of the General Plan. The baseline traffic data that the City’s current traffic model uses was measured in 2008. Enough development has been approved since then such that updating the traffic model with new traffic counts is now recommended to be completed at the end of this year. The traffic model validation will include current vehicle traffic and bike counts, account for development that has occurred, and will also account for travel pattern changes anticipated with the completion of the Highway 101 HOV project. The updated traffic model will better inform transportation planning issues, including the development of a Traffic Mitigation Program.

Traffic Mitigation Program

The General Plan and Final Program EIR included policies to mitigate the potential cumulative traffic impacts forecasted for 2030, including an Intersection Master Plan, improvements to alternative modes of transportation, demand management measures, parking management measures, and a Mitigation Fee Program. Following validation of the traffic model in 2015, a comprehensive Traffic Mitigation Program will be developed to offset rising congestion levels. Because of limited availability of new roadway or intersection capacity in Santa Barbara, future traffic mitigation strategies will likely focus on travel mode shifting goals and policy changes to encourage alternatives to driving alone for the residents who are willing and able to shift. While Transportation Division staff anticipates beginning the Traffic Mitigation Program in the 2016-2021

¹ Source: 2010 Plan Santa Barbara Final Program EIR

² Source: City of Santa Barbara Transportation Division, September 2015

timeframe, that effort is currently not funded. In the absence of a comprehensive program, several separate land use, alternate transportation programs, and multi-modal infrastructure improvements are currently being undertaken to relieve congestion as discussed above.

The General Plan prioritized a number of transportation goals for the City including avoidance or minimization of projected increases in congestion of local streets, reduction of long distance commuting, and improvement of mobility options for City residents. As reported above, congestion is being monitored and the congestion management programs proposed in the General Plan implemented. Furthermore, multi-modal transportation options are being pursued and City residents are reducing drive alone rates.

On September 27, 2013, Governor Brown signed Senate Bill 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the way the City analyzes transportation impacts under CEQA. Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments using a metric known as Level of Service. Under SB 743, the focus of transportation analysis will shift from driver delay (a congestion measurement) to reduction of vehicle miles travelled (a green house gas emissions measurement), creation of multimodal networks, and promotion of a mix of land uses. Implementing regulations for SB 374, including changes to the CEQA Guidelines, are pending and anticipated for approval at the end of this year or beginning of 2016.

When these regulations are approved by the State, the City may be required to modify the traffic thresholds used by the City for compliance with CEQA. In addition, the City may want to consider whether it makes changes to the Level of Service-based traffic impact significance thresholds it uses to implement the General Plan and the Nonresidential Growth Management Program.

Climate Change

The General Plan also includes policies that promote protection and sustainable use of resources, including reducing use of energy, and minimizing contributions to climate change. The City is implementing its CAP as evidenced in the City of Santa Barbara Climate Action Plan 2015 Implementation Status Report.

For City government operations, the 2014 greenhouse gas (GHG) emissions inventory shows a 15% drop in GHG emissions since 2013 due to increased conservation and efficiency measures such as the cogeneration system at the El Estero Wastewater Treatment Plant. However, reactivation of the desalination plant will add to City emissions; measures to offset this are being investigated.

Community-wide, CAP implementation actions for most strategies are being undertaken according to target dates identified in the CAP. The CAP estimated that community carbon emissions would surpass the 2020 and 2030 emission reduction targets. A scope of work for updating the community carbon inventory is a work item to be completed in 2015, with the inventory prepared in 2016 based on 2015 data. Ideally, the community carbon inventory would be coordinated with the upcoming Transportation Division's planned effort to do updated citywide traffic counts and an updated City traffic model run. The inventory update will provide a check on the trend of community emissions generation. This will also aid in assessing the effectiveness of City climate policies toward meeting emissions reduction targets, including demonstrating compliance with various other emerging goals/targets such as Governor Brown's recently established mid-range goal of reducing California's carbon emissions to 40% of 1990 levels by 2030, along with California's already established targets to further reduce such emissions to 80% below 1990 levels by 2050.

Additionally, several strategies targeted for the near future that have not yet been scheduled or funded should be considered for future work program priorities including:

- Permit process and standards for alternative development materials and techniques (CAP Measure 18).
- Ordinance amendments to facilitate electric vehicle charging stations (CAP Measure 20). This is an unfunded work effort targeted for Fiscal Year 2016.

- Comprehensive climate adaptation plan (CAP Measure 69). Many of the Coastal Vulnerability and Adaptation Planning Strategies will be either addressed or identified as future programs in the City's Local Coastal Program update currently underway.
- Map of native plant and wildlife habitats (CAP Measure 97) in order to protect, maintain and, to the extent reasonably possible, expand the City's remaining habitats. The Environmental Resources Element Update targeted for Fiscal Year 2017/2018 may address this strategy.

As shown in the *Comparison of the City of Santa Barbara Climate Preparedness and Resilience Programs to the President's Task Force Recommendations* (Appendix A, Exhibit A-3), the City is aligned with the Task Force recommendations. While the City has made great strides in the area of GHG emission reductions and climate change planning, this is an emerging issue that will require staff focus. Emission targets are being proposed that may be challenging to meet without changing "business as usual."



Historic and Community Character

General Plan Vision

- Preserve and enhance historic resources now and in the future.
- Carry on the tradition of preserving open space for public enjoyment, preserving historic buildings, and the continuity of emblematic architecture in new development and redevelopment.

Accomplishments

Historic Resources

Preservation and enhancement of historic resources are central to the City's five-year Historic Resources Work Program (HRWP) adopted in 2013. The HRWP implements the Historic Resources Element of the General Plan. Various components of the HRWP have been completed or are underway as described below.

The Historic Resource Design Guidelines and Architectural Styles Guide are in their final draft form and being reviewed by the public. A contract to integrate the Historic Survey Database into the City's website has been signed and work is underway.

Over the past three years, the Historic Landmarks Commission (HLC) has held multiple public hearings to review results of three recently completed surveys of historic architectural resources in the Waterfront, West Downtown, and the Lower Riviera areas. The surveys identified individually eligible historic resources as well as several potential historic districts. Based on the survey results, as of the end of 2014, approximately 219 structures have been added to the City's Potential Historic Resources List as individually eligible historic resources and nine structures were added when they had historic resource evaluations completed by the Urban Historian and were found to be significant resources. The identification of the City's historic resources is a primary implementation goal of the Historic Resources Element and since its adoption, as shown below, the City is making significant progress in listing and designating historic resources.

	2013	2014	Total
Historic Resource Listings¹	277	228	505
Historic Resource Designations	6	7	13
Historic District Designations	1	0	1

The City's Urban Historian worked with Lower Riviera residents to conduct a survey of sandstone pier and cap walls. The survey identified 32 parcels with original pier and cap walls constructed between 1875 and 1940. In order to protect the historic walls, all parcels were tagged in the City's permit tracking system (Tidemark Advantage) to alert staff that the walls should be protected when projects are proposed and a letter was sent to each property owner detailing a history of the walls as well as maintenance and repair tips.

Near-final drafts of the Historic Resource Design Guidelines, the *Historic Architectural Styles Guide of Santa Barbara*, and Proposed Historic Resource Descriptions and Maps are completed and expected to be presented to City Council in late 2015. The Historic Resource Design Guidelines will provide property owners, design professionals, and contractors with information that illustrates historically appropriate treatments for character-defining elements of historic buildings.

¹ Source: Design Review Section

In addition, efforts are being made to expand the number of Mills Act Program property contracts and increase the number of historic resource designations. Six Mills Act contracts were processed in 2014, four of which involved structures designated as Structures of Merit. Staff anticipates processing three Mills Act properties by the end of 2015.

Community Character

In 2011, the General Plan identified a trend in redevelopment resulting in larger and taller mixed-use structures and sizable condominiums within commercial zones. To date, General Plan implementation has addressed the impacts of this trend of larger redevelopment through adoption of building height findings and unit size limitations in the AUD Program. General Plan Implementation will continue with consideration of new design guidelines for mixed use and multi-unit projects, as discussed later herewith.

In 2013, the Zoning Ordinance was amended to require that a project qualify as a Community Benefit Project or Community Benefit Housing Project and obtain Planning Commission findings to allow building heights to exceed 45 feet in zones with a 60 foot height limit outside the airport area. Since the effective date of the new building height limitation, only the addition to the existing Santa Barbara Museum of Art was approved by the Planning Commission in November 2014 to exceed 45 feet in height.

Only five new residential condominium projects with a total of 13 new units were approved by the Planning Commission or Staff Hearing Officer in 2014 and 2015. Of these projects, four units are restricted as affordable to moderate-income households (240 W. Alamar) and one four-unit project was approved under the AUD Program (1135 San Pascual). The bulk of the other new multi-unit residential development approved during this period has been done so utilizing the AUD Program. While the AUD Program includes increased densities in certain parts of the City, it also limits unit sizes based on density and reduces parking requirements, effectively limiting overall building sizes. See the Growth Management section of this report for more information about the AUD Program.

Since 2008, the California legislature has extended the expiration date of approved Tentative Subdivision Maps, including subdivisions with residential condominiums, several times. As a result, the City has multiple valid, but unconstructed projects, that received approval prior to adoption of the AUD Program and the required building height findings discussed above. In at least three cases (317 Rancheria Street, 800 Santa Barbara Street, and 3885 State Street), developers have abandoned or proposed to abandon approved residential condominium projects in favor of new rental projects proposed under the AUD Program. The AUD Program requires that units developed at densities allowed in the Priority Housing overlay be maintained as rental housing, eliminating the option of conversion to condominiums. It remains to be seen how this trend may affect community character since building permits for only two AUD Program units have been issued.

In 2015, City staff and a subcommittee of members of the Historic Landmarks Commission, Architectural Board of Review, and Planning Commission will begin to discuss a work program for mixed-use and multi-unit design guidelines to provide direction and support to the review of these projects and address issues of building size, bulk, and scale and neighborhood compatibility. Staff expects to present City Council with options and seek direction on mixed-use and multi-unit design guidelines in 2016.

Discussion

The General Plan provides a framework to preserve, protect, maintain, and enhance historic resources and community character. The City is currently implementing the General Plan Historic and Community Character policies with the continuation of the Five-year Historic Resources Work Program; the pending Historic Resource Design Guidelines; pending mixed-use and multi-unit design guidelines; and AUD Program monitoring.

Other General Plan implementation actions that could be considered at a future date include:

- Create design overlay areas through floor area to lot area ratios, building setbacks, landscaping and open space requirements, and design guidelines (Land Use Element LG12.1)
- Establish buffer zones to further protect historic resources (Historic Resources Element HR1.1 and 2.8)
- Strengthen and expand building size, bulk, and scale standards and finding for projects of 10,000 square feet or more in commercial zones (Land Use Element LG12.2 a.)



Public and Community Health

General Plan Vision

- Provide a physical environment that is healthy, and encourages healthy, active living.

Accomplishments

The General Plan's public health goal focuses on promoting physical activity, access to healthy foods, and improved air quality. The General Plan also recommends providing a wide variety of housing options to address the need of the local healthcare workforce. The following programs show progress towards achieving that goal.

Neighborhoods Safe for Walking and Biking to Promote Physical Activity

Prior to the 2011 General Plan sustainability framework, the City's 1997 Circulation Element focused on Santa Barbara as "...a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity." Improved pedestrian and bicycle infrastructure continues to be a focus of the General Plan and is now strongly linked to improving public health.

Santa Barbara has a climate conducive to outdoor activities and is already recognized as a leader in walking and bicycling through national "Walk Friendly" and "Bike Friendly" recognition programs. Communities can apply to the Walk Friendly Communities program to receive recognition in the form of Bronze, Silver, Gold, or Platinum designation. Santa Barbara is one of 15 cities nationwide designated as a Gold-level Walk Friendly community due to strong connectivity policies, a model Safe Routes to School program, and the unique pedestrian-oriented paseo system. Similarly, the League of American Bicyclists assesses communities through a voluntary application process and awards Bronze, Silver, Gold, Platinum, or Diamond designations based on benchmarks in enforcement, education, engineering, evaluation/ planning, and encouragement. Santa Barbara is currently a Silver Bicycle Friendly Community, meaning it is somewhat welcoming to bikes and easy to navigate for intermediate and experienced cyclists, but there are still improvements that could be made in two or three benchmarks.

The Redfin Research Center provides another national ranking system for walking and biking via the Walk Score and Bike Score. Walk Score is a number between 0-100 that measures the walkability of any address in an algorithm that incorporates walking routes, depth of choice, pedestrian friendliness, population, and neighborhood data. In 2015, Santa Barbara received an average Walk Score of 59 (Somewhat Walkable), although certain neighborhoods, such as Downtown, received a Walk Score of 96 (Walker's Paradise). Bike Score measures whether a location is good for biking on a scale of 0-100 based on bike lanes, hills, destinations and road connectivity, and bike commuting mode share. Nationwide, Santa Barbara was ranked 18 out of 154 cities with an average bike score of 72.3 (Very Bikeable).

Bicycle Master Plan

The City has made significant advancements in bicycle infrastructure that have benefited residents and received national recognition. There has also been an increase in commute ridership. According to the Census Bureau, commuting by bicycle has increased from 3.4% in 2000 to 5.5% in 2013 (for the five-year average between 2009 and 2013) and, according to the American Community Survey, Santa Barbara has the third highest bicycle commute mode share nationwide for cities between 65,000 and 100,000 residents.

Staff initiated an update to the Bicycle Master Plan (BMP) in late 2014, which is a General Plan implementation action. The BMP was last comprehensively updated in 1998, and re-adopted by Council in 2003 and 2008. To qualify for grant funding, the City is required to update the plan (or re-adopt) every four

years. The 2015 BMP is focused on community-driven priorities for bicycling which have included improved safety and closing gaps in the bike network.

Pedestrian Master Plan

The 2006 update to the Pedestrian Master Plan was directed through adoption of the Circulation Element in 1997. The Pedestrian Master Plan proposes pedestrian infrastructure upgrades in various areas, especially around schools, libraries, community centers, and business districts.

Sidewalk Infill Program

The Sidewalk Infill Program is an implementation item from the Circulation Element that includes inventories of existing sidewalks, gap identification, and prioritizing of sidewalk improvements.

Most pedestrian and bicyclist infrastructure improvements are installed through private development projects or when grant funding becomes available to the City. Projects from the above three programs that have been recently completed, are under construction, or are in the design phase include:

- Sidewalk infill projects and corner curb access ramps;
- Bike parking corrals and bike station module;
- Pedestrian refuge islands and crossing signs for schools;
- LED retrofit of street lighting in the Eastside neighborhood;
- Highway Safety Improvement Program grant to enhance pedestrian crossings at five intersections;
- Caltrans Active Transportation Program, \$8.6 million grant for:
 - Lower Milpas Street and Calle Puerto Vallarta sidewalk and lighting
 - Montecito Street Bridge replacement (adds a sidewalk);
 - Cacique/Soledad pedestrian/bicycles bridges and lighting; and
 - Las Positas multi-use path

Convenient Access to Affordable and Healthy Food

The City of Santa Barbara manages three accessible and low cost community gardens where residents can rent plots to grow their own food. Two weekly downtown certified farmers markets provide opportunities for farmers to market their agricultural products directly to the local community. Numerous small markets and produce delivery services operate throughout the city.

In 2014, City Council adopted a resolution with the County of Santa Barbara and State of California declaring the City as a Healthy Eating Active Living (HEAL) City. The HEAL Cities campaign is a non-profit effort to promote employee and community wellness, consistent with the City's General Plan Public Health goal which states: "Improve public health through community design and location of resources, and by promoting physical activity, access to healthy foods and improved air quality." Adoption of the resolution makes the City eligible for small grants to implement healthy eating and active living measures.

The City's New Zoning Ordinance (NZO) update, currently underway, includes provisions to allow, manage and operate community and market gardens to encourage local food production and promote access to healthy food.

Reducing Air Pollution

Reducing air pollution has a positive impact on public health. According to the General Plan Program EIR, important air quality issues for the City are consistency with the Clean Air Plan for attainment of air quality standards and potential diesel particulate risks to development along transportation corridors. General Plan policies aimed at reducing vehicle trips, improving energy efficiency of buildings, and promoting low-emission fuels and vehicles help improve air quality. (See the Energy and Climate Change section of this report for a discussion on transportation and Climate Action Plan activities)

As the City grows, an increased number of residents living near Highway 101 and commercial/industrial uses could expose more residents to higher levels of air emissions, particularly diesel particulates. In 2014, the City adopted design standards for development within 250 feet of Highway 101, including standards for air quality, landscape buffers, and interior air filtration. Also in 2014, the California Air Resources Board approved regulations for diesel trucks and buses to reduce emissions. Regulatory requirements are, however, being gradually phased in and it will be some time before the City can determine if diesel emission risks have been reduced. An air quality study of the Highway 101 corridor is scheduled for 2017 to determine whether to keep or rescind the City's design standards for development within 250 feet of Highway 101.

Increased use of low-emission vehicles is promoted by providing electric vehicle (EV) charging stations to the public, requiring EV infrastructure in new development, and developing a streamlined permitting process for EV infrastructure. The City assisted with the development of a Regional EV Readiness Plan and EV charging stations are now available in four of the City's public parking lots. Grant funding has recently been received for six more stations and additional charging stations are being considered for the Airport terminal. Development project applicants receive advisories referencing support for EV facilities and an EV charging station permit application is in place. Since 2011, 25 EV charging station permits have been issued at commercial and residential locations. Further design guidance for EV charging stations is proposed to be packaged with other pending design guidelines.

Providing a Variety of Housing Options to Address Needs of Local Healthcare Workforce

The Growth Management section of this report generally describes the City's affordable housing programs and policies. Specific to the healthcare workforce, in 2012 Cottage Health constructed the "Bella Riviera" development of 115 townhomes, providing workforce housing for qualified Cottage Hospital employees. As of 2012, 81 of the 115 units were sold to Cottage employees as part of a corporate subsidy program to attract and retain employees.

Discussion

The City provides a framework for a physical environment that encourages healthy, active living through implementation of Bicycle Master Plan, Pedestrian Master Plan, and Sidewalk Infill projects consistent with Circulation Element mobility policies. These projects also fulfill implementation of CAP Measures 21 and 22. Funding for design and construction is always an issue as the Sidewalk Infill Program lost its dedicated funding source several years ago and all three programs rely heavily on grant funding and matching funds for implementation. Eventual development of Sustainable Neighborhood Plans (Land Use Element LG15 and 15.1) would foster public health goals and livability through improvements in connectivity and walkability, neighborhood-serving commercial and community services, open space and recreation, watershed protection, and enhanced public trees and gardens.

Air Quality is a regional issue but the City has taken steps to address sensitive receptors living adjacent to Highway 101. The City should continue to work on design guidance for EV charging stations and consider ordinance provisions that would require new projects to pre-wire for EV chargers exceeding CalGreen standards to avoid the need for voltage/wiring upgrades with later installations of charging stations.

The Bella Riviera project is a successful example of providing housing options for the healthcare workforce and the City should continue to work with healthcare providers to seek other similar opportunities.

While the City provides plentiful options for affordable and healthy food, there are General Plan implementation actions that could be considered at a future date to further promote community gardens. These include:

- Develop project level findings of approval for Community Benefit non-residential uses to include projects with community gardens and urban farming (Land Use Element LG7.1);
- Conduct an audit of City-owned land for use as community gardens (Land Use Element LG11.4);
- Establish a program for use of vacant or underutilized properties for community gardens (Open Space, Parks and Recreation Element OP1.5);
- Develop publicly-available edible landscaping in existing and new parks; reserve space for public gardening within the urban core area to be maintained by the community; design for green roofs and urban rooftop gardens in residential development downtown (Environmental Resources Element ER26).

Economic and Fiscal Health

General Plan Vision

- Understand that public services and facilities are limited resources, in particular with respect to financial considerations, explore technological solutions to safeguard, improve and expand the natural resources of Santa Barbara, while applying innovation to maintain or improve the quality of life and protect the natural resources.
- Seek stability through diversity, and balance between serving residents and visitors or non-resident investors, consistent with our environmental values and the need to be sustainable and retain unique character.

Accomplishments

Public Services and Facilities

The General Plan Program EIR analyzed the small increment of additional growth projected to gradually occur through the year 2030. The estimated 2,795 additional residential units and no more than 2.0 million square feet of non-residential uses anticipated to be constructed during that period would be directed to the urban center as in-fill development.

The General Plan Program EIR concluded that with respect to public services and facilities (including water, wastewater, solid waste, power and communications, police, fire, parks, and schools), impacts would be less than significant. New development undergoes review to ensure it is consistent with the assumptions contained in the General Plan Program EIR. To date, no development projects have been found inconsistent and, therefore, impacts to public services and facilities have been less than significant.

As reported in the City's adopted 2016 budget, the City is experiencing strong revenue growth due to an improved local and national economy. This increase in revenue has allowed the City to make strategic restoration of services in key areas and continue to make funding capital improvements a priority.

New Small Business

In an effort to help businesses learn more about the City, be more successful, and ensure they are complying with applicable rules and regulations, the City has started work on a series of informational tools, including brochures, videos and online resources targeted to the business community. The first in this series targets small businesses, with an emphasis on new businesses. The tools, for example, inform businesses about the need to obtain a business license, provide information on activities/businesses that require City approval, and provide tips on what one should know before signing a lease. In upcoming phases, the information will focus on what to know about expanding or relocating a business, and how to "green" a business.¹

The City is a partner in Santa Barbara County's Green Business Program. This program recognizes, through certification, local businesses going beyond required measures to serve as models of sustainable business. As of 2015, 41% of the 83 certified green businesses in Santa Barbara County are in the City of Santa Barbara.

Discussion

The General Plan includes policies to address adequacy of public services for residents. As reported above, new development is not resulting in significant impacts to public services and facilities, and the City is again

¹ City's adopted FY2016 budget

investing in capital improvements, whenever possible. However, a key challenge for the community is a lack of sufficient funding for regular maintenance, future upgrades or replacement of basic government facilities, including streets, sidewalks, the police station, fire stations, parks, recreation facilities, libraries, and community centers. The elimination of the Redevelopment Agency, a decline in federal funding, and less buying power with gas tax revenue have created a gap in funding for streets, parks, and aging community facilities.

External challenges, such as the drought, have caused stress on certain public services. Certain critical public services and facilities are monitored closely and stakeholders recommend adjustments as necessary.

Additionally, the General Plan includes policies to support a strong economy with diverse businesses supporting essential services and community improvements, as well as enhancements of educational and related employment opportunities for residents, encouragement of green businesses, and recognition of the interrelationship of commerce with transportation, housing and natural resources in supporting a healthy regional economy. The City should continue to support a diversity of business sizes and types, tourism and related support services, and existing businesses while ensuring the City's environment and unique qualities are protected.

To further the General Plan goals of a strong, diverse economy and support for local businesses, the City could consider implementation of the following General Plan Economy and Fiscal Health Element implementation actions at a future date:

- Prepare an Economic Development Plan and special area studies for small businesses, start-up businesses, and green/sustainable businesses in the commercial areas (Economy and Fiscal Health Element EF3);
- Identify, evaluate, and prioritize capital improvements to assist in business retention or expansion (Economy and Fiscal Health Element EF9); and
- Cooperate with other area governments to prepare a regional economic strategy to define regional economic needs and a practical and realistic regional goal for a jobs/housing balance (Economy and Fiscal Health Element EF23 and EF23.1).

Summary of Possible Implementation Actions

Below is a summary of possible implementation actions from each of the preceding sections.

Growth Management

Currently, a Planning Commission subcommittee is reviewing and discussing the effectiveness of the Average Unit-size Density (AUD) Incentive Program in meeting City priority housing needs and community expectations. The AUD Program would expire in 2021 or after 250 unsubsidized units are constructed in the High Density or Priority Housing overlay areas, whichever occurs first, without earlier City Council action to extend the program. A possible future action to be considered includes:

- Consider amending the AUD ordinance to increase off-street parking requirements for projects not located in a Downtown Parking Zone of Benefit area.

Other General Plan implementation actions that could be considered at a future date to further the General Plan's Growth Management goals and policies include:

- Study the existing TEDR Ordinance and the disposition of future demolished non-residential square footage that is not rebuilt (Land Use Element LG 2.4).
- Consider options to promote affordable and workforce housing, including requiring a term of affordability and reducing parking standards with tenant restrictions (Housing Element H11.1).
- Establish criteria and standards for resource use in relation to density in the project review process, to encourage reduced resource footprint projects. Residential projects that exhibit a significantly lower resource per capita footprint would be allowed bonus density providing the building remains smaller than allowed by zoning (Housing Element H14.2).

Energy (Transportation) and Climate Change (Environment)

The Climate Action Plan (CAP) directs that the community carbon emissions inventory be updated periodically to provide a check on the trend of community emissions generation and the effectiveness of City policies toward meeting emission reduction targets. A scope of work for updating the community carbon inventory is a work item to be completed in 2015, with the inventory prepared in 2016 based on 2015 data. Ideally, the community carbon inventory would be coordinated with the upcoming Transportation Division's planned effort to do updated citywide traffic counts and an updated City traffic model run.

Additional considerations could be to establish a process for an annual community inventory such as is done with City facilities, and/or to work with SBCAG toward establishing an annual regional emissions inventory that all city and County jurisdictions could use, such as is done in the San Francisco Bay Area region.

Other General Plan implementation actions that could be considered at a future date include:

- Permit process and standards for alternative development materials and techniques (CAP Measure 18).
- Ordinance amendments to facilitate electric vehicle charging stations (CAP Measure 20). This is an unfunded work effort targeted for Fiscal Year 2016.

- Comprehensive climate adaptation plan (CAP Measure 69). Many of the Coastal Vulnerability and Adaptation Planning Strategies will be either addressed or identified as future programs in the City's Local Coastal Program update currently underway.
- Map of native plant and wildlife habitats (CAP Measure 97) in order to protect, maintain and, to the extent reasonably possible, expand the City's remaining habitats. The Environmental Resources Element Update targeted for Fiscal Year 2017/2018 may address this strategy.

Historic and Community Character

The City is currently implementing the General Plan Historic and Community Character policies with the continuation of the Five-year Historic Resources Work Program; the pending Historic Resource Design Guidelines and Architectural Styles Guide; and, mixed-use and multi-unit design guidelines.

Other General Plan implementation actions that could be considered at a future date include:

- Create design overlay areas through floor area to lot area ratios, building setbacks, landscaping and open space requirements, and design guidelines (Land Use Element LG12.1)
- Establish buffer zones to further protect historic resources (Historic Resources Element HR1.1 and 2.8)
- Strengthen and expand building size, bulk, and scale standards and finding for projects of 10,000 square feet or more in commercial zones (Land Use Element LG12.2 a.)

Public and Community Health

The City is currently implementing Bicycle and Pedestrian Master Plan and sidewalk infill projects consistent with Circulation Element mobility policies. These projects also fulfill implementation of CAP Measures 21 and 22.

Future work effort recommendations include:

- Development of Sustainable Neighborhood Plans (Land Use Element LG15 and 15.1).

Other General Plan implementation actions that could be considered at a future date include:

- Develop project level findings of approval for Community Benefit non-residential uses to include projects with community gardens and urban farming (Land Use Element LG7.1);
- Conduct an audit of City-owned land for use as community gardens (Land Use Element LG11.4);
- Establish a program for use of vacant or underutilized properties for community gardens (Open Space, Parks and Recreation Element OP1.5);
- Develop publicly-available edible landscaping in existing and new parks; reserve space for public gardening within the urban core area to be maintained by the community; design for green roofs and urban rooftop gardens in residential development downtown (Environmental Resources Element ER26).

Economic and Fiscal Health

The economic and fiscal health of the City is supported by adequate public services, strong revenue growth and support for small businesses. Other General Plan implementation actions that could be considered at a future date include:

- Prepare an Economic Development Plan and special area studies for small businesses, start-up businesses, and green/sustainable businesses in the commercial areas (Economy and Fiscal Health Element EF3);

- Identify, evaluate, and prioritize capital improvements to assist in business retention or expansion (Economy and Fiscal Health Element EF9); and
- Cooperate with other area governments to prepare a regional economic strategy to define regional economic needs and a practical and realistic regional goal for a jobs/housing balance (Economy and Fiscal Health Element EF23 and EF23.1).



APPENDIX A

City of Santa Barbara Climate Action Plan

2015 IMPLEMENTATION STATUS REPORT

September 2015



Contents

Climate Change. Updated Information on global climate change.

- *Exhibit A1 - Summary of Forecasted Climate Change Effects*

City Climate Plan Implementation. 2015 status for implementation of Climate Plan strategies, staff recommendations, and planned update to community carbon emissions inventory.

- *Exhibit A2 - 2015 Climate Plan Implementation Status*

Climate Preparedness and Resilience. City climate planning activities are compared to the recommendations of the President's Task Force on Climate Preparedness and Resilience.

- *Exhibit A3 - Comparison Chart: Santa Barbara Activities and Task Force*



EXHIBIT A1

Summary of Forecasted Future Climate Change Effects

The chart below shows estimated time lines for projected climate changes and associated effects in the coming decades. A summary discussion of local sea level rise studies follows the chart.

The initial version of the chart is Figure ES-2 in the *2012 City of Santa Barbara Climate Action Plan*. Climate Plan Strategy 69 directs that updates to projected climate effects time lines be provided in status reports.

Most climate forecasts are at global and regional levels. Research is underway at many academic and research institutions and agencies toward “downscaling” climate model information to local levels.

Summary of Forecasted Future Climate Change Effects (2015 update)	
Temperature, rainfall, extreme weather	
Temperature	California average annual temperature increased 1.7 °F over the period 1895-2011. 2050 projection (Calif.): average temperature increase: 3.2 degrees F (low emissions) – 5.4 degrees F (high emissions); more frequent heat waves.
Precipitation	2050 projection (Calif.): average rainfall decrease of 12–35%; less snow pack, more droughts
Wildfires	2050 projection (Calif.): greater wildfire risk (warmer, drier conditions)
Storm events & flooding	2050 projection (Calif.): more erratic weather patterns and extreme rainstorm events, with associated storm damage and flooding.
Pests & vectors	2050 projection (Calif.): potential for altered transmission patterns for pests, vectors, and diseases. Increased toxic ocean algae blooms expected.
Air pollution	2050 projection (Calif.): increased smog production and changes to pollen production; reactive nitrogen disposition affecting plants
Water pollution	2050 projection (Calif.): increased risk for pollution of streams (higher temperatures; urban runoff during intense storms); seawater intrusion into ground water; ocean acidification affecting sea creatures.
Sea level rise	
Sea level rise (from year 2000)	2030 projections (Calif.): average 7 inches rise; range 2 – 12 inches 2050 projections (Calif.): average 15 inches; range 5 – 24 inches 2070 projections (Calif.): medium average 24 inches; range 17-39 inches 2100 projections (Calif.): medium average 42 inches; range 17-66 inches
Storm damage	2050, 2100 projections (SB): sea level rise exacerbates high-magnitude storm events, affecting wave damage, flooding, erosion 2050: high probability and magnitude in Santa Barbara 2100: very high probability and magnitude in Santa Barbara
Flooding and inundation	2050, 2100 projections (SB): increased areas subject to 100-year flooding; permanent inundation of some low-lying areas 2050 probability and magnitude moderate for City, high for Airport 2100 probability and magnitude high for City, very high for Airport (Calif.) 36% increase in SB land acreage vulnerable to 100-year flood.
Beach retreat	2050, 2100 projections (SB): potential erosion or loss of beaches 2050 probability and magnitude low for Santa Barbara 2100 probability and magnitude moderate to high for City beaches
Coastal cliff erosion	2050 projection (SB): moderate probability of substantial increase in erosion rate (doubled from current 6-12 in/yr to 12-24 in/year) 2100 projection (SB): probability and vulnerability high of increased erosion rates, threatening cliff-top homes.
Tsunami	2050, 2100 projection (SB): low probability of occurrence and low risk of damage

Summary of Forecasted Future Climate Change Effects (2015 update) *continued***Public services**

Water supply	Current multi-year drought could result in short-range water deficit locally and statewide. City activities underway to conserve water and increase supplies. 2030 projection (SB): adequate SB water supply. 2050, 2100 projections (Calif.): increased pressures on statewide water supplies due to less rainfall and less water storage as snow pack, with increased irrigation demand and increased population.
Agriculture and food supply	2050, 2100 projections (Calif.): alterations in crop yields, growing seasons, pest ranges from changes in temperature, rainfall, extreme weather, and water supply.
Energy demand	2050, 2100 projections (Calif.): increased statewide energy demand with population increase, and more demand for cooling, peak summer demand, utilities, water transport, and industries.

Biological resources

Natural habitats and species	2050, 2100 projections (Calif.): Varied species responses to changes in temperatures, rainfall, weather patterns, extreme events, wildfire, rising sea levels, coastal erosion, and air and water pollution. Individual species may adapt, survive in reduced ranges, migrate, or not survive. A general trend is anticipated for plant and animal species to move northward and upslope.
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Local economies

Fisheries and tourism	2050, 2100 projections (Calif.): Marine habitat changes could affect fishing industry. Weather events, coastal erosion could affect tourism.
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EXHIBIT A2

City of Santa Barbara Climate Action Plan 2015 Implementation Status Report

The City of Santa Barbara Climate Action Plan was adopted in September 2012 with objectives to reduce community carbon emissions that contribute to global climate change, and to plan for community adaptation to climate change effects.

The Plan horizon extends through the year 2030. As funding becomes available in the City budget or from grants, implementation of programmatic Plan strategies is undertaken by City department programs and operations, or through joint efforts with private sector businesses or other agencies. Implementation of Plan strategies also occurs through the permitting process for development projects. The Climate Plan directs regular monitoring and reporting of plan implementation and status in coordination with General Plan reporting.

The plan implementation status indicates that City facility operations and community efforts are on track toward Climate Plan objectives. An update of the community carbon emissions inventory is proposed for 2015-2016 to monitor progress toward Climate Plan emissions targets.

Note: The following chart summarizes Climate Action Plan strategy language. Please refer to the Plan for the full text of referenced strategies.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Energy Efficiency and Green Building		
<i>City Facilities</i> 1-Energy efficiency upgrades Retrofit municipal systems with energy efficient equipment and operations. <i>(Public Works/ Facilities)</i>	Ongoing program.	<ul style="list-style-type: none"> City facility upgrades include shared printing; computer servers; workstation power off; energy efficiency information system management; efficient lighting at parking lots, parks, pool, water treatment plant, and airfields; Airline terminal; numerous City heating, ventilation, and air conditioning (HVAC) and other building energy upgrades. Marina One electricity sub-metering project (pending FY16). Energy efficiency revolving fund is being developed (2015).
<i>City Facilities</i> 2-Recreational field lighting Energy efficient lighting at ball fields. <i>(Public Works/Facilities)</i>	2015	<ul style="list-style-type: none"> Dwight Murphy and Cabrillo Ball Field projects completed (2012). Pershing Park project completed (2014).
<i>Community Measure</i> 3. Energy-efficient buildings - voluntary Encourage new construction consistent with green building policies for energy efficiency. <i>(Public Works/Facilities, CDD Building and Planning)</i>	Ongoing	<ul style="list-style-type: none"> Updated 2013 CAL Green building code standards for energy efficiency are in place for new buildings and appliances. Building Green information brochure provides resources for construction and remodeling. Financing tools and information available through participation in South Coast Energy Efficiency Partnership, County emPower, and Green Business programs.
<i>Community Measure</i> 4. Energy-efficient buildings- further actions Additional outreach, incentives, requirements to be instituted if there is insufficient progress from the voluntary program. <i>(CDD Planning & Building, Public Works Facilities)</i>	2025	<ul style="list-style-type: none"> Expanded activities not initiated.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Energy Efficiency and Green Building (continued)		
<i>Community Measure</i> 5. Green building Promote use of sustainable building & landscaping materials and establish incentives. <i>(Public Works/ Water, CDD Planning & Building)</i>	Ongoing	<ul style="list-style-type: none"> City program provides advice and rebates for low water use landscaping and irrigation retrofits. Building permit process enforces State <i>CalGreen</i> building standards. A City incentive provides priority plan check processing for projects that have received any green building certification (e.g., LEED, Built Green). There is some redundancy between most recent <i>CalGreen</i> building standards and the requirement for green building certification. Currently residential homes >4,000 square feet are subject to Built Green provisions. Revisions to City ordinance will be proposed in 2015.
Renewable Energy Strategies		
<i>City Facilities</i> 6. Hydroelectric plant re-commissioning <i>(Public Works/ Water)</i>	2015	<ul style="list-style-type: none"> Hydroelectric plant re-commissioned. (April 2015). Plant is capable of producing up to 1,874 megawatt-hours of energy annually.
<i>City Facilities</i> 7. Solar photovoltaic project at Airport Parking area project; power purchase agreement. <i>(Airport)</i>	2015	<ul style="list-style-type: none"> Power Purchase Agreement executed; preliminary design and concept review at Architectural Board of Review (2015).
<i>Community Measure</i> 8. Community choice aggregation Conduct feasibility study on bulk purchase or energy production from alternative sources. <i>(Public Works/Facilities)</i>	2015	<ul style="list-style-type: none"> The City is contributing funding to the County of Santa Barbara's feasibility study, taking place in 2015-2016.
<i>Community Measure</i> 9. Alternative/advanced fuels Support and implement AB 1007 goal for 20% non-petroleum fuel use by 2020; 30% by 2030. <i>(Public Works/Facilities, Transportation, CDD Planning)</i>	2020, 2030	<ul style="list-style-type: none"> The City assisted in the development of a regional electric vehicle (EV) readiness plan. Meetings held with organizations promoting EV and hydrogen vehicles.
<i>Community Measure</i> 10. Alternative fuel infrastructure Expedited process for projects providing alternative fuel infrastructure. <i>(CDD Planning & Building, Public Works Facilities & Transportation, Fire)</i>	2015	<ul style="list-style-type: none"> Permit application process established for EV charging stations. Guidelines to expedite permits are under preparation. Advisory statement supporting EV facilities provided to development project applicants. The City installed eight EV charging stations; grant funding received for additional stations; stations at Airport are being considered. Limited numbers of EV charging station permits at commercial and residential locations have been requested and issued (25 since 2011). Discussion of La Cumbre area hydrogen fueling station.
<i>Community Measure</i> 11. Small wind generators Study issues; develop siting standards. <i>(Public Works/Facilities, CDD Planning, Building)</i>	2020	<ul style="list-style-type: none"> No budget or work to date on issues and siting standards.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Renewable Energy Strategies (continued)		
<p><i>Community Measure</i></p> <p>12. Renewable energy technologies</p> <p>Facilitate renewable energy with flexible design standards, streamlined permitting, and incentives.</p> <p>(Public Works/Facilities, CDD Planning, Building)</p>	2020	<ul style="list-style-type: none"> City installed cogeneration plant at El Estero producing electricity from bio-gas and heat. The unit powers up to 60% of plant electricity needs. Museum of Art and Library will potentially consider a future geothermal system. Hydroelectric power plant re-commissioned at Cater Water Treatment Plant. No budget or work to date on standards, process, incentives.
<p><i>Community Measure</i></p> <p>13. Solar energy</p> <p>Encourage photovoltaic arrays for new projects:</p> <ul style="list-style-type: none"> <i>Multi-Family Residential (≥3 du)</i>: Minimum 2 kW system required where feasible. <i>Small Residential (1-2 du)</i>: 300 SF roof area for future solar installation required if feasible. <p><i>Commercial/Industrial</i>: Minimum 5 kW per net new SF, or system providing 30% of average energy demand required. (CDD Planning & Building, Public Works Facilities)</p>	Ongoing	<ul style="list-style-type: none"> 2013-14: 141 solar arrays installed in the community with 712 kW of power on-line. 2014-15: 143 applications; 116 systems installed so far with 560 kW power. Roof space design provision is being applied on small residential projects. Further guidelines to be developed for application of photovoltaic provisions for multi-family and commercial projects (FY15-16). Advisory statements reflecting City policies in support of solar energy facilities are provided to project applicants. City ordinance changes adopted in 2015 to expedite and streamline permit process for small residential rooftop solar energy systems per AB 2188.
Travel and Land Use Strategies		
<p><i>City Facilities</i></p> <p>14. Fleet vehicles</p> <p>Transition City fleet vehicles to more alternative technologies/fuels with lower carbon emissions.</p> <p>(Public Works/ Transportation)</p>	Ongoing	<ul style="list-style-type: none"> The City has continued to maintain 35% of its fleet with alternative technology/fuel vehicles, currently nine (9) electric, 58 hybrid, 91 B20 biodiesel, seven (7) compressed natural gas, and two (2) liquid petroleum vehicles.
<p><i>City Facilities</i></p> <p>15. City employee travel changes</p> <p>Programs to reduce employee commute and work-related vehicle trips.</p> <p>(Public Works/ Transportation, City Administrator, other departments)</p>	Ongoing	<ul style="list-style-type: none"> Ongoing City programs include: 9-day/80-hour work schedule; transit passes; carpool incentives/ information; vehicle share system across departments; loaner bicycles; telecommuting; and bike and walk to work programs.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Travel and Land Use Strategies (continued)		
<p><i>Community Measure</i></p> <p>16. Mixed use land use policies</p> <p>Policies for smaller unit and density incentives to encourage workforce and affordable housing close to transit, services, employment. (CDD Planning with other Land Development Team departments)</p>	2015	<ul style="list-style-type: none"> Implementing activities include Growth Management Ordinance and Traffic Management Strategy, and Average Unit-Size Density (AUD) Incentive Ordinance. <u>Housing Units Built</u> (Aug 2010 - Aug 2015): <ul style="list-style-type: none"> <i>Number of Units:</i> 458 total housing units built <i>Locations:</i> 88% (397 units) in multi-family (MF) and commercial areas (45% MF zones; 43% commercial zones); 11% single-family neighborhoods <i>Affordability:</i> 50% (223 units) were below market rate units (affordable, middle-income, inclusionary) <u>Housing Applications Pending</u> (Aug 2015): <ul style="list-style-type: none"> <i>Number of Units:</i> 1,036 total applications (pending, approved, under construction) <i>Locations:</i> 93% (963 units) located in MF and commercial zones (79% commercial zones; 14% MF zones) <i>Affordability:</i> 39% (402 units) are below market rate units (affordable, middle-income, inclusionary) <u>AUD Units</u> (Aug 2015): <ul style="list-style-type: none"> <i>Number of Applications:</i> 46% of total housing unit applications (492 units) are using the Average Unit Size Density (AUD) Incentive program (38% (188 units) affordable housing; 50% (244 units) AUD priority rental; 11% (54 units) medium high rental; 1% (6 units) AUD medium high ownership) <i>AUD Application Status:</i> building permit issued (2 units); approved (270 units); permit decision pending (220 units).
<p><i>Community Measure</i></p> <p>17. Sustainable neighborhood plans</p> <p>Neighborhood plans to enhance livability and accessibility, and reduce carbon footprint. (CDD Planning with other departments)</p>	2020, 2030	<ul style="list-style-type: none"> Initial work on Mesa plan submitted from residents group in 2011. No budget or work to date on sustainable neighborhood plans.
<p><i>Community Measure</i></p> <p>18. Experimental development</p> <p>Establish permit process and flexible standards on limited basis for alternative development materials and techniques that reduce carbon. (CDD Planning & Building with other Land Development Team departments)</p>	2015	<ul style="list-style-type: none"> Foam and hybrid foam/concrete building materials permitted for a few projects (Conejo area). Discussions held about hay bale construction; green roofs & cool roofs, and alternative utility techniques. Discussion of Sustainable Living Research Initiative (SLRI) is occurring as part of the New Zoning Ordinance (NZO) process underway, to consider alternative uses and development standards. No budget or work to date on experimental permits process.
<p><i>Community Measure</i></p> <p>19. Complementary land uses</p> <p>Establish provisions to facilitate uses serving daily needs of neighborhoods and employment areas. (CDD Planning with other Land Development Team departments)</p>	2020	<ul style="list-style-type: none"> The New Zoning Ordinance process underway can consider provisions to implement this strategy.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Travel and Land Use Strategies (continued)		
<p><i>Community Measure</i></p> <p>20. Facilitate electric vehicle (EV) charging stations</p> <ul style="list-style-type: none"> • Install stations in City parking facilities • Work with regional plan (sites, grants, outreach). • Expedited permit procedures & design guidance. • Consider requiring EV pre-wiring; designating zones; requiring %parking with EV charging. <p><i>(Public Works/Facilities & Transportation, CDD Planning, Building)</i></p>	2015	<ul style="list-style-type: none"> • City assisted the development of a regional <i>Central Coast EV Readiness Plan</i> (2014). • Permit application process in place for charging stations. Advisory language about EV is provided to development applicants. • Draft guidelines to expedite permits for EV charging stations under preparation. • Eight EV charging stations installed at City parking facilities. Additional grant funding received; stations being considered at Airport. • Limited numbers of EV charging station permits at commercial and residential locations have been requested and issued (25 since 2011). • No budget or work to date on ordinance amendments.
<p><i>Community Measure</i></p> <p>21. Pedestrian infrastructure</p> <p>Continue to implement improvements through development permitting and City programs (e.g., sidewalk infills; corner curb access ramps; street crossing designs; pedestrian amenities).</p> <p><i>(Public Works/Transportation, CDD Planning, Building)</i></p>	Ongoing	<ul style="list-style-type: none"> • Improvements are installed through development permitting, or as funding becomes available. • Sidewalk infill and crosswalk improvements proposed in 2016-2021 Capital Improvements Program. • Sidewalk corner curb access ramps regularly built. • Project examples: six new pedestrian refuge islands, crossing signs for school hours, LED retrofit of street lighting in Eastside Neighborhood. • 8.6 million grant was awarded by CA Department of Transportation Active Transportation Program (ATP) for four bike/pedestrian improvement projects (2014). • Regional coordination through Regional Transportation Plan/Sustainable Communities Strategy; County Trails Committee.
<p><i>Community Measure</i></p> <p>22. Bicycle infrastructure improvements</p> <ul style="list-style-type: none"> • Continue implementing improvements through development permitting & City programs (on-street lanes, off-street paths, bike parking, etc.) • Agency coordination to expand South Coast routes. <p><i>(Public Works/Transportation & CDD Planning, Building)</i></p>	2015, Ongoing	<ul style="list-style-type: none"> • Improvements are installed through development permitting, or as funding becomes available. • Bicycle infrastructure improvement projects proposed in 2016-2021 Capital Improvements Program. • Bicycle Master Plan update in process and scheduled for completion in December 2015. • Bike parking corrals installed in four locations (2014). • Bike Station module installed at Metropolitan Transit District (MTD) Transit Center Parking Lot 3 (2015). • 8.6 million grant was awarded by Caltrans Active Transportation Program (ATP) for four bike/pedestrian improvement projects (2014).
<p><i>Community Measure</i></p> <p>23. Personal transportation</p> <p>Work with business and community to establish car sharing and bicycle sharing programs.</p> <p><i>(Public Works/Transportation, City Administrator)</i></p>	2020, Ongoing	<ul style="list-style-type: none"> • Initial discussions held with business and community groups, Transportation and Circulation Committee (TCC), Downtown Parking Committee (DPC), and the Council Sustainability Committee. • A car share ordinance is drafted and going to Ordinance Committee in October 2015. • A bike-sharing program is proposed in the draft Bicycle Master Plan and Capital Improvements Program.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Travel and Land Use Strategies (continued)		
<i>Community Measure</i> 24. Inter-model connections Continue to improve route connections between vehicles, transit, bicycles, & pedestrians. <i>(PW Transportation, CDD Planning and Building)</i>	Ongoing	<ul style="list-style-type: none"> Improvements to inter-model connections are installed occasionally through development permitting, or as funding becomes available. Examples: New bus stop as part of Sandman project on upper State Street; bike/pedestrian components of roundabout and bridge designs.
<i>Community Measure</i> 25. Optimize roadway capacity, flow, safety Continue to use and refine Intelligent Transp. System (ITS) techniques such as signal timing. <i>(Public Works/Transportation)</i>	Ongoing	<ul style="list-style-type: none"> Ongoing ITS use and refinements.
<i>Community Measure</i> 26. Mid-block traffic improvements Continue measures to improve mid-block flow, connectivity & alternative mode access (e.g., shared access & parking, driveway spacing, median design, traffic controls, bus/bicycle/pedestrian facilities). <i>(Public Works/Transportation, CDD Planning & Building)</i>	Ongoing	<ul style="list-style-type: none"> Improvements are installed through development permitting, or as funding becomes available. . Project examples: Sandman project; 1330 Chapala; 1820 De la Vina; 3885 State; 604 E. Cota; 340 W. Carrillo (driveway elimination); 3869 State Street (moved driveway; median added); 15 S. Hope (relocated driveway); 1936 Mission at State (driveway elimination); Entrada.
<i>Community Measure</i> 27. Regional transportation and transit Continue to improve regional transportation network efficiency through Sustainable Communities Strategy (SCS) planning. <i>(Public Works/Transportation, CDD Planning)</i>	Ongoing	<ul style="list-style-type: none"> The Regional Transportation Plan (RTP)/SCS was adopted by Santa Barbara County Association of Governments (SBCAG) in 2013 with measures to improve the regional network. Updates to the RTP/SCS and associated State targets for vehicle miles traveled and carbon emission will be developed in 2016. The Highway 101 High-Occupancy Vehicle (HOV) Lane project is undergoing further design and permitting, analysis of funding options, and court review of environmental analysis. City coordinates with SBCAG to support regional transit services including commuter rail and regional bus services. Includes discussions toward better serving peak-hour rail commuting from Ventura; and improved Clean Air Express and Coastal Express bus services.
<i>Community Measure</i> 28. Vehicle speeds Advocate legislation to promote speed limits that consider street design, land uses, travel modes. <i>(Public Works/Transportation, City Administrator)</i>	2015	<ul style="list-style-type: none"> No work to date.
<i>Community Measure</i> 29. Bus pull-out right of way Advocate legislation to facilitate buses merging back into traffic. <i>(Public Works/Transportation, City Administrator)</i>	2015	<ul style="list-style-type: none"> No work to date.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Travel and Land Use Strategies (continued)		
<i>Community Measure</i> 30. Circulation improvements Identify intersection deficiencies, improvements, funding, and install improvements. <i>(Public Works/Transportation)</i>	Ongoing	<ul style="list-style-type: none"> Ongoing circulation improvements are implemented through the Capital Improvements Program, as transportation funding becomes available. Example: Las Positas/Cliff roundabout design, funding, and programming. Upcoming development of intersection improvements master plan and traffic mitigation fee program (multi-year program beginning FY 2016).
<i>Community Measure</i> 31. Transit passes Establish program for employer-paid transit passes; work with region to include bus & rail. <i>(Public Works/Transportation)</i>	Ongoing	<ul style="list-style-type: none"> Ongoing program providing transit passes for City employees as an incentive to reduce single occupancy vehicle trips. No work started on a transit pass program for employers and new development. Occasional projects have Transportation Demand Management proposals or requirements that include transit passes (e.g., Cottage Hospital).
<i>Community Measure</i> 32. Parking policies Continue to refine parking policies in support of traffic management and reduced vehicle emissions. <i>(Public Works/Transportation)</i>	Ongoing	<ul style="list-style-type: none"> No work started on refined parking policies. Average Unit-Size Density (AUD) incentive program includes reduced parking provisions, which will be reviewed along with the program following the trial period.
<i>Community Measure</i> 33. Car-pooling and telecommuting Work with public/private interests and regional partners to promote carpooling/ telecommuting. <i>(Public Works/Transportation, City Administrator)</i>	Ongoing	<ul style="list-style-type: none"> City employee telecommute program are ongoing. Regional commuter program is promoted by the Santa Barbara County Association of Governments (SBCAG) through SmartRide (formerly Traffic Solutions) with City support. No work to date has started with other private or institutional employers and interests.
<i>Community Measure</i> 34. Car-sharing Work with public/private interests and regional partners to establish car-sharing programs. <i>(Public Works/Transportation, City Administrator)</i>	Ongoing	<ul style="list-style-type: none"> A car share ordinance is drafted and going to Ordinance Committee in October 2015.
<i>Community Measure</i> 35. Development impact fees Conduct feasibility study of development fee to fund traffic improvements. <i>(Public Works/Transportation, City Attorney)</i>	2015	<ul style="list-style-type: none"> Development fee to fund periodic traffic model updates was adopted (2013) and is applied to projects. Impact fee study to be started FY15, with anticipated completion FY16 as part of Traffic Mitigation Program.
<i>Community Measure</i> 36. Street widths Consider street width or lane reductions to accommodate improvements where appropriate (public safety maintained). <i>(Public Works/Transportation)</i>	Ongoing	<ul style="list-style-type: none"> Considered in appropriate circumstances. Examples: Cliff Drive bicycle improvements; Haley Street bike lane.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Travel and Land Use Strategies (continued)		
<i>Community Measure</i> 37. New development vehicle emissions Require new development to demonstrate how project will support City-required vehicle carbon emissions standards. <i>(Public Works/ Transportation, CDD Planning)</i>	2015	<ul style="list-style-type: none"> Draft guidelines are under refinement for application to individual projects (January 2016).
<i>Community Measure</i> 38. Marine shipping emissions Support regional & State efforts to reduce marine shipping emissions. <i>(City Administrator, with Air Pollution Control District)</i>	Ongoing	<ul style="list-style-type: none"> City worked with SB County Air Pollution Control District (APCD) to advocate for reduced ship speed limits through SB channel to reduce GHG emissions The APCD, working with partners, initiated a Vessel Speed Reduction Incentive Trial Program in the SB Channel July 1-October 31 2014, with six shipping companies participating. The trial aims to help establish the foundation for a larger-scale program.
Vegetation Strategies		
<i>Community Measure</i> 39. Tree planting Plant 1000 new trees by 2030 to increase carbon sequestration. <i>(Parks and Recreation Department)</i>	2030	<ul style="list-style-type: none"> The City with <i>Santa Barbara Beautiful</i> planted 159 street trees in FY13 and 106 street trees in FY14 with the goal of replacing 150 trees/ year. Trees are planted with parks/creek habitat programs. Creek Tree Program resulted in 93 Trees planted in FY13; 42 in FY14. 237 Riparian trees and shrubs planted FY13; 147 in FY14; 236 in FY15. Restoration projects add hundreds of trees at a time. City is on track to reach the tree-planting goal by 2030. In 2014 the City suspended tree planting activity in light of severe drought conditions, including 120 trees programmed for Mission Creek. Activity will resume as soon as feasible.
<i>Community Measure</i> 40. Street trees Update Street Tree Master Plan to address long-term tree preservation measures. <i>(Parks and Recreation)</i>	2015, ongoing	<ul style="list-style-type: none"> Urban Forest Master Plan (2014) has direction for updating Street Tree Master Plan. \$15,000 allocated annually for community outreach initiatives. Vacant street tree site inventory initiated in FY15 Street Tree Infrastructure Study completed for Downtown, Westside, Eastside neighborhoods
<i>Community Measure</i> 41. Tree and landscaping protection Protect native trees and promote use of native, drought-tolerant species in landscaping. <ul style="list-style-type: none"> Update ordinance protecting native trees. Site new development to protect specimen oaks and oak woodland habitat. Create enforcement/mitigation program for loss of protected trees <i>(CDD Planning, Parks and Recreation)</i>	2015	<ul style="list-style-type: none"> Development permitting process applies protection of oak woodlands and native specimen trees. Project examples in Alamar, Samarkand, Hidden Oaks areas. All creeks planting activities include native and drought tolerant species. Urban Forest Master Plan (2014) contains implementing programs to update tree and landscape ordinances. Ordinance provisions under development address tree removal and enforcement.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Vegetation Strategies (continued)		
<p><i>Community Measure</i></p> <p>42. Urban heat island effect</p> <ul style="list-style-type: none"> Establish standards to decrease permeable surfaces and building areas relative to lot size. Coordinate with Fire and Public Works/ Transportation on roadway standards allowing permeable surfaces. Provide incentives for projects incorporating cool roofs and green roofs. <p>(CDD Planning & Building, Fire, Parks and Recreation/Creeks, Public Works/ Transportation and Engineering)</p>	2020	<ul style="list-style-type: none"> Fire Code update prohibits green roofs in designated High Fire areas. Permeable surfaces installed at four City park parking lots. Grant received to construct permeable paver demonstration projects on City streets, sidewalks, and alleys. Construction started in FY15. Trees planted at Mackenzie Park parking lot in conjunction with permeable paver installation, which increases shade and reduces heat island effect. Quarantina permeable pavers project will help protect existing mature canopy trees. Zoning allows permeable surfaces for uncovered parking. Permeable surfaces development permitting examples: Sandman (permeable pavers); Cancer Center; 34 W. Victoria (Public Market); 1135 San Pasqual residential condos; 296 Schulte; Bath Street; Five Points. Green roof development permitting examples: Public Market; 301 E. Yanonali (in process). No budget or work to date toward further standards or incentives for permeable surfaces, green and cool roofs.
<p><i>Community Measure</i></p> <p>43. Regional open space preservation</p> <p>Coordinate with agencies to preserve open space in Las Positas Valley, foothills, etc.</p> <p>(Parks and Recreation, CDD Planning)</p>	Ongoing	<ul style="list-style-type: none"> Regional Sustainable Communities Green Print adopted 2013 by the Santa Barbara County Association of Governments (SBCAG). City is implementing the Upper Arroyo Burro Restoration project, which includes conservation and access easement. Undeveloped land at Cliff Drive and Los Positas has been acquired for a future restoration project area. Ongoing department programs.
Waste Reduction Strategies		
<p><i>City Facilities</i></p> <p>44. City business purchasing guidelines</p> <p>Update procurement guidelines to increase use of recycled materials.</p> <p>(Finance/Environmental Services)</p>	2015	<ul style="list-style-type: none"> The City's Environmentally Preferred Purchasing Policy, adopted in 2008, remains in effect.
<p><i>Community Measure</i></p> <p>45. City facilities recycling</p> <p>Expand recycling programs at City facilities with goals of 50% diversion by 2015; 60% by 2020.</p> <p>(Finance/Environmental Services, all departments)</p>	2015; ongoing	<ul style="list-style-type: none"> For 12% of City facilities and buildings, 2/3 of monthly trash disposal is mixed recycling (FY14). Mixed recycling program has been expanded at three City facilities. Waste audits and staff trainings have been conducted at ten City facilities. In addition, staff-produced employee training videos on Basic Recycling, Zero Waste Events, E-Waste Disposal, and Comprehensive Recycling are shown at New Employee Orientation.
<p><i>Community Measure</i></p> <p>46. Electronic processes</p> <p>Reduce printing with more electronic processes.</p> <p>(Finance/Environmental Services, all departments)</p>	2015; ongoing	<ul style="list-style-type: none"> Procedures are in place (e.g., SharePoint collaboration and Questys document review system). Replacing hard document printing with electronic measures is covered in City employee trainings.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Waste Reduction Strategies (continued)		
<i>Community Measure</i> 47. City coordination with region Coordinate with County & cities on waste management. <i>(Finance/Environmental Services)</i>	2020; ongoing	City continues to coordinate on regional waste management initiatives including: <ul style="list-style-type: none"> • Resource Recovery Project for additional diversion and recyclables recovery; • Operation Medicine Cabinet; • Household Hazardous Waste collection; and, • Attending Local Task Force meetings as required by AB 939.
<i>Community Measure</i> 48. Waste-to-energy facility at landfill Establish conversion technology at Tajiguas Landfill. <i>(Finance/Environmental Services; CDD Planning)</i>	2015	No longer applicable (see #50) <ul style="list-style-type: none"> • The County decided not to proceed with a waste-to-energy project.
<i>Community Measure</i> 49. Communitywide waste diversion goal 75% waste diversion from landfill disposal by 2020. <i>(Finance/Environmental Services)</i>	2020; ongoing	The City has achieved the following communitywide diversion rates, in conformance with State-mandated diversion targets: <ul style="list-style-type: none"> • State formula: 71% (2013) • Curbside diversion: 41% (2014)
<i>Community Measure</i> 50. Regional materials recovery facility (MRF) Pursue establishing material recovery facility. <i>(Finance/Environmental Services, CDD Planning)</i>	2015; ongoing	<ul style="list-style-type: none"> • City is partnering with the County and other cities to establish a MRF on the South Coast to increase diversion and recovery of recyclables from landfill disposal. • A draft environmental report for the MRF was released in August 2014 for a proposed project at Tajiguas Landfill, and including analysis of an alternate site within the City. • Final supplemental EIR is under preparation. Acceptable business terms were not reached with the identified project developer/operator, and further analysis of options is underway (2014-15).
<i>Community Measure</i> 51. Waste audit information for business Continue conducting business waste audits with Green Business Program. <i>(Finance/Environmental Services)</i>	2015; ongoing	<ul style="list-style-type: none"> • Staff conducted nine Green Business audits in Calendar Year 2013. • 141 contacts with businesses were conducted in 2014 to encourage waste reduction and recycling.
<i>Community Measure</i> 52. Recycling education campaigns Outreach & incentive programs for recycling. <i>(Finance/Environmental Services)</i>	2015; ongoing	<ul style="list-style-type: none"> • The City has developed and aired multiple radio and television spots, banner ads, vignettes (<i>Inside Santa Barbara</i>) to promote business waste recycling, services available to customers under the franchise agreement with MarBorg, electronic waste collection events, cell phone & battery collection, and bulky waste collection/illegal dumping prevention.
<i>Community Measure</i> 53. Single-use packaging reduction Consider ordinance options to reduce packaging. <i>(Finance/Environmental Services, City Attorney; CDD Planning)</i>	2015; ongoing	<ul style="list-style-type: none"> • The City Single Use Bag Ordinance was adopted in 2013 and is undergoing phased implementation. • The State (CalRecycle) has convened a working group focused on packaging reduction as part of its plan to achieve 75% diversion statewide pursuant to AB 341: http://www.calrecycle.ca.gov/ReduceWaste/Packaging/75Percent.htm

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Waste Reduction Strategies (continued)		
<i>Community Measure</i> 54. Business and multi-family recycling ordinance City ordinance requiring recycling in business and multiple-family residential sectors toward meeting AB 341 targets for diverting waste disposal from landfills. <i>(Finance/Environmental Services, City Attorney)</i>	2015; ongoing	<ul style="list-style-type: none"> MarBorg Industries met its AB 341 diversion thresholds in FY 14 without the need for a mandatory ordinance. The franchise agreement sets AB 341 diversion thresholds for MarBorg through 2018, which will in turn help the City to comply with State law.
<i>Community Measure</i> 55. Construction waste enforcement Increase enforcement of City ordinance for recycling of construction debris. <i>(Finance/Environmental Services)</i>	2015; ongoing	<ul style="list-style-type: none"> The City permitted four construction/demolition waste haulers and processors in FY 15 pursuant to the City's Unscheduled Hauling Ordinance.
<i>Community Measure</i> 56. Increased recyclables sorting Pursue increased waste diversion by increased recyclables sorting (through waste management contracts or materials recovery facility (MRF)). <i>(Finance/Environmental Services)</i>	2015; ongoing	(See #50 regarding MRF and #54 regarding waste collection contract)
<i>Community Measure</i> 57. School waste diversion Continue program with district schools to establish recyclables and food scrap collection. <i>(Finance/Environmental Services)</i>	2015; ongoing	<ul style="list-style-type: none"> Recycling programs are implemented at all schools in the Santa Barbara Unified School District (SBUSD). All junior high and high school cafeteria kitchens and several elementary schools in the SBUSD collect food scraps.
<i>Community Measure</i> 58. Materials reuse/recycling for builders Establish data/outreach connecting builders to salvage/recycled building materials. <i>(Finance/Environmental Services)</i>	2015; ongoing	<ul style="list-style-type: none"> Connections established with builders to recycled materials suppliers.
<i>Community Measure</i> 59. Building space guidelines for waste Update City space enclosure guidelines for new development. <i>(Finance/Environmental Services, CDD Planning & Building)</i>	2015; ongoing	<ul style="list-style-type: none"> City staff developed waste generation profiles for business archetypes in FY 14, now included in the development review process to ensure that proposed developments provide for adequate trash and recycling capacity.
<i>Community Measure</i> 60. Additional recycling materials Measures to add materials to recycling/organics diversion. <i>(Finance/Environmental Services)</i>	2020; ongoing	<ul style="list-style-type: none"> MarBorg operates an antifreeze, battery, oil, paint (ABOP), and e-waste drop-off center in downtown Santa Barbara and curbside cell phone and battery collection pursuant to its franchise service agreement with City. List of recyclable materials continues to grow over time. Electronics collection events held each year.
<i>Community Measure</i> 61. Additional green waste capacity Measures to increase local green waste capacity. <i>(Finance/Environmental Services)</i>	2020; ongoing	<ul style="list-style-type: none"> City collection services provide for up to 192 gallons of green waste collection at no additional charge for single-family residential customers.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Waste Reduction Strategies (continued)		
<i>Community Measure</i> 62. Additional recycling in public places Install additional recycling containers. <i>(Finance/Environmental Services)</i>	2020; ongoing	<ul style="list-style-type: none"> In 2014, staff developed a repair and replacement schedule for public trash and recycling containers throughout the City. Initial Architectural Board of Review and Historic Landmarks Commission review of plans in December 2014. Refined design options under development per Design Review comments.
<i>Community Measure</i> 63. Additional composting Work with public & private entities to increase composting. <i>(Finance/Environmental Services)</i>	2020; ongoing	<ul style="list-style-type: none"> Food scraps collection service subscriptions by food-serving entities captured an additional 3,004 tons of food scraps in Fiscal Year 2013 and 3,159 tons of food scraps in FY 2014. Development project example: pending Coast Village Road Peabody project proposes composting to reduce landfill disposal of waste generated by the project.
<i>Community Measure</i> 64. Single-use bag reduction Implement ordinance to regulate distribution of single-use bags by retailers. <i>(Finance/Environmental Services, City Attorney, CDD Planning)</i>	2015; ongoing	<ul style="list-style-type: none"> City ordinance adopted 2013 to reduce single-use plastic shopping bag use. Phased implementation began 2014. City established a dedicated Bag Ordinance website and developed and aired radio and television spots. Monitoring of compliance is in place. <ul style="list-style-type: none"> Tier 1 stores (>10,000 square feet) will submit first annual report in 2015. Tier 2 stores (smaller grocery stores, drug stores, etc.) annual reports are due in 2016. Staff will continue to monitor regulated stores for compliance with the Ordinance.
Water Conservation Strategies		
<i>Community Measure</i> 65. City facilities – water conservation Continue upgrading equipment and expanding water-conserving practices. <i>(Public Works/Water and Facilities Divisions)</i>	Ongoing	<ul style="list-style-type: none"> Continuing to work with City departments to reduce water use. Equipment and operations changes at various park and recreation facilities. Assisting with extraordinary conservation measures at City facilities with technical assistance, signage, and incentives. Financial assistance provided to the Waterfront Department to convert remodeled restroom toilets to use recycled water.

Emission Reduction Strategies		
Climate Plan Strategy	Target Year	Implementation/ Status (2013-2015)
Water Conservation Strategies (continued)		
<p><i>Community Measure</i></p> <p>66. Community water conservation</p> <p>Expand water conservation measures, including services to water customers; public information and education; landscape and building design standards; and regional coordination.</p> <p>(Public Works/Water)</p>	2015, ongoing	<ul style="list-style-type: none"> Continuing to work with the Regional Water Efficiency Program including outreach, advertising, workshops, regional website, school programs, awards, and drought forums. Increased demand for water checkups for residents and businesses. Increased rebates for landscaping and irrigation retrofits. Implemented CII rebate program for large commercial, institutional, and industrial users. Continuing to implement drought marketing plan. Increased drought advertising and messaging. Ongoing interagency coordination, e.g., with State Water Resources Control Board; County Water Conservation District; area cities and water districts; Cachuma Operations Management Board (COMB), Integrated Regional Water Management Plan (IRWMP) for Santa Barbara County; agency consultations during drought.
<p><i>Community Measure</i></p> <p>67. Recycled water</p> <p>Expand City programs for use of recycled water; and work toward reducing need for blending potable water.</p> <p>(Public Works/Water)</p>	2020, 2030; ongoing	<ul style="list-style-type: none"> Tertiary filter rehabilitation currently underway to reduce blending requirements; completion in Fall 2015. Pursuit of new customers on hold until completion of filter rehabilitation. City initiated a feasibility study of potable reuse; study expected to be complete in 2017. Received IRWM grant funding of \$1 million toward tertiary filter project.
<p><i>Community Measure</i></p> <p>68. On-site water storage and reuse</p> <p>Identify guidelines for cisterns and grey water use in new development and retrofits.</p> <p>(Public Works/ Water, CDD Planning & Building)</p>	2020; ongoing	<ul style="list-style-type: none"> City guidelines for laundry to landscape gray water systems and permitting guidelines for branched-drain systems are being highlighted during drought. Developing a sample plan for branched drain systems. Ongoing hands-on workshops and rebates for laundry to landscape systems. Water Division is continuing work with Community Development Department on guidelines for permitting of rainwater tanks within setbacks.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Adaptation Planning Strategies		
69. Planning for adaptation <ul style="list-style-type: none"> • Include latest timeline for climate changes in Climate Plan and General Plan Adaptive Management Plan, and consider in designing projects for Capital Improvement Program list. • Monitor climate change; analyze effects • Identify options and priorities, and implement adaptation planning measures. <i>(CDD Planning & other departments)</i>	2020, 2030, and ongoing activities	<ul style="list-style-type: none"> • 2012 Climate Plan Fig. ES-2 includes timeline of climate change effects per State forecasts. • An updated summary of State climate change forecasts is included as Exhibit 1 of the 2015 Climate Plan status report. • National Oceanic and Atmospheric Administration (NOAA) tide gauge provides ongoing monitoring of sea level changes. • City capital improvement projects consider climate change issues as part of project design (e.g. sea level) • The Local Coastal Program update will include programs for future adaptation planning. • No budget or work to date on comprehensive climate adaptation plan.
70. Coordination of climate planning efforts <ul style="list-style-type: none"> • Coordinate monitoring, analysis, adaptation planning among departments, agencies, community • Team with universities to evaluate climate information; develop more detailed analysis of local Santa Barbara changes. • Pursue grant funding for climate studies and adaptation planning and projects • Establish public information mechanisms <i>(CDD Planning, City Administrator & other departments, City Council)</i>	Ongoing	<ul style="list-style-type: none"> • <i>Sustainable Santa Barbara</i> program provides ongoing coordination of department representatives on climate change activities for City facilities and operations, with oversight by the City Council Sustainability Committee. • The City web site includes a Sustainability web page. • No work on establishing further central coordination of efforts or public information mechanism for climate change activities. • Examples of coordinated and grant studies: <ul style="list-style-type: none"> - Multi-agency Goleta Slough Committee conducted a sea level rise and management study (2015). - A UCSB Bren School team conducted an analysis of sea level rise as input to inform the City Local Coastal Program (LCP) update (2015). - County of Santa Barbara with coastal cities conducting a grant funded study of coastal hazards modeling along the County coast (2015). • Sea Grant study with UCSB, Scripps, and USGS researchers together with local agencies is underway to forecast local climate change and effects on coastal ecosystems (2016). • The Local Coastal Program update includes a program for regional coordination on coastal adaptation planning.
Emergency Preparedness Strategies		
71. Emergency response strategies <p>Incorporate climate change effects into emergency response strategies (extreme weather, sea level rise, epidemics, etc.).</p> <i>(Fire/Emergency Management with other departments)</i>	2015; ongoing	<ul style="list-style-type: none"> • City General Plan Safety Element update includes climate discussion and policies (2013). • Climate change effects to be incorporated into revision of the City Emergency Management Plan (2016).
72. Emergency workforce <p>Work with region to ensure essential workers for disaster response.</p> <i>(Fire/Emergency Management)</i>	2015; ongoing	<ul style="list-style-type: none"> • No regional agency or City efforts toward assuring essential workers for disaster response. • Cottage Hospital workforce housing project established housing within the City for hospital employees. • Average Unit-Size Density (AUD) housing incentive ordinance adopted.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Emergency Preparedness Strategies (continued)		
73. Public education for emergencies Public education on emergency preparedness to enhance community resilience. <i>(Fire/ Emergency Management)</i>	2015; ongoing	<ul style="list-style-type: none"> Regular Community Emergency Response Team (CERT) classes held (79 residents trained in 2014, 40 in Spanish, 39 in English). Office of Emergency Services Newsletter is sent to all City employees and through social media, e.g., Office of Emergency Services (OES) facebook, e-subscription, Next Door Neighbor, etc.).
74. People with disabilities Address special needs of people with disabilities in emergency response plans. <i>(Fire/ Emergency Management)</i>	2015; ongoing	<ul style="list-style-type: none"> City emergency response plans include provisions for people with disabilities. Provisions to be incorporated into Advanced CERT Classes.
75. Community resilience planning Community resiliency planning process to improve initial response and relief, and later recovery. <ul style="list-style-type: none"> Maps and inventories of relief resources. Outline and example of neighborhood plan. Additional community actions or projects. <i>(CDD Planning and other departments; Fire/Emergency Management)</i>	2020; ongoing	<ul style="list-style-type: none"> Next Door Neighbor web sites established. Some community/neighborhood work underway within private sector. No budget or work to date on planning process.
Wildfire, Flooding, Water Quality Strategies		
76. Residential development – high fire hazard Limit density in high fire hazard areas. Establish option and incentive to transfer development rights. <i>(CDD Planning, Fire, City Attorney)</i>	2015; ongoing	<ul style="list-style-type: none"> General Plan and Zoning map updates (2011-12) reflected no density increases in high fire hazard areas. No budget or work to date on incentive/ transfer of development rights.
77. Fire prevention and creek restoration Coordinate fire prevention and creek protection planning. Develop best practices. <i>(Fire, Parks and Recreation/Creeks)</i>	2015; ongoing	<ul style="list-style-type: none"> Ongoing coordination between departments. City efforts are underway to update best practices guidance for future projects.
78. Water system improvement for firefighting Evaluate any feasible water system measures to assist emergency response. Incorporate in Capital Improvements Program (CIP). <i>(Public Works/ Water Resources)</i>	Ongoing	<ul style="list-style-type: none"> Water systems are routinely evaluated in the annual City budget and CIP and water main replacement projects are conducted within prescribed fire protection areas.
79. Private water supplies for firefighting Promote and assist owners in high fire hazard areas to install emergency water supplies. <i>(CDD Planning and Building, Fire)</i>	Ongoing	<ul style="list-style-type: none"> Water Resources and Fire Department provide development review of fire protection systems on private property. No recent development projects with policy applicability.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Wildfire, Flooding, Water Quality Strategies (continued)		
80. Floodplain mapping update <ul style="list-style-type: none"> Update Special Flood Hazard Area maps. Develop updated maps with sea level rise. <i>(CDD Building; Planning, Public Works, Waterfront, Airport, Parks & Recreation)</i>	2020; ongoing	<ul style="list-style-type: none"> The Goleta Slough sea level rise study identified infrastructure and habitats likely to experience future inundation and storm flooding at Airport (2015). Updated existing floodplain hazard maps have been issued by the Federal Emergency Management Agency (FEMA) (2015). FEMA is working on a study to update coastal flood hazards with new technology and data collected since 1983 (2018).
81. Creek resources and water quality <p>Development & infrastructure are to address storm water, watersheds, creeks, water quality, open space, public access/awareness.</p> <ul style="list-style-type: none"> Creeks management plans Master drainage plan Beach water quality plan Watershed management plans <i>(Parks & Recreation, CDD Planning & Building, Public Works)</i>	2025, ongoing	<ul style="list-style-type: none"> Individual development projects address creek and water quality issues. Implementation of action items from previous studies underway (2000 Creek Inventory and Assessment Study, 2005 Existing Condition Study, and 2009 Laguna Watershed Study). Beach water quality requires implementation of storm water best management practices (BMP) provisions. NPDES program permit.
Coastal Vulnerability and Adaptation Planning Strategies		
82. Sea level monitoring, data, analysis <ul style="list-style-type: none"> Protect ongoing functioning of tide gauge. Establish transects for regular monitoring of sea cliff erosion Establish winter & summer beach profiles for annual monitoring. Flooding/inundation. Develop projected future flooding/inundation maps. <i>(Parks and Recreation, CDD Planning and Building, Public Works, Waterfront, Airport)</i>	2020; ongoing	<ul style="list-style-type: none"> Tide gauge functioning is controlled by the National Oceanic and Atmospheric Administration (NOAA). Initial maps were prepared depicting areas potentially subject to future flooding per State sea level rise forecasts (Griggs/Russell 2012 study). Updated maps, including inundation and flooding, were prepared by UCSB BREN school masters candidates (2015) for a City Sea Level Rise Vulnerability Assessment SB County coastal hazards vulnerability modeling includes the City of Santa Barbara (2015). The City is refining the County coastal hazards modeling by conducting surveys of beach and waterfront transects, inventory of existing shoreline protection devices, and modeling of future hazards (2015).
83. Sea level rise (SLR) risk/vulnerability studies <p>Conduct studies of future sea level rise effects on storm flooding, beach/ cliff erosion, inundation, and ground water.</p> <i>(CDD Planning, Waterfront, Airport, Public Works, Parks and Recreation, Fire)</i>	2020; ongoing	<ul style="list-style-type: none"> Sea level rise effects are under study as part of the Goleta slough study, City/US Geological Survey ground water study, SB County coastal hazards modeling, City coastal hazards modeling, coastal ecosystem vulnerability assessment, and Local Coastal Program update.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Coastal Vulnerability and Adaptation Planning Strategies (continued)		
84. Incorporate adaptation in development Incorporate climate adaptation in development and public facility projects. <ul style="list-style-type: none"> Estimate useful life of projects & incorporate adaptation into project siting/design. Prepare development adaptation guidelines. <i>(CDD Planning and other depts.)</i>	2015, ongoing	<ul style="list-style-type: none"> Individual development project permitting considers sea level rise and cliff erosion per Coastal Commission guidelines (2015) and City Master Environmental Assessment guidelines (2009). Example projects: Cabrillo Bridge (sea level rise); Edgewater residence (cliff erosion). The Airport Master Plan update in process will consider measures addressing future sea level rise and greater airfield flooding (2015). Local Coastal Plan update will entail initial work toward development of adaptation guidelines.
85. Sea level rise adaptation Identify policy options, costs, consequences for addressing SLR adaptation, including: <ul style="list-style-type: none"> Techniques to minimize wave damage. Review SLR hazard to public facilities/utilities Consider adaptation measures (protect, raise, managed retreat/relocation, etc) Coordinate with private owners on techniques for structural adaptation/design. <i>(CDD Planning and other departments.)</i>	2020	<ul style="list-style-type: none"> Individual development project permitting considers sea level rise issues per Coastal Commission guidelines (2015). Chapter 4 of the Goleta Slough Ecosystem Management Plan addresses adaptation to sea level rise (2015). The Local Coastal Program update will identify a future program for sea level rise adaptation planning.
86. Future inundation Consider options for adaptation to future permanent inundation due to sea level rise. <ul style="list-style-type: none"> Mandatory rolling setbacks over time. Restricting rebuilding damaged structures Relocation policies & funding/tax incentives Evaluating cost, impact, lifespan of seawall along Cabrillo Blvd & Shoreline Dr. <i>(CDD Planning and other depts.)</i>	2020; ongoing	<ul style="list-style-type: none"> Chapter 4 and Appendices of the Goleta Slough Ecosystem Management Plan addresses adaptation to inundation (2015). Local Coastal Program update will identify a future program to address adaptation options.
87. Bluff retreat guidelines <ul style="list-style-type: none"> All development shall consider effects of bluff retreat for life of project. Update sea cliff retreat formula (SE, LCP). Prepare guidelines for development on sea cliffs; incorporate in LCP. <i>(CDD Planning.)</i>	2015; ongoing	<ul style="list-style-type: none"> Sea cliff retreat formula updated with City Master Environmental Assessment (MEA) in 2009 and Safety Element update (2013). Development permitting applies policies. Example projects: Edgewater Way, Sea Ledge Lane residences. Local Coastal Plan update will include updated policies to address bluff retreat, cliff development, and sea level rise.
88. Cliff erosion policies Consider additional policies as part of future adaptation planning: <ul style="list-style-type: none"> Identify policy for relocation of structures as setback distance from cliff edge decreases. Identify further policies for control of drainage to reduce potential for cliff failure. <i>(CDD Planning and other depts.)</i>	2020; ongoing	<ul style="list-style-type: none"> Local Coastal Plan update will consider updated policies to address cliff erosion.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Coastal Vulnerability and Adaptation Planning Strategies (continued)		
89. Shoreline management plan Develop plan to manage/mitigate sea level rise impacts to public facilities and private property. <ul style="list-style-type: none"> • Protection of sand transport/ replenishment • Natural bluff stabilization/erosion control • Non-intrusive methods for sand retention • Funding for beach, bluff retreat <i>(Waterfront with Parks and Recreation/Creeks, Public Works, CDD Planning)</i>	2020; ongoing	<ul style="list-style-type: none"> • Continued participation in Beach Erosion Authority for Clean Oceans & Nourishment (BEACON) activities and Regional Sediment Management Plan (RSMP). • Continued coordination with the U.S. Army Corps of Engineers for regular dredging with sediments discharged on East Beach to nourish beach and provide recreation opportunities. • Local Coastal Plan update will identify a future program to prepare a comprehensive multi-use shoreline management plan.
90. Beach erosion policies Consider policies as part of adaptation planning: <ul style="list-style-type: none"> • Allow beaches to gradually retreat • Utilize beach nourishment and sand retention structures to maintain beach width • Selective removal of back beach barriers to allow beaches to migrate landward <i>(CDD Planning, Waterfront, Parks and Recreation, Public Works)</i>	2020; ongoing	<ul style="list-style-type: none"> • Updated sea level rise modeling is being conducted that includes inventory of back beach barriers. • Local Coastal Plan update will consider these policies.
91. Coastal ecosystems study Regional study of vulnerability & adaptation of coastal ecosystems to climate change effects. <i>(Parks and Recreation with other departments, agencies, and academic institutions.)</i>	2020; ongoing	<ul style="list-style-type: none"> • The Sea Grant coastal ecosystems vulnerability assessment (CEVA) study is underway to forecast local climate changes (sea level rise, flooding, erosion) and study the effects on local ecosystems (beaches, wetland, and watersheds) (2016). • The study, supported through grant funding and local agency contributions, is a cooperative effort by UCSB Scripps Institute of Oceanography, and US Geological Survey researchers, City of Santa Barbara, County of Santa Barbara, Goleta, and Carpinteria.
Public Services Strategies		
92. Water supply planning Assess effects of climate change on water supply as part of Plan updates; track impacts. <i>(Public Works/Water Resources)</i>	2015, ongoing	<ul style="list-style-type: none"> • The City 2011 Long-Term Water Supply Plan (LTWSP) and 2010 Urban Water Plan considered climate change effects on water supply and increased planned critical drought period from 5 to 6 years. The severity of the current drought will warrant a further review of LTWSP assumptions over the coming years. • State issued 2013 assessment of climate change effects on water supply. • US Geological Survey study in progress on managing seawater intrusion effects on groundwater; draft report anticipated Fall 2015.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Public Services Strategies (continued)		
93. Regional cooperation - water supply Continue work with regional programs & projects to improve water supply reliability. <i>(Public Works/Water Resources)</i>	Ongoing	<ul style="list-style-type: none"> The City continues to be an active participant in the Integrated Regional Water Management (IRWM) process for the Santa Barbara County region. Supplemental water deliveries are coordinated on behalf of the City and other members by Central Coast Water Authority (CCWA). Work continues on the Regional Water Efficiency Program, including outreach, advertising, workshops, regional website, school programs, awards, and drought forums. Desalination reactivation provides another potential area for regional coordination.
94. Local food cultivation Support local food cultivation/ marketing. <ul style="list-style-type: none"> Farmers markets Gardener education Food scraps recovery/composting <i>(CDD Planning, Public Works/ Water Resources, Finance/Environmental Services)</i>	2030	<ul style="list-style-type: none"> Three farmers market locations are permitted in the City (State Street, Cota Street, and Coast Village Road). PW Water Resources participates in training green gardeners on water wise landscaping and irrigation products and processes. Environmental Services implements food scraps recovery, and composting programs.
95. Community gardens Support establishment of community gardens. <ul style="list-style-type: none"> Vacant or underutilized properties. Public & private food gardens. Food gardens for schools. <i>(Community Development & other departments)</i>	2030	<ul style="list-style-type: none"> Prior studies of vacant/underutilized sites (housing and parks studies). Examples: Mason St., Cliff/ Meigs, Haley/ Salsipuedes, So. Hope, Alma del Pueblo.
96. Regional agriculture <ul style="list-style-type: none"> Support regional efforts to expand local food sources (farms, stands, etc.). Support directing local food to schools, grocers, restaurants. <i>(CDD Planning, City Administrator's Office)</i>	Ongoing	<ul style="list-style-type: none"> The City legislative platform supports agriculture. Example development project: 296 Schulte.
Biological Resources Strategies		
97. Wildlife and habitat protection Protect remaining native plant/wildlife habitats. <ul style="list-style-type: none"> Map and designate habitats Multi-use plan for coast/ habitat restoration Coastal bluff habitat protection/ restoration Native species habitat planning Riparian woodland protection <i>(CDD Planning, Waterfront, Parks & Recreation)</i>	2020, ongoing	<ul style="list-style-type: none"> Related regional and City efforts in recent years will inform mapping and plan (Urban Forest Plan; coastal ecosystem study; Master Environmental Assessment update, restoration projects). Updated habitat maps completed for Hale Park, Honda Valley Park and the Douglas Family Preserve Las Positas Creek Restoration project (underway). Upper Arroyo Burro Restoration project (underway). Mid-Arroyo Burro Restoration project (underway). Mission Creek Fish Passage completed. Local Coastal Plan update will include habitat protection policies and guidelines, and identify a future program to prepare multi-use shoreline management plan. No budget or work to date to comprehensively map and designate habitats.

Adaptation Strategies		
Climate Plan Strategy	Target Year	Implementation/Status (2013-2015)
Biological Resources Strategies (continued)		
98. Open space connectivity and trails Protect contiguous open space and connectivity. <ul style="list-style-type: none"> • Open space preservation. Identify key open spaces; implement actions to preserve. • Trails management. Manage trails for passive recreation and habitat corridors. • Development policies. Site development to preserve open space and wildlife corridors. • Regional open space. Coordinate with agencies to protect regional open space. <i>(Parks and Recreation, CDD Planning)</i>	2020, ongoing	<ul style="list-style-type: none"> • Example development projects: Rogers tract open space easement; Cliff/Loma Alta enforcement case. • Upper Arroyo Burro Restoration project: 14-acre undeveloped open space parcel acquired for open space, water quality and habitat protection. • Las Positas Valley Restoration project aims to create creek side trail and habitat restoration. • Regional Sustainable Communities Strategy Green Print adopted 2013 by Santa Barbara County Association of Governments (SBCAG).
99. Creek protection and restoration Protect and restore creeks and riparian habitat in conjunction with climate adaptation planning for biological, water quality, open space, flood control values. <ul style="list-style-type: none"> • Develop creek setback standards • Establish design guidance to development near creeks • Prohibit placement of concrete or piping of major creeks (except for repair or public safety), and remove concrete when feasible. • Restore or daylight 0.5 mile of surface drainages by 2030. <i>(Parks and Recreation, CDD Planning)</i>	2020, ongoing	<ul style="list-style-type: none"> • Multiple neighborhood and public restoration sites; frequent neighborhood, school and business volunteer-based restoration projects. • Las Positas Valley Restoration project will investigate removing concrete barrier and restoring 1800 linear feet of creek. • Upper Arroyo Burro Restoration Project restores 2100 linear feet of creek. • Mid-Arroyo Burro Restoration project will investigate removing a concrete lined channel and restoring 900 linear feet of creek. • Public Works is working on draft ordinance language to prohibit placement of concrete or piping of major creeks. • Local Coastal Program update will address development design guidance near creeks and development setback standards within the Coastal Zone.
Local Economies Strategies		
100. Coordinate with local business Include in adaptation planning local business sectors that may be affected by climate change effects (e.g., fisheries, tourism). <i>(CDD Planning, City Administrator's Office, other departments)</i>	2015, ongoing	<ul style="list-style-type: none"> • There is currently no direct City activity broadly addressing climate change adaptation with local businesses. • Several existing programs and planning efforts have contact with businesses and provide opportunities to address this issue in the future: <ul style="list-style-type: none"> - The Southern California Energy Efficiency Program (SCEEP); - The Green Business Program; - Water Conservation outreach - Local Coastal Planning update (Harbor Commission) and Airport Master Plan (Airport Commission).

EXHIBIT A3

Comparison of the City of Santa Barbara Climate Preparedness and Resilience Programs to the President's Task Force Recommendations

Prepared by Adena Merabi, UCSB Intern with staff input

Introduction

The State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience (Task Force) was established by Executive Order 136531, Preparing the United States for the Impacts of Climate Change, on November 1, 2013. The President charged the Task Force with providing recommendations on how the Federal Government can respond to the needs of communities nationwide that are dealing with the impacts of climate change by removing barriers to resilient investments, modernizing Federal grant and loan programs to better support local efforts, and developing the information and tools they need to prepare, among other measures.

The Task Force's recommendations were organized into seven themes: Building Resilient Communities, Improving Resilience in the Nation's Infrastructure, Ensuring Resilience of Natural Resources, Preserving Human Health and Supporting Resilient Populations, Supporting Climate-Smart Hazard Mitigation and Disaster Preparedness and Recovery, Understanding and Acting on the Economics of Resilience, And Building Capacity for Resilience.

This comparison looks at the City of Santa Barbara's current and planned actions within the context of the Task Force's recommendations. Because the recommendations were made for action at the Federal level, some broad interpretations had to be applied to create a general, yet meaningful comparison at the local agency level. While not comprehensive, the results show that the City of Santa Barbara is active in planning for and providing protections for our community and region in the face of the potential impacts of climate change.

Executive Summary

Preparing our community to be resilient in the face of the impacts of climate change is the task of long-range planning, infrastructure development and implementation of the prioritized strategies. The City of Santa Barbara General Plan is organized around a Sustainability Framework that sets in writing the long-range plans and identifies infrastructure needed to ensure the ongoing protection of human welfare as well as the stewardship of the natural and developed resources of our community. The 2012 Climate Action Plan identifies specific adaptation strategies which inform and guide City staff when forming new projects and operational processes. The Multi-jurisdiction Hazard Mitigation Plan and the City's Emergency Management Plan address emergency services during climate change driven events such as floods or coastal inundation.

The City of Santa Barbara has actively collaborated on many regional, state and federal studies which model the potential impacts of climate change. A recent Sea Level Rise Vulnerability Assessment was prepared for the City by UCSB graduate students. It projected probable impacts including permanent inundation, intensified storm damage and bluff erosions as hazards to be specifically addressed in a 2015 update to the Local Coastal Plan. Studies of this nature inform important infrastructure decisions. Recently, in the face of continued drought and uncertain water supply, the City Council voted to spend \$55 million to bring the Charles E. Meyer Desalination Facility back online.

The City's current actions are in alignment with the President's Task Force's recommendations. Looking at the comparison, it is readily apparent that the City has many exemplary best practices in place. The areas needing further consideration are apparent as well. Funding major infrastructure projects continues to be a challenge. The City's vision of sustainable Santa Barbara is a resilient community that protects and improves the natural and built environment for the social and economic benefit of future generations, while striving to live within the means of the community's resources.

Theme 1: Building Resilient Communities

What is the City doing to incorporate climate-change considerations into land use and land management, building and infrastructure siting and design and community planning?

1.1. Use of models and disseminating best practices for community resilience.

Models used in City Planning and Implementation

- City Greenhouse Gas emissions reported to the United States Climate Action Report and the [Climate Registry](#).
- Ongoing collaboration in Coastal Plans and Sea Level Rise studies:
 - [Guidance from the National Research Council](#) “Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future” report (NRC, 2012).
 - [State Of California Sea-Level Rise Guidance Document](#), updated 2013.
 - [Griggs-Russell, City of Santa Barbara Sea Level Rise Vulnerability Study, CA Energy Commission, 2012.](#)
 - City of Santa Barbara sponsoring a project through the Bren School of Environmental Studies at UCSB to conduct [The City of Santa Barbara Sea Level Rise Vulnerability Assessment](#).
 - 2015 Environmental Science Associates [Goleta Slough Inlet Modeling Study](#) with findings to inform the Airport Master Plan update.
 - [County of Santa Barbara’s Coastal Resiliency Project](#) The County of Santa Barbara, in collaboration with staff from University of California, Santa Barbara and the Cities of Carpinteria, Santa Barbara, and Goleta are working with a consultant to model sea level rise and other coastal hazards to identify planning level changes in future Santa Barbara County coastal erosion, County coastal flooding, and fluvial flooding extents looking at Carpinteria Creek.
 - [Coastal Storm Modeling System for Southern California \(CoSMos\)](#) is a multi-agency collaboration developed by the USGS to project coastal flooding and erosion driven by climate change.
 - [Santa Barbara Area Coastal Ecosystem Vulnerability Assessment \(CEVA\)](#), Dept. of Commerce Grant, NOAA, UCSB Marine Science Institute leading the study developing new modeling information. The SBA CEVA is an important step toward ecosystem-based adaptation planning.
- City GIS [MAPS \(Mapping Analysis and Printing System\)](#) program data provides infrastructure, hazards, and resource data that informs resiliency decision-making for development and City programs.
- [CalEEMod](#) air quality model is used in analyzing proposals for vehicle miles travelled, air pollutant emissions, and greenhouse gas emissions, and measures for their reduction.
- Tracking extreme weather modeling from [UC Davis](#), and the [Climate Change Research Plan for California](#) and updating emergency response plans for drought and flooding/mudslides due to periods of intensive rainfall.

Disseminating best practices for community resilience

- Each City Department hosts information for residents relating to community resilience, including websites, handouts, and outreach programs for resiliency issues such as water conservation, waste reduction, stormwater management/erosion control, and creek protection. [Planning Central](#) is a hub with guidelines relating to planning, zoning and permitting.
- The [Sustainability Best Practices](#) video library features City activities in Energy, Transportation, Water Resources, Parks and Habitat Restoration, Planning and Zoning and Trash and Recycling.

1.2. City plans and policies incorporating the latest climate change considerations

- In January 2006, the City Council created the Sustainable City Council Committee to provide policy guidance to the program. In 2012, the Santa Barbara [Climate Action Plan](#) was adopted in response to directives of the City General Plan and State Legislature (AB 32-Global Warming Solutions Act, SB 375-Sustainable Communities and Climate Protection Act, SB 97 – California Environmental Quality Act). The Climate Plan identifies an inventory and forecasts of carbon dioxide and other “greenhouse gas” emissions generated by the Santa Barbara community that contribute to accelerated global climate change.

- In December 2011, the City Council adopted the [Plan Santa Barbara General Plan](#) update which includes numerous land use, circulation, resource, and hazard policies that incorporate climate change considerations. The introduction defines sustainability for Santa Barbara. The adoption of the Adaptive Management Plan enables timely policy adjustments with emphasis on the Sustainability Framework. The [2013 General Plan Implementation Report](#) tracks 16 metrics toward a sustainable Santa Barbara.
- The [2013 Safety Element Update](#) addresses community resiliency in the context of all hazards and risks including those predicted by climate change models. Details found in [Appendix J the Safety Element Technical Background Report](#) include the possible effects of climate change on Sea cliff retreat, wildfires, and stream flooding.
- In June 2011, the City adopted an updated [Long-Term Water Supply Plan](#) which includes planning for long periods of severe drought. The [Water Supply Management Report](#) details status of the Long-Term Water Supply.
- [The Local Coastal Plan](#) (LCP), Land Use Plan (LUP) includes long-range planning for coastal hazards. An update to the LCP is currently in process and will be presented to City Council for adoption in 2016.
- City Planning Division provides a [Major Issues Project Compliance Checklist](#) for builders and homeowners to navigate through code requirements, design and siting guidelines, many of which address the challenges to potential climate-change threats to community resilience.
- The City's [Single Family Home Design Guidelines](#) include Site Planning and Structure Placement guiding builders in the best environmental practices including siting, active and passive solar design, and stormwater management.

1.3. Leading by Example

- City departments have integrated environmentally sustainable goals in the operation of all City programs. The City Council Sustainability Committee provides oversight to the management of the overall [City sustainability efforts](#).
- Brief, in-house videos of the City's [Best Practices in Sustainability](#) are featured on the City website.
- Winner of the Institute for Local Government's [BEACON Spotlight Gold-level Awards](#).
- City [water conservation](#) program motivated customers to reduce City water usage by 22% since 2013.
- Of the electricity used by City facilities, 20% is generated via solar PV arrays and cogeneration from an anaerobic digester processing local Fats, Oils and Grease. Self-generation combined with Southern CA Edison's 22% renewable energy mix, results in City electricity use from 36.7% renewable energy sources.
- Since 2008, the City has achieved an ongoing annual savings of \$541,000 from energy conservation and tariff changes.
- April 2015, the City re-commissioned a long-dormant [hydroelectric plant](#) capable of generating enough energy for 300 homes during months when enough water is present.
- 2014 was the first year that the Cogeneration system at the El Estero Wastewater Treatment plant ran for an entire year. The system supplied the majority of the power needed by the plant and significantly increased the amount of renewable energy purchased by the City.
- Provided electric vehicle parking spaces in City Parking lots and currently processing building permit application for a fueling station for hydrogen-powered vehicles.
- The City's habitat restoration and implementation of best practices in stormwater management and urban forestry.
- In March 2007, the City Council adopted a Green Building Policy for city owned and operated buildings. It is City policy that new City-owned buildings achieve at least a silver level of LEED (Leadership in Energy and Environmental Design) certification. Recent projects include:
 - LEED Platinum - The Community Development and Public Works building remodel
 - LEED Gold – The John T. Rickard Airline Terminal and the Airport Consolidated Rental Car Facility
 - LEED Gold – Fire Station One remodel
 - LEED Gold - Granada garage and 914 State Street rest rooms
 - LEED Silver - Fire Station Two remodel.

Theme 2: Improving Resilience in the Nation's Infrastructure

How is the City incorporating climate-friendly investments, policies and practices into public and private infrastructure related to energy, transportation, freshwater management, and coastal and ecosystem protections?

2.1 Support climate resilience as part of coastal infrastructure planning and investments.

- The 2013 Safety Element Update includes policies to mitigate for climate change impacts in the Coastal Zone. The policies require certification by the Coastal Commission through the [Local Coastal Plan \(LCP\) Land Use Plan \(LUP\) update](#). The update will specifically address climate resilience.
- The City has an adopted [Harbor Master Plan](#) that identifies the City's Harbor land use resources, and includes policies for beach nourishment and erosion control to protect coastal infrastructure. A recent Harbor breakwater repair included a height extension in anticipation of sea level rise.
- Multi-Jurisdictional Hazard Mitigation Plan looks at long-term planning for coastal infrastructure such as roads and wastewater treatment plant.

2.2 Promote and prioritize the use of green and natural infrastructure.

- In April 2014, The City Council adopted the [Urban Forest Management Plan](#) including a long term tree canopy goal for carbon sequestration and control of the urban heat island effects.
- The City's [Storm Water Management Program](#) meets and exceeds the required best management practices for protecting the City's water quality from pollution and damage caused by excessive storm water run-off. The program includes specific strategies to best utilize the natural infrastructure for coastal protection, capture and filtering of stormwater runoff and flood storage. Replacing asphalt with permeable pavers at local parks to capture and treat stormwater is an example strategy.
- The Santa Barbara Airport is located in an environmentally sensitive area that is surrounded by a slough with a coastal outlet. [The Goleta Slough Ecosystem Management Plan \(2015\)](#) includes a sea level rise study of the potential risks to the area that will inform the update to the Airport Facilities Master Plan and Slough Management Program.

2.3 Support and incentivize climate resilient water resource planning and management .

- In 2011, the City adopted an updated Long-Term Water Supply Plan that addresses management of diversified sources of City water supply for the coming decades, including consideration of climate change issues. Reactivation of the City [desalination plant](#) is under consideration to bring back online in 2016 as a drought relief measure.
- A study is underway for managing possible future seawater intrusion into the City's groundwater sources.
- Homeowners are incentivized to conserve water by offering free water [check-ups](#), landscaping and irrigation [rebates](#), [awards](#), and [tiered water rates](#).
- Large commercial users are incentivized to conserve water via a free city survey identifying strategies to substantially reduce water use and save on water bills. The City issues certificates to businesses in the program.

2.4 Promote better understanding of the vulnerabilities and risks to transportation networks and facilities.

- Participated in the development of the regional Sustainable Community Strategy as a member of the Santa Barbara County Association of Governments.
- Adopted a Pedestrian Master Plan in 2006 and currently updating the Bicycle Master Plan.

2.5 Support Property Assessed Clean Energy (PACE) programs.

2.6 A PACE program was not adopted in Santa Barbara County. Instead, EmPower Santa Barbara County provides loans for energy efficiency and renewable energy upgrades. City homeowners are eligible to apply for the low-interest loans.**Support development of a clean and resilient energy grid.**

- Facilitated the acceleration of a Southern California Edison project to address [circuit reliability in downtown Santa Barbara](#).
- Approved \$50,000 for FY 2016 toward a Regional Community Choice Aggregation Feasibility Evaluation.

- Active member of the [South Coast Energy Efficiency Partnership and Green Business Program of Santa Barbara County](#).

2.7 Greenhouse Gas Emission Reduction.

- Achieved 27% reduction in Greenhouse Gas Emissions from the baseline inventory 2007 to 2014; for the community at large emissions have decreased by approximately 1.6% from 2007 to 2010.
- The City Climate Action Plan identifies ongoing and new programs for reducing City and communitywide greenhouse gases in the areas of energy, land use/transportation, vegetation, water conservation, and waste management.

Theme 3: Ensuring Resilience of Natural Resources

How is the City protecting and conserving local natural resources and ecosystems?

3.1 Store and conserve ecosystems and lands to build resilience in a changing climate.

- The City General Plan policies, ordinance provisions, design guidelines, programs, and environmental review provisions are in place to protect upland, coastal, and creek/marine habitats and trees.
- The 2016 Local Coastal Program Update will further address coastal habitat protection and recreational use for beaches, estuaries and public access management.
- The City Parks Division protects sensitive habitats through stewardship of [Open Space Parks](#). Projects include:
 - Protection and successful mitigation for the California endemic Santa Barbara honeysuckle at Parma Park,
 - Preservation and protection of cultural resources through the restoration of the 100-year old olive grove at Parma Park.
 - Protection of tidewater goby and western pond turtle during vegetation maintenance at the Andrée Clark Bird Refuge,
 - Restoration of native plant communities and enhancement of monarch butterfly habitat at the Douglas Family Preserve,

3.2 Combat the spread of invasive species, pests, and diseases.

- Adopted an [Integrated Pest Management \(IPM\)](#) strategy in January 2004 to provide an ongoing specific program to further reduce the amount and toxicity of pesticides used on city property and, where feasible, to eliminate pesticide use in public areas using alternative methods. Policies are consistent with the County's Pest Management and Prevention Program and are incorporated in the General Plan.
- Annual eradication of *Arundo donax* and other invasive species is conducted by the Creeks Division.

3.3 Support resilience planning for ocean and coastal ecosystems.

- Member of the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) is a California Joint Powers Agency (JPA) established in 1986 to address coastal erosion, beach nourishment and clean oceans within the Central California Coast from Point Conception to Point Mugu.
- The current Santa Barbara Airport Facilities Plan is undergoing an update, which includes the study of climate issues such as sea level rise.
- Coastal Resource Education and Mapping Research and Design, grant awarded from the State Coastal Conservancy. Research for it is underway. Planned completion in December 2015.

3.4 Promote integrated watershed management and planning to protect water quality and quantity.

- The City's [Creek Restoration and Water Quality Improvement Division](#) was established in 2001 to improve creek water quality and restore natural creek systems. The annual [Creek Week](#) promotes awareness and stewardship.
- Recent habitat restoration projects include: Mission Creek and Lagoon, Laguna Creek Channel, the Andrée Clark Bird Refuge, Upper Arroyo Burro Creek, Las Positas Valley and numerous Low Impact Development permeable paver projects.

Theme 4: Preserving Human Health & Supporting Resilient Populations

How does the City plan to protect citizens most at-risk during climate-related events such as heat-waves, floods, droughts, and exacerbating illnesses?

4.1 Address the needs of vulnerable populations.

- The [Emergency Management Plan](#) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, extreme weather events and national security emergencies in or affecting the City. The City Office of Emergency Services works with Community Based Organizations and individuals to pre-plan for addressing the needs of the most vulnerable populations in the City. Inter-jurisdictional assistance agreements are also in place with other local and State agencies.
- The City's Human Services program administers the Federal [Community Development Block Grant \(CDBG\)](#) and associated City programs to ensure that sound policies are established for allocating funds among various non-profit social services agencies serving the low-income community. For Fiscal Year 2016, the City will receive approximately \$803,000, matched by \$705,000 from the City's General Fund. Link to Report on [Funding Recommendations](#) for Fiscal Year 2016.
- The Parks and Recreation [Neighborhood Programs](#) provide a variety of ongoing services for vulnerable populations.

4.2 Improve capacity to protect public health.

- Collaborates with over 50 Community-Based Organizations on the annual Family Health Day and Health Fair to offer free health screenings (e.g. vision, hearing, blood pressure, dental and fluoride varnish for children, and glucose).
- The City of Santa Barbara adopted a number of community wellness goals & policies in the 2011 General Plan update. A Public Health goal is found in the Land Use Element which states: "Improve public health through community design and location of resources, and by promoting physical activity, access to healthy foods and improved air quality."

4.3 Building food system security.

- Collaborates with the Foodbank of Santa Barbara County on the Brown Bag for Seniors and the No Kid Hungry projects, the Pacific Pride Foundation's Necessities of Life Project Food Pantry assisting local senior and low-income people.
- Manages three [community gardens](#) providing residents with accessible and low-cost garden plots to grow organic food.
- Promotes consumption of fresh and local foods by providing resources for public and private food gardens, farmers markets, gardener education, food gardens for schools, food scrap recovery and regional agriculture.

4.4 Improve disaster preparedness for communities most at-risk.

- The [Emergency Management Plan](#) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, extreme weather events and national security emergencies in or affecting the City. The City Office of Emergency Services works with Community Based Organizations and individuals to pre-plan for addressing the needs of the most vulnerable populations in the City. Inter-jurisdictional assistance agreements are also in place with other local and State agencies.
- The Citizen Emergency Response Team (CERT) training is offered each year in English and Spanish to improve the ability of citizens to help their neighbors, particular the vulnerable, during disasters.
- In 2011, the City of Santa Barbara together with Santa Barbara County and the other cities adopted updated the [Multi-Jurisdictional Hazard Mitigation Plan](#) that identifies public safety vulnerabilities in the City and mitigation measures.
- The City [Wildland Fire Plan](#) identifies the scope of the **wildland** urban interface risks in the City of Santa Barbara and proposes strategies for mitigating those risks.
- The [Wildland Fire Suppression District](#) is an assessment district organized under California Government Code 50078, focusing on specific elements of the Wildland Fire Plan in the Foothill and Extreme Foothill Zones. Funds generated by the District are spent to actively mitigate hazards on an annual basis.
- Periodic policy and ordinance updates for new development (e.g., 2011 General Plan, 2012 Safety Element, 2013 Fire Code Update).

Theme 5: Supporting Climate-Smart Hazard Mitigation and Disaster Preparedness and Recovery

Is the City making efforts to prevent and mitigate the effects of extreme weather and other climate-related hazards through hazard-mitigation planning, improved data collection and mapping, partnership development, and program modernization?

5.1 Build a stronger culture of partnership and service to communities impacted by disaster.

- Office of Emergency Services promotes public education on emergency and disaster preparedness to enhance community resilience. [Newsletters](#), [website](#), [Facebook](#), all serve to get the word out.
- Updates to the [City Emergency Management Plan](#) are in process to improve evacuation and other emergency plans with provisions addressing the special needs and measures required to ensure the safety of people with disabilities.
- Current City policy and California Government Code 31-3109 establish all City employees as emergency workers in a disaster. Mandatory training in Emergency Operations, the Standardized Emergency Management System, and the National Incident Management System enable workers to work cooperatively with other jurisdictions in the South Coast Region in the event of a disaster.
- Mutual aid agreements have been established in advance of a disaster to ensure rapid response times.

5.2 Remove barriers to rebuilding for future climate resilience.

- The [2013 Emergency Management Plan](#) includes recovery operations for all potential hazards independent of cause.

5.3 Modernize data collection, analysis, and mapping based on current and predicted climate impacts to help improve local capacity for effective hazard mitigation planning.

- The Office of Emergency Services coordinates the integration of the City's GIS information system with hazard-specific layers to enhance the overall and real-time response capabilities of the City.

5.4 Modernize and elevate the importance of hazard mitigation programs.

- Strategies for hazard mitigation are identified in the General Plan, the Safety Element update, the Climate Action Plan and the 2013 Emergency Management Plan. Implementations are being addressed in the design of new projects and updates are given to Council annually.

5.5 Strengthen the National Flood Insurance Program to avoid development that increases exposure and losses to flooding, and eliminate inequities for urban and rural locations.

- [2009-2011 Flood Watershed Response Guidelines](#): The Flood-Watershed Response Guideline was developed to provide coordination and improve effectiveness in the appropriate response by Law Enforcement, Fire, Public Works and Emergency Services staff in their response to imminent flooding in the damaged watershed areas above the City of Santa Barbara.
- The [Inundation Map for the City of Santa Barbara](#) is available on the City's website.
- The [2012 Tsunami Response Plan](#) designates tsunami risk zones and delineates actions to take in the event of a Tsunami. This plan is meant to fill the gap between the time a watch or warning is received and the time when the watch or warning is determined to be credible or not. The goal is to educate people how to move quickly out of the risk zones in the event of an earthquake, tsunami warning or in case of sudden sea level decreases.

Theme 6: Understanding and Acting on the Economics of Resilience

Is the City considering any climate change mitigations to ensure a vibrant economic future as the climate continues to change?

6.1 Promote private sector and workforce resilience to reduce economic disruptions associated with the impacts of climate change.

- The 2012 Climate Action Plan includes policy to coordinate climate change adaptation planning with local economies such as fishing and tourism.

6.2 Reward resilient investments and consider the benefits of ecosystem services in cost-benefit analysis.

- Council Agenda Reports include a section titled Sustainability Impacts, which address the effects of recommended actions to City government or community sustainability in the areas of energy, waste, water, pollution prevention, etc.

6.3 Safeguard places of national, economic, and historical significance.

- Historic preservation is included as part of the Sustainability Framework in the General Plan. In 2012, the City adopted a Historic Resources Element (HRE) that provides community preservation goals, policies and implementation strategies to identify and protect historical resources. The adoption of the HRE guides the City's [Historic Preservation Work Program](#) and the environmental and design review standards.

6.4 Collaborate with the insurance industry.

- The Santa Barbara County Fire Safe Council's mission is to unify public and private organizations to educate, motivate and coordinate the South Coast Community to minimize losses associated with wildfires. Members of the coalition include representation from the insurance community.

Theme 7: Building Capacity for Resilience

Is the City fully linked into available resources to build the capacity to recognize, understand and assess relevant climate-related hazards, risks and impacts? Does the City make residents aware of the value of climate-resilience planning and implementation of adaptive strategies?

7.1 Provide data, tools, and guidance at a scale sufficient to guide decision-making and investments.

- The City development review and permitting process provides data, guidelines, and advisories to applicants for a variety of climate-related issues (e.g., solar energy, electric vehicle charging), and uses checklist tools for a variety of topics (e.g., stormwater management, green building).

7.2 Foster and support cross-jurisdictional and regional cooperation.

- Participate in numerous regional climate change roundtable discussions, workshops, and training with local agencies, community interest groups, non-profits, and academic institutions.
- Participate in the Central Coast Sustainability Summit planning and community collaboration.
- U.S. Conference of Mayors Climate Protection Agreement Signatory.
- Resilient Communities for America Agreement Signatory.
- Santa Barbara Energy Leader Partnership member.
- Designated Tree City USA.
- Member Green Cities California.
- Stakeholder in Santa Barbara County's Resiliency Project.

7.3 Create a Climate Resilience Corps to boost community capacity.

- The Citizen Emergency Response Team (CERT) training is offered each year in English and Spanish to improve the ability of citizens to help their neighbors, particularly the vulnerable, during disasters.

7.4 Increase climate literacy and public awareness.

- The City sponsors an inter-departmental booth at the Annual Earth Day Festival which is a two-day event at Alameda Park, with over 35,000 festival-goers, it is the most well-attended annual Earth Day Festival on the West Coast.
- The General Plan has a policy to promote public education on emergency and disaster preparedness to enhance community resilience.
- The [City of Santa Barbara Climate Action Plan](#) communicates specific actions that the City, community and individuals can take to prepare for climate change.

Trash and Recycling

Waste Reduction was not included in the President's State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience. However, the Trash and Recycling Program is integral to the City's efforts toward sustainability and greenhouse gas reduction.

- A [Single Use Bag Ordinance](#) was adopted in 2013 to encourage the use of reusable bags and substantially reduce the use of single use plastic and paper bags.
- Nearly 40% of the material collected by Marborg is diverted from the landfill.
- Food scraps composting and recycling programs are fully implemented in the Santa Barbara School District. Over 200 businesses compost food scraps.

The City is actively participating in the search for a vendor to construct the Tajiguas Landfill Resource Recovery Park, which would result in substantial reduction in greenhouse gases from the solid waste stream.



APPENDIX B
2011 General Plan Program EIR
Mitigation Monitoring and Reporting Program
2015 Status Report

The General Plan *Mitigation Monitoring and Reporting Program* (MMRP) was adopted by the Santa Barbara City Council in December 2011 to track implementation of Program Environmental Impact Report (EIR) mitigation measures that were incorporated as General Plan policies. These measures were adopted to avoid or reduce significant environmental effects associated with citywide development under the General Plan to the year 2030. The mitigation measures provided a basis for decision-maker findings of reduced environmental impacts associated with General Plan adoption. EIR mitigation monitoring and reporting is a requirement of the California Environmental Quality Act (CEQA).

Growth occurs incrementally over time, and citywide environmental impacts associated with growth also occur gradually. Similarly, mitigation measures identified in the EIR will be implemented gradually within the plan horizon to the year 2030.

The following chart identifies:

- EIR mitigation measures adopted as General Plan policies. The chart summarizes policy language. Please refer to the General Plan for the full text of policies.
- Target time frames for mitigation actions. Some actions are periodic and ongoing, for example applicable measures that are implemented through the permitting process for individual development projects. Other actions are programmatic, with target dates identified for actions by various City departments. Actual time frames are determined through the City work program and budget process as funding becomes available.
- Status of actions taken toward implementing the mitigation measure since 2011 General Plan adoption, along with any recommendations pertaining to further work. Future actions identified with a 2017 target date will receive discussion by the City Council and Planning Commission as part of their identification of budgets, priorities, and scope of work for Phase II General Plan implementation.

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Air Quality		
<p><i>EIR MM AQ-1/ GP Policy ER7, ER7.1</i></p> <p>1. Highway 101 air quality; setback and design standards within 250 feet of highway.</p> <ul style="list-style-type: none"> • Adopt City ordinance; implement through development permitting • Track air quality and State actions with APCD • Conduct air quality study of 101 corridor, and reassess policy <p><i>(Community Development Department (CDD)/Planning, City Attorney's Office, Planning Commission, City Council)</i></p>	<p>Target 2017 for air quality study if State actions progress.</p> <p>Ongoing development permitting per Ordinance.</p>	<ul style="list-style-type: none"> • Ordinance adopted April 2014; public information developed (handout, web). • Development permitting applies standards for site design, landscape buffer, interior air filtration; few projects within 250 foot distance. • 1130 Punta Gorda Street (2015): 40 residential units under construction next to Highway 101 under State permit. • Additional State diesel particulates regulations in place for heavy-duty vehicles/industrial equipment (2014). <p><i>2014 Planning Commission recommendation to budget and conduct the City air quality study within a few years, then reassess policies. Air quality study is identified in proposed FY17 work program.</i></p>
<p><i>EIR MM AQ-1/ GP Policy ER7.2</i></p> <p>2. Highway barriers for air pollution particulates.</p> <ul style="list-style-type: none"> • Identify needs, options, funding • Install walls or trees for unprotected areas <p><i>(CDD Planning, Public Works (PW)/Transportation, with Caltrans, neighbors, Planning Commission, City Council)</i></p>	<p>Target 2017 and every five years, until air quality improves.</p>	<ul style="list-style-type: none"> • Additional sound walls proposed in Montecito as part of Caltrans 101 high occupancy vehicle (HOV) lane project. • No funding identified or work started on City program. <p><i>Consider programming following air quality study in item #1 above.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Air Quality (continued)		
<p><i>EIR RM AQ-1/ GP Policy ER8, ER8.1</i></p> <p>3. Low-emission & electric vehicle (EV) infrastructure.</p> <ul style="list-style-type: none"> Expand infrastructure and incentives for alternative vehicles. Require commercial projects to install EV charging stations; adjust standard conditions. Consider Building code amendments requiring pre-wiring for EV charging for new residential. <p><i>(PW Transportation and Energy, Attorney, CDD Building and Safety and Planning, Planning Commission, City Council)</i></p>	<p>Target 2017 for updated City code provisions.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> City assisted development of regional <i>Central Coast EV Readiness Plan</i> (2014); measures included in City Climate Plan. Permit application process in place for charging stations. Advisory language about EV is provided to development applicants. Draft guidelines to expedite permits for EV charging stations under preparation. Eight EV charging stations installed at City parking facilities. Additional grant funding received; stations being considered at Airport. Limited numbers of EV charging station permits at commercial and residential locations have been requested and issued (25 since 2011). No budget or work to date on ordinance amendments. <p><i>Consider budget, additional work FY 2017.</i></p>
Biological Resources		
<p><i>EIR MM Bio-1/ GP Policies ER12, ER12.1</i></p> <p>4. Native habitat & wildlife protection.</p> <ul style="list-style-type: none"> Map & designate important habitats & corridors meriting long-term protection Identify criteria and monitoring objectives Development review and permitting <p><i>(CDD Planning, Parks and Recreation, developers, Planning Commission, Design Boards, Council)</i></p>	<p>Target 2017 for map preparation.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Regional efforts undertaken that inform City activities (<i>SBCAG green print 2013; Caltrans 2014 habitat mapping</i>). Related City efforts (<i>Urban Forest Plan; Creeks Division restoration projects; Master Environmental Assessment (MEA) mapping update; CEVA coastal ecosystem study</i>). Goleta Slough habitat mapping completed as part of the Airport Master Plan environmental overview and the Goleta Slough Ecosystem Management Plan update (2012). Local Coastal Program update will include habitat protection policies. No budget or work to date on citywide habitat mapping and designations program. Habitat protection addressed through ongoing development permitting. <p><i>Consider budget, work in FY 17 with Environmental Resources Element & MEA Updates.</i></p>
<p><i>EIR RM Bio-1/ GP Policy ER11.2</i></p> <p>5. Oak woodland protection.</p> <ul style="list-style-type: none"> Development provisions for tree protection, habitat restoration, landscape, and irrigation. Update ordinance provisions to protect oaks and other native trees. <p><i>(CDD Planning, Park and Recreation, developers, Planning Commission, Design Boards, Council)</i></p>	<p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Development permitting applies oak woodland protection measures. Examples: Alamar, Samarkand; Hidden Oaks area projects. <p><i>Continue ongoing implementation through development permitting process. Consider budgeting for ER11.1 Ordinance update.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Biological Resources (continued)		
<p><i>EIR MM Bio-2, Bio-3/ GP Policies ER21.3, ER21.4</i></p> <p>6. Creek naturalization.</p> <ul style="list-style-type: none"> Prohibits placing concrete or piping in major creeks (except for repair or public safety) Remove existing concrete and daylight creeks Restore/daylight 0.5+ mile surface drainages <p><i>(CDD Planning, Parks and Recreation/Creeks, Public Works, developers, Creeks Committee, Planning Commission, Design Boards, Council)</i></p>	<p>Ongoing development permitting.</p> <p>Ongoing creek restoration programs.</p>	<ul style="list-style-type: none"> Development permitting applies guidance for creek naturalization as feasible. Development project examples: Marina Drive project (concrete replacement); Mason Street Bridge. Mission Creek Fish Passage at Lower Caltrans Channel (completed FY 2014). Las Positas Creek Restoration project will investigate removing concrete barrier and restoring 1800 linear feet of creek. Mid-Arroyo Burro Restoration project will investigate removing a concrete lined channel and restoring 900 linear feet of creek. City staff developing draft ordinance language prohibiting placement of concrete or piping in major creeks. County Flood Control District is adding a floodwall at top of bank of San Pedro Creek on City Airport property to accommodate nearby highway and railroad bridge replacements. <p><i>Continue ongoing implementation through development permitting & Creeks programs.</i></p>
<p><i>EIR MM Bio-2(b, c), RM Bio-2/ GP Policies ER12.4 (c, d); ER12.5</i></p> <p>7. Riparian habitat protection.</p> <ul style="list-style-type: none"> Development to have no net riparian habitat reduction Development guidelines for habitat protection are identified Increase riparian habitat by 20+ acres or 1+ mile <p><i>(CDD Planning, Parks and Recreation/Creeks, Public Works Engineering, Airport, Waterfront, developers, Creeks Committee, Planning Commission, Design Boards, City Council)</i></p>	<p>Ongoing development permitting.</p> <p>Ongoing riparian habitat restoration program to 2030.</p>	<ul style="list-style-type: none"> Development permitting applies riparian protection guidance as feasible; project example: San Remo (San Roque Creek). Lower Mission Creek Flood Control Project & bridge replacement projects in process (e.g., 2015 work on bridges at Cabrillo, Cacique, Cota, and Mason Streets). Upper Arroyo Burro Restoration project (feasibility analysis and conceptual design complete 2015). Mid-Arroyo Burro Restoration project (feasibility analysis and conceptual design complete 2015). Las Positas Valley Restoration project (feasibility analysis and conceptual design complete, final design process underway 2015). Andree Clark Bird Refuge Water Quality and Habitat Restoration pilot project (technical studies underway 2015). Airport/Goleta Slough management studies complete (2015). No work on development guidelines. 2014-2016 Local Coastal Program update to include provisions addressing riparian habitat protection. <p><i>Consider budget for guidelines work FY2017.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Biological Resources (continued)		
<p><i>EIR MM Bio-2.c/ GP Policy ER21</i></p> <p>8. Creek setbacks.</p> <ul style="list-style-type: none"> Establish updated setback standards of >25 feet from top of bank for new structures and hard cape. <p><i>(CDD Planning, Building and Safety, Parks and Recreation/Creeks, Public Works, public, developers, Creeks Committee, Planning Commission, Council)</i></p>	<p>Ordinance provisions by 2020.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Development permitting applies creek setbacks of greater than 25 feet as feasible on a case-by-case basis. Examples: 251 So. Hope, 240 W. Alamar, 301 E. Yanonali (Wright property preliminary review). Local Coastal Program update underway will address creek setbacks within the Coastal Zone. <p><i>Consider budget for standards work in FY 2017 as part of GP Environmental Resources Element.</i></p>
<p><i>EIR RM Bio-3.a/ GP Policy ER12.2</i></p> <p>9. Multi-use plan for coastal habitat.</p> <p>Develop plan and monitoring guidelines to protect both recreational & habitat uses:</p> <ul style="list-style-type: none"> Remnant coastal sand dunes Restoration of estuaries as feasible (Mission, Sycamore Creeks, Laguna Channel) Public access management <p><i>(Parks and Recreation/Creeks, Waterfront, CDD Planning, Public Works, Planning Commission, Parks and Recreation Commission, Creeks Committee, City Council)</i></p>	<p>Target plan development 2014.</p> <p>Ongoing management, implementation.</p>	<ul style="list-style-type: none"> A Mission Creek/Laguna Channel restoration and management program was considered and is not proceeding at this time due to concerns that sediment accumulation problems could result. The Local Coastal Program update will include policies to address coastal habitat protection and recreational use.
<p><i>EIR RM Bio-3.b/ GP Policy ER12.3</i></p> <p>10. Coastal bluff scrub protection.</p> <ul style="list-style-type: none"> Development siting and design provisions Restore five acres of coastal bluff habitat <p><i>(CDD Planning, developers, Parks and Recreation, Parks and Recreation Commission, City Council)</i></p>	<p>Ongoing development permitting.</p> <p>Ongoing restoration program.</p>	<ul style="list-style-type: none"> Project examples: In-process El Camino de la Luz projects. Local Coastal Program update will include policies addressing coastal habitat protection. <p><i>Ongoing implementation via City development permitting and restoration programs.</i></p>
Geological Conditions		
<p><i>EIR MM Geo-1.a and RM Geo-1, 1.a/ GP Policies S23-25, S51</i></p> <p>11. Coastal cliff retreat development guidelines.</p> <ul style="list-style-type: none"> Policy establishes that all projects consider climate effects on cliff retreat for life of project Update Safety Element and Coastal Plan to reflect updated (accelerated) bluff retreat formula. Monitor bluff retreat and sea level rise Guidelines provided for new development <p><i>(CDD Planning, Planning Commission, City Council)</i></p>	<p>Ongoing development permitting.</p> <p>Local Coastal Program (LCP) amendment by 2015.</p> <p>Periodic bluff retreat and sea level monitoring.</p>	<ul style="list-style-type: none"> Updated Safety Element adopted 2013. Development permitting applies policies. Examples: residences on Edgewater Way, Sea Ledge Lane; Shoreline Drive; City projects (e.g., Parks Department projects) Local Coastal Program update will include updated policies to address bluff retreat, cliff development, and sea level rise. National Oceanic and Atmospheric Administration (NOAA) tide gauge in place monitors sea level changes. No effort toward establishing regular monitoring of bluff retreat; to be considered as part of LCP update. <p><i>Ongoing policy application via development permitting; LCP budget and work to FY2016.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Geological Conditions (continued)		
<p><i>EIR MM Geo-1.b/ GP Policy S54</i></p> <p>12. Shoreline Management Plan.</p> <p>Develop plan to manage/mitigate sea level rise impacts to public facilities and private properties.</p> <ul style="list-style-type: none"> • Protection of sand transport/ replenishment • Natural bluff stabilization/erosion control • Non-intrusive methods for sand retention • Funding for beach, bluff retreat <p><i>(Waterfront, Parks and Recreation, Community Development, Public Works Departments)</i></p>	<p>Target 2017 for plan completion.</p>	<ul style="list-style-type: none"> • Continued participation in Beach Erosion Authority for Clean Oceans & Nourish-ment (BEACON) activities and Regional Sediment Management Plan (RSMP). • Continued coordination with the U.S. Army Corps of Engineers for regular dredging with sediments discharged on East Beach to nourish beach and provide recreation opportunities. • Local Coastal Program update will identify a future program to prepare a comprehensive multi-use shoreline management plan. <p><i>Consider continuing existing budgets and work programs and potential future scheduling for plan development.</i></p>
Hazards		
<p><i>EIR MM Haz-1/ GP Policy S56</i></p> <p>13. Household hazardous waste disposal capacity.</p> <ul style="list-style-type: none"> • Coordinate with partners • Obtain funding & location(s) • Establish additional facility capacity <p><i>(Public Works and Finance/Environmental Services with MarBorg Industries, County of Santa Barbara, UCSB; City Council)</i></p>	<p>Target 2017 for establishing additional capacity.</p>	<ul style="list-style-type: none"> • In FY 15, the City paid approximately \$530,000 for use of the household hazardous waste (HHW) collection facility at UCSB by City residents and businesses. • MarBorg operates an antifreeze, battery, oil, paint (ABOP), and e-waste drop-off center in downtown Santa Barbara and curbside cell phone and battery collection pursuant to its franchise service agreement with City. • There are no immediate plans on the South Coast for augmenting current drop-off or collection opportunities beyond the UCSB facility, the ABOP, County Transfer Station and curbside battery and cell phone collection. <p><i>Ongoing provisions of options for proper disposal of household hazardous waste.</i></p>
<p><i>EIR RM Haz-2/ GP Policy PS9.4</i></p> <p>14. Hazardous materials vapor barrier study.</p> <ul style="list-style-type: none"> • Conduct engineering study • Establish development guidelines for barriers • Development permitting <p><i>(CDD Planning and Building and Safety, Public Works/ Environmental Compliance, Fire Department)</i></p>	<p>Target 2014 completion as part of Safety Element update.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Study completed 2013 as part of Safety Element update. • No further work planned on development guidelines. Some guidance provided in updated State building code. • Development applications are identified on a project-by-project basis. • Project Examples: vapor barriers placed or planned for 101 S. La Cumbre Road and 631 Garden Street Community Arts Workshop rehab project; 1936 State Street commercial project; 1135 San Pasqual multifamily project. <p><i>Ongoing implementation through development permitting.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Hazards (continued)		
<p><i>EIR RM Haz-1/ GP Policies S61</i></p> <p>15. Setbacks for electromagnetic fields (EMF).</p> <ul style="list-style-type: none"> Continue prudent avoidance policy for siting of development near transmission lines. Monitor science and update policy. <p><i>(CDD Planning, Planning Commission, City Council)</i></p>	<p>Ongoing development permitting.</p> <p>Periodic research tracking.</p>	<ul style="list-style-type: none"> No recent development projects near high voltage transmission lines. Radio and cell site facilities are reviewed for consistency with IEEE-ANSI standards for human exposure levels. Research has not been recently monitored. <p><i>Ongoing implementation through development permitting and periodic science review.</i></p>
<p><i>EIR RM Haz-3/ GP Policy S44, S45</i></p> <p>16. Water for fire fighting.</p> <ul style="list-style-type: none"> Evaluate potential City water system improvements; incorporate in Capital Improvements Program (CIP). Development review: encourage private emergency water supplies for fire fighting in high fire hazard areas. <p><i>(Fire, Public Works/Engineering and Water Resources, CD Planning; City Council, private property owners)</i></p>	<p>Ongoing water system mgmt/ Capital Improvements Program (CIP).</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Recent updates to Fire Code (2013), Long-Term Water Supply Plan (2011), Urban Water Plan (2012), Safety Element (2013). Water systems are routinely evaluated in the annual City budget and CIP and water main replacement projects are conducted within prescribed fire protection areas. Water Resources and Fire Department provide development review of fire protection systems on private property. Water Resources provides direction to the County on conforming to City water standards for fire protection in the Mission Canyon sphere of influence area. No recent development projects with policy applicability. <p><i>Continue ongoing evaluation and project reviews.</i></p>
Heritage Resources		
<p><i>EIR MM Her-1.a/ GP Policy HR2.1, 2.3</i></p> <p>17. Construction techniques to protect nearby historic resources.</p> <ul style="list-style-type: none"> Development permitting conditions. <p><i>(CDD Planning and Building and Safety, Historic Landmarks Commission, Architectural Board of Review, Planning Commission, City Council)</i></p>	<p>Target 2013 to incorporate policy in updated Historic Resources Element.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Revised policy incorporated into 2012 Historic Resources Element update. Policy direction applied through development permitting; examples: projects next to Arlington Theater, Romasanta hotel; 125 State Street; Children's Museum. <p>Consider developing further guidelines as part of item 18 below.</p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Heritage Resources (continued)		
<p><i>EIR MM Her-1.b/ GP Policies HR1.1, 1.2, 2.8</i></p> <p>18. Protect historic structures with design standards and buffers.</p> <ul style="list-style-type: none"> • Development permitting with buffer criteria. • Adopt buffer designations and guidelines. • Designate historic districts. <p>(CDD Planning, Historic Landmarks Commission, Architectural Board of Review, Planning Commission, City Council)</p>	<p>Ongoing development permitting.</p> <p>Target 2015 for completing buffers.</p> <p>Target 2015 for completing districts.</p>	<ul style="list-style-type: none"> • Historic Resources Element adopted in 2012 established interim buffer guidelines for Landmark structures and for other structures of historic value. • Policy direction is applied through development permitting. Example: 340 Los Olivos Street near historic aqueduct. • Historic districts have been added to the City Potential Historic Resources List, e.g., Lower Riviera, Waterfront. • Draft Historic Resources Design Guidelines, Historic Architectural Style Guide, and Proposed Historic Resource Descriptions and Maps completed 2015. • A map of historic structures was prepared as an information resource for individual project reviews. • Buffers involving design features such as height, bulk, and distance are currently determined for development projects on a case-by-case basis in consultation with the interim guidelines, City Historian, design review boards, and historians. • Further work is underway to draft ordinance and designate districts. <p><i>Consider continued budget and work program for guidelines, ordinances, districts through FY 2017.</i></p>
Hydrology & Water Quality		
<p><i>EIR MM Hydro-1/ GP Policy ER15 (items 7 and 9)</i></p> <p>19. Analysis of climate change effects on water supply; and establish most effective water conservation measures.</p> <p>(Public Works/Water Resources Division, Water Commission, City Council)</p>	<p>Target 2011 as part of Long-Term Water Supply Plan (LTWSP) update.</p> <p>Ongoing water management and water conservation program.</p>	<ul style="list-style-type: none"> • The 2011 LRWSP update increased the Critical Drought Period from 5 years to 6 years, consistent with State guidance to plan for 20% increase in frequency and duration of drought periods. • The City tracks changes in hydrology assumptions per State Department of Water Resources CALSIM computer modeling of State Water reliability. • The 2011 LTWSP was based on a comprehensive technical evaluation and modeling of projected supply & demand, including climate change effects. • US Geological Survey study is in progress on managing seawater intrusion effects on groundwater. • A technical evaluation of all water conservation measures was completed in 2010 to identify the most effective measures to implement. Conservation program ongoing. <p><i>Continued budget and work program for water management.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Hydrology & Water Quality (continued)		
<p><i>EIR RM Hydro-1/ GP Policy ER21.1</i></p> <p>20. Creek setback and restoration standards.</p> <ul style="list-style-type: none"> Adequate for flood protection, erosion control, geologic hazards, habitat support. <p><i>(CDD Planning and Building and Safety, Parks and Recreation/Creeks, Public Works, Creeks Committee, Planning Commission, City Council, property owners)</i></p>	<p>Policy established with GP adoption; development permitting ongoing.</p>	<ul style="list-style-type: none"> Development permitting applies policy guidance (see page 3 status). Local Coastal Program update will address creek setbacks in the Coastal Zone. <p><i>Consider budget and work in FY 2017 for update of citywide GP Environmental Resources Element.</i></p>
<p><i>EIR RM Hydro-2/ GP Policy ER19.3</i></p> <p>21. Pharmaceutical waste education and collection.</p> <p>Continue coordination with County for:</p> <ul style="list-style-type: none"> Public outreach and education Waste drop off and collection <p><i>(Parks and Recreation/Creeks, Public Works, Creeks Committee, Finance/Environmental Services, Planning Commission, City Council)</i></p>	<p>Ongoing management.</p>	<ul style="list-style-type: none"> In FY 15, the City paid approximately \$2,500 to support pharmaceutical drop-off collection programs in the County. “Operation Medical Cabinet” (OMC) is promoted on the City website and printed materials are distributed by City staff. In FY 14, approximately 8,000 pounds of pharmaceuticals were collected in Santa Barbara County through OMC. Beginning July 2013, City residents can dispose of used household sharps through the mail. <p><i>Continue to promote existing program.</i></p>
<p><i>EIR RM Hydro-2/ GP Policy ER19.4</i></p> <p>22. Consider actions to improve East Beach water quality, which may include:</p> <ul style="list-style-type: none"> Restoration/wetland plan for Lower Mission Creek/Laguna Channel interface with ocean and/or Ultraviolet treatment during low flow periods <p><i>(Parks and Recreation/Creeks, Public Works/ Engineering, CDD Planning, Creeks Committee, Planning Commission, City Council)</i></p>	<p>Target as part of Multi-Use Plan and/or Shoreline Mgmt Plan (2017).</p>	<ul style="list-style-type: none"> Advanced wastewater source control implemented in Laguna Channel (2014-15) may obviate need for ultraviolet treatment; testing and evaluation A Mission Creek/Laguna Channel restoration and management program was considered and is not proceeding at this time due to concerns that sediment accumulation problems could result. <p><i>Continued evaluation and implementation.</i></p>
<p><i>EIR RM Hydro-2/ GP Policy ER19.5</i></p> <p>23. Watershed action plans.</p> <ul style="list-style-type: none"> Complete plans for Mission, Sycamore, Arroyo Burro, and Laguna watersheds <p><i>(Parks and Recreation/Creeks, Creeks Committee, Planning Commission, City Council)</i></p>	<p>Target 2014 to complete initial plans.</p> <p>Review for updates every 10 years.</p>	<ul style="list-style-type: none"> Implementation of action items from previous watershed studies is underway (2000 Creek Inventory and Assessment Study, 2005 Existing Conditions Study, and 2009 Laguna Watershed Study). <p><i>Consider continuing to focus resources and efforts on implementation actions rather than additional planning documents through 2030.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Noise		
<p><i>EIR MM Noise-1/ GP Policy ER32.2</i></p> <p>24. Monitor freeway noise levels periodically; identify and implement mitigation as needed.</p> <ul style="list-style-type: none"> • Monitor freeway noise in coordination with Caltrans, Union Pacific Railroad, and neighborhoods. • Identify and implement measures to reduce effects in areas exceeding 65 dBA CNEL noise level. <p><i>(Public Works, CDD Planning, Planning Commission, City Council)</i></p>	<p>Monitor periodically through 2020.</p> <p>Identify and implement any needed mitigation by 2030.</p>	<ul style="list-style-type: none"> • Caltrans South Coast 101 HOV Lanes EIR includes receptor measurements and sound wall mitigation near eastern City limits (2010 Noise Study Report and 2011 Noise abatement Decision Report). • No budget or work started on City program. <p><i>Consider budget and monitoring in FY 2020.</i></p>
<p><i>EIR RM Noise-1/ GP Policy ER31.5</i></p> <p>25. Nuisance noise effects to neighborhoods.</p> <ul style="list-style-type: none"> • Require more detailed noise assessments for special, conditional, and institutional uses with group uses or events. <p><i>(CDD Planning, Planning Commission, City Council)</i></p>	<p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Policy for detailed noise assessment is applied during development permitting. • Project examples: Cottage Hospital children's daycare; fish market sound enclosure; NOAA Observatory established at Airport near apartments. • Noise ordinance update is also in process to further address neighborhood nuisance noise issues. <p><i>Consider continuing ongoing policy implementation; complete ordinance update in FY 2015-16.</i></p>
Open Space and Visual Resources		
<p><i>EIR MM Vis-1/ GP Policy OP1.2</i></p> <p>26. Identify & preserve key remaining open space</p> <ul style="list-style-type: none"> • Identify key open space, preservation options, funding, management • Implementation actions <p><i>(CDD Planning, Parks and Recreation/Creeks, Planning Commission, Parks and Recreation Commission, City Council)</i></p>	<p>Target study completion 2017.</p> <p>Target preservation actions by 2030.</p>	<ul style="list-style-type: none"> • Ongoing effort. • In 2010, a 1.5- acre priority area in the lower Arroyo Burro watershed was purchased by the City for open space and riparian habitat restoration. • In 2013, a 14-acre priority area in the upper Arroyo Burro watershed was purchased by the City for open space and riparian habitat restoration as part of the Upper Arroyo Burro Restoration project at Barger Canyon <p><i>Consider budget and study identifying key locations in FY 2017. Combine with item 4 habitat study and update of GP Environmental Resources Element.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
<i>Open Space and Visual Resources (continued)</i>		
<p><i>EIR MM Vis-1/ GP Policy OP1.3</i></p> <p>27. Protect contiguous open space.</p> <ul style="list-style-type: none"> • Site new development to preserve contiguous open space and connectivity <p><i>(CDD Planning, Planning Commission, City Council, individual developers)</i></p>	<p>GP established policy; ongoing development permitting.</p> <p>Coordinate with open space study (#26), habitat mapping (#4).</p>	<ul style="list-style-type: none"> • Policy applied during development permitting. Examples: 801 Cliff Pre-application review. <p><i>Ongoing implementation as applicable.</i></p>
<p><i>EIR MM Vis-1/ General Plan OP2.1</i></p> <p>28. Open space acquisition funding.</p> <ul style="list-style-type: none"> • Fee studies for Quimby Act and updated Park Department fees • Pursue acquisition grant funding. <p><i>(Parks and Recreation, CDD Planning, City Attorney, Parks and Recreation Commission, City Council)</i></p>	<p>Target 2020 to complete fee studies and establish funding mechanisms.</p> <p>Reevaluate policy in 2025 (revenue sufficiency)</p>	<ul style="list-style-type: none"> • No budget or work started on fee studies. • Staff actively pursues acquisition grant funding opportunities. <p><i>Fee studies as part of General Plan Open Space, Parks and Recreation Element update in Phase III GP Implementation.</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP2.5</i></p> <p>29. Citizen involvement for public open space uses.</p> <ul style="list-style-type: none"> • Coordinate with citizens groups • Establish conservation and recreational activities within new or existing open spaces. <p><i>(Parks and Recreation Department)</i></p>	<p>Ongoing as open space acquired.</p>	<ul style="list-style-type: none"> • Community meetings held to plan for renovation of Cabrillo Ball Park and Municipal Tennis Center, and construction of the Bath St. Pocket Park at Bath & Ortega Streets. • Las Positas Creek neighborhood and Creeks Advisory Committee meetings. • Mid-Arroyo Burro Restoration project presented at Creeks Advisory Committee meeting. • Upper Arroyo Burro Restoration project presented at Creeks Advisory Committee meeting. • Annual Creeks Week activities. <p><i>Ongoing implementation as part of Creeks Division work. -</i></p>
<p><i>EIR MM Vis-1/ GP Policy OP2.7</i></p> <p>30. Private open space.</p> <ul style="list-style-type: none"> • Coordinate with private landowners • Identify management/restoration actions for private hillsides protected by City ordinance. • Study cost/benefit of transfers to public ownership with willing owners. <p><i>(Parks and Recreation, CDD Planning, Parks and Recreation Commission, City Council)</i></p>	<p>Target 2020 for completing open space identification, coordination, and cost/benefit studies.</p> <p>Ongoing outreach.</p>	<ul style="list-style-type: none"> • Parks and Recreation Department purchase of 14- acre parcel and adjacent private property conservation easement for the Upper Arroyo Burro Restoration project. <p><i>Consider future budget and further work on hillside protection.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
<i>Open Space and Visual Resources (continued)</i>		
<p><i>EIR MM Vis-1/ GP Policy OP2.6</i></p> <p>31. Youth involvement in open space protection/management</p> <ul style="list-style-type: none"> • Work with schools and organizations to foster youth appreciation/ involvement in open space protection and use. <p><i>(Parks and Recreation, Airport, Waterfront Departments)</i></p>	<p>Target 2020 to establish expanded outreach program.</p>	<ul style="list-style-type: none"> • Park volunteer projects with local Boy Scouts. • Youth watershed education program reaching over 3,000 students per year. • Youth interns on Park and Recreation Commission and Santa Barbara Council. • Continued coordination with schools on native vegetation planting in parks and open spaces. • Airport partnership with Growing Solutions and Santa Barbara High School Green Academy for habitat restoration projects and tours. <p><i>Continue ongoing efforts through existing programs.</i></p>
<p><i>EIR MM Vis-2/ GP Policy OP2.3</i></p> <p>32. Preserve regional open space.</p> <ul style="list-style-type: none"> • Coordinate with County, school districts, Goleta and Carpinteria recreation providers • Identify means to protect regional open space in Las Positas Valley, foothills, and other areas. • Implementing actions <p><i>(Parks and Recreation, CDD Planning, Parks and Recreation Commission, City Council)</i></p>	<p>Target 2020 to identify key open space corridors.</p> <p>Target 2030 for preservation action.</p> <p>Ongoing development permitting</p>	<ul style="list-style-type: none"> • Regional Sustainable Communities Strategy Green Print adopted 2013 by Santa Barbara County Association of Governments (SBCAG). • City is implementing the Upper Arroyo Burro Restoration project, including conservation and access easement. • Undeveloped land at Cliff Drive & Las Positas acquired for future restoration project area. • Ongoing department programs <p><i>Consider future funding for further regional open space efforts.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12</i></p> <p>33. Strengthen Development Design standards and guidelines for community character.</p> <ul style="list-style-type: none"> • Refine design provisions to enhance community character, sustainability, affordable housing. <p><i>(CDD Planning, Attorney, Architectural Board of Review (ABR), Historic Landmarks Commission (HLC), Single-Family Design Board (SFDB), Planning Commission, City Council)</i></p>	<p>Ongoing guidelines refinement to 2030.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Development permitting applies existing policies and guidelines, and receives design review by ABR, HLC, and SFDB. • Average Unit-Size Density (AUD) Incentive Program focuses on balancing multi-family design and housing objectives. • Final draft of Historic Resource Design Guidelines and Style Guide complete. • Future design guidelines work planned for Haley-Milpas area and Multi-Family development. <p><i>Consider continued program budget & support for guidelines work through 2017.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.1</i></p> <p>34. Establish Design Overlays to ensure compatibility.</p> <ul style="list-style-type: none"> • Identify area-specific criteria for floor area ratios, setbacks, landscaping, and open space. • Consider overlays within Downtown, Coast Village Road, Upper State Street, Milpas St, Haley/Gutierrez Sts, Yanonali/Helena Sts. <p><i>(CDD Planning, Attorney, ABR, HLC, PC, City Council)</i></p>	<p>Ongoing part of design guidelines refinement.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • No work on design overlays. <p><i>Consider continued program budget and support for design guidelines work through FY2017, to include initial design overlay work in targeted areas with development pressures (e.g., Milpas, Haley corridors).</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Open Space and Visual Resources (continued)		
<p><i>EIR RM Vis-2/ GP Policy LG12.2.a, .b</i></p> <p>35. Strengthen standards, findings, floor area ratios (FARs).</p> <ul style="list-style-type: none"> • Strengthen size, bulk, and scale standards and findings for projects of 10,000+ SF in commercial zones. • Develop maximum floor area ratios for non-residential high-density areas to maintain historic character, promote affordable housing. <ul style="list-style-type: none"> ▪ Establish more restrictive FAR limits and buffers to protect historic resources. ▪ Consider incentives for greater FARs for multi-family rental and small, affordable residential. ▪ Consider FAR guidelines for Form-Based development models. • Create a working group with local professionals when developing standards. <p><i>(CDD Planning, City Attorney, Architectural Board of Review, Historic Landmarks Commission, Planning Commission, City Council)</i></p>	<p>Ongoing part of design guidelines refinement.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • No work on standards, findings, FARs. • Future Mixed-Use and Multi-Family Design Guidelines will address unit/building size. <p><i>Consider continued budget and support for further work as part of design guidelines refinements through 2017.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.2.c</i></p> <p>36. Develop program to monitor scale and pace of development.</p> <ul style="list-style-type: none"> • Where corridors or blocks experience transforming development prior to adoption of form-based guidance, take interim actions. <p><i>(CDD Planning, Architectural Board of Review, Historic Landmarks Commission, Planning Commission, City Council)</i></p>	<p>Develop monitoring program as part of General Plan Adaptive Management Program (AMP) and guidelines refinement.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • General Plan Adaptive Management Program report provides annual development tracking. • Post-Construction monitoring of Average Unit-Size Density (AUD) incentive program projects will evaluate policy effectiveness for neighborhood compatibility. • Development example: Pre-application review for substantial mixed-use project at 121 E. Mason Street considered scale of development within surrounding area context. <p><i>Consider future budget and work program by 2020.</i></p>
<p><i>EIR RM Vis-2/ GP Policy LG12.2.d</i></p> <p>37. Guidelines for major in-fill development to consider surrounding context of block/corridor.</p> <ul style="list-style-type: none"> • Address relation of structures to uses, parcels, key visual assets (e.g., historic structures, views, trees) • Modify design as needed to preserve essential elements of community character. <p><i>(CDD Planning, ABR, HLC, PC, City Council)</i></p>	<p>Policy established with GP adoption.</p> <p>Incorporate policy in design guidelines refinements.</p> <p>Ongoing development permitting</p>	<ul style="list-style-type: none"> • General policy guidance is applied through development permitting. • Project examples: 2425 Marina; 3885 State AUD project; Sandman project; 2720 De la Vina; 1330 Chapala. • Future Mixed-Use and Multi-Family Design Guidelines will address in-fill development. <p><i>Consider developing direction as part of design guidelines refinements through 2017.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Public Services -Police, Fire, Parks, Schools		
<p><i>EIR RM Serv-1/ GP Policy OP1.4</i></p> <p>38. Public lands for parks, open space, recreation uses.</p> <ul style="list-style-type: none"> Identify publicly-owned vacant/ underutilized properties Study potential for conversion of properties to park, open space, recreation, garden, habitat, or water quality uses. <p><i>(Parks and Recreation Department, CDD Planning, Parks & Recreation Commission, City Council)</i></p>	<p>Target 2017 to assess potential, as part of Facilities Master Plan update.</p> <p>Ongoing assessment as part of Sustainable Neighborhood Plans.</p>	<ul style="list-style-type: none"> Ongoing analysis as part of Capital Improvement Program (CIP). Opportunity sites inventory updates with 2014 Housing Element update, and other planning efforts. Proposed Parks and Recreation Facilities Master Plan update in FY 2016. <p><i>Consider budget and preparation of a Sustainable Neighborhood Plan in FY17.</i></p>
<p><i>EIR RM Serv-3/ GP Policy EF26</i></p> <p>39. Public services impact fees or other mitigation.</p> <ul style="list-style-type: none"> New commercial and market rate residential development to avoid public services impacts Fee studies Establish fees <p><i>(CDD Planning, Public Works/Transportation, City Attorney, City Council)</i></p>	<p>Policy established with GP adoption</p> <p>Ongoing development permitting.</p> <p>Target 2017 for fee studies.</p>	<ul style="list-style-type: none"> Policy is applied through development permitting process. Project example: Hillside House traffic mitigation. Traffic Mitigation fee program is under development in 2015-6. <p><i>Consider budget and further fee studies in FY 2017.</i></p>
Public Utilities - Water Supply, Wastewater, Solid Waste		
<p><i>EIR MM PU-1/ GP Policy ER22.4</i></p> <p>40. Establish waste conversion facility.</p> <ul style="list-style-type: none"> Coordinate with County/South Coast to establish a waste conversion facility at Tajiguas landfill. <p><i>(Finance/Environmental Services, CDD Planning, City Council, in coordination with County of Santa Barbara)</i></p>	<p>No longer applicable.</p>	<p>(See #41 below).</p>
<p><i>EIR MM PU-1/ GP Policy ER22.4</i></p> <p>41. Develop other waste disposal options.</p> <ul style="list-style-type: none"> If waste-to-energy facility not established 2015, coordinate with County/ South Coast to identify and implement alternative waste disposal strategy. <p><i>(Finance/Environmental Services, City Council, in coordination with region)</i></p>	<p>Target 2015 to identify options and recommendations for waste disposal capacity.</p>	<ul style="list-style-type: none"> City is partnering with the County and other cities to establish a regional materials recovery facility (MRF) on the South Coast to increase diversion and recovery of recyclables from landfill disposal. A draft environmental report for the MRF was released in August 2014 for a proposed project at Tajiguas Landfill, and including analysis of an alternate site within the City. Final supplemental EIR is under preparation. Acceptable business terms were not reached with the identified project developer/operator, and further analysis of options is underway (2014-15). <p><i>Consider continued City participation.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Public Utilities - Water Supply, Wastewater, Solid Waste (continued)		
<p><i>EIR MM PU-1/ GP Policy ER22.5</i></p> <p>42. Increase waste diversion from landfill disposal.</p> <ul style="list-style-type: none"> • Business outreach • Waste reduction: business processes; packaging and single-use disposal items. • Recycling expansion: (a) Textiles, wood, film plastics; (b) Shingles & carpet; (c) Unscheduled hauling; (d) Increased sorting; (e) Education and incentives. • Increase recycling customers: (a) Curbside rates; (b) Directives and fines; (c) Residential composting • Reuse to reduce waste: (a) Support reuse enterprises; (b) Education and promotion. • Protect Recycle markets: (a) City purchasing; (b) Business waste reduction program. <p><i>(Finance/Environmental Services, City Council)</i></p>	<p>Ongoing waste management activities.</p>	<ul style="list-style-type: none"> • Business contacts encouraging waste reduction/recycling (141 in FY14). • Food scraps diversion program: <ul style="list-style-type: none"> ○ 3,004 tons collected FY 13 ○ 3,159 tons collected FY 14 • Single use bag ordinance adopted October 2013. • City's diversion rate continues to meet and exceed State mandated diversion targets: (41% diversion curbside in 2014, 71% state formula diversion in 2013). <p><i>Consider continuing and expanding programs.</i></p>
<p><i>EIR RM PU-1/ GP Policy ER15</i></p> <p>43. Update Long-Term Water Supply Plan (LTWSP).</p> <ul style="list-style-type: none"> • State Water Project reliability • Groundwater banking • Sedimentation projections/ mgmt opportunities • Gibraltar yield under pass-through agreement • Desalination • Groundwater management analysis • Additional conservation opportunities • Recycled water expansion opportunities • Climate change assessment & monitoring <p><i>(Public Works/Water Resources Division, Water Commission, City Council)</i></p>	<p>Target 2011 for LTWSP update.</p> <p>Ongoing follow-up studies and water management activities.</p> <p>Periodic policy assessments, based on water supply changes, droughts, environmental issues (e.g. SY River).</p>	<ul style="list-style-type: none"> • LTWSP adopted June 2011 based on: <ul style="list-style-type: none"> ○ Water Supply Planning Study (2009) addressing: State Water Supply Reliability, Localized Climate Change Impact, Recycled Water Expansion, Water Conservation ○ Desalination Rehabilitation Study (2009) ○ USGS groundwater optimization modeling ○ Water Conservation Technical Evaluation • 2010 UWMP Update adopted June 2011; next update anticipated in 2016. • Annual updates to Water Commission & City Council in the Water Supply Management Report at the end of each Water Year; latest update presented to Council January 13, 2015. • Monthly drought updates to Water Commission and City Council addressing: status of drought conditions, supply augmentation efforts, and demand reduction efforts/targets. • Groundwater banking/purchase of supplemental water ongoing per LTWSP. >7,000 AF supplemental drought supply water purchased 2014, 2015. • Pass-Through Agreement implementation ongoing; draft federal environmental assessment completed and is under review. • Sedimentation analysis anticipated to follow Pass Through implementation. • Desalination reactivation contract has been awarded, consistent with 2011 LTWSP;; production anticipated starting Fall 2016. • Subsurface desalination intake and potable reuse feasibility studies underway per Council direction, expected completion 2017. • Efforts to increase recycled water users on hold until completion of tertiary filter rehabilitation project, expected in Fall 2015. • USGS Sustainable Groundwater study ongoing; draft report anticipated by Fall 2015. • Climate change assessed with City plans; State analysis/model upgrades underway.

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Public Utilities - Water Supply, Wastewater, Solid Waste (continued)		
<p>EIR RM PU-2/ GP Policy ER18.4</p> <p>44. Montecito water provision.</p> <ul style="list-style-type: none"> • Coordinate with Montecito Water District (MWD) on Coast Village Road water service agreements and management activities. <p>(Public Works/ Water Resources Division, Water Commission, City Council, with Montecito Water District)</p>	<p>Addressed in 2011 LTWSP.</p> <p>Follow-on activities.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • City coordinates with MWD on water services, and project review and permitting. Verification of “will serve” letter required for projects served by MWD. • MWD has suspended applications for new and expanded water connections during drought conditions (Feb. 2011 Ordinance 92). No recent projects.
Transportation		
<p>EIR MM Trans-1/ GP Policy C6.1</p> <p>45. Intersection improvements replacing stop signs. (Las Positas Road & Cliff Drive, Olive Mill Road & Coast Village Road., Mission Street & Modoc Road)</p> <ul style="list-style-type: none"> • Traffic monitoring • Program and fund improvements • Install improvements <p>(Public Works/Transportation, Transportation and Circulation Committee, Council)</p>	<p>Monitor traffic levels in coordination with model validation.</p> <p>Ongoing efforts to fund, program, and install improvements.</p>	<ul style="list-style-type: none"> • Las Positas/Cliff roundabout project is in design phase and funding acquired. • Conceptual plan for Olive Mill/Coast Village Road developed with Highway 101 High Occupancy Vehicle (HOV) Lane project; seeking funding. • Mission St. /Modoc Road improvement is not scheduled. <p>Consider further implementation as part of Master Plan (#47 below).</p>
<p>EIR MM Trans-1/ GP Policy C1.5</p> <p>46. Mid-block traffic flow improvements. (Shared access & parking; driveway spacing; median design; traffic controls; bus/bicycle/pedestrian facilities)</p> <ul style="list-style-type: none"> • Transportation planning and installation as capital improvements • Private development design & permitting <p>(Public Works/Transportation, Transportation and Circulation Committee, City Council)</p>	<p>Ongoing transportation planning activities.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Improvements are installed with development permitting, or as funding becomes available. • Examples: Sandman project; 1330 Chapala; 1820 De la Vina; 3885 State; 604 E. Cota; 340 W. Carrillo (driveway elimination); 3869 State Street (moved driveway; median added); 15 S. Hope (relocated driveway); 1936 Mission at State (driveway elimination); Entrada. <p>Continued implementation as applicable through development review or capital improvements.</p>
<p>EIR MM Trans-1/ GP Policy C6.2</p> <p>47. Intersection Improvements Master Plan.</p> <ul style="list-style-type: none"> • Traffic level monitoring • Prepare improvements plan (17 locations identified) • Program and fund improvements • Install improvements <p>(Public Works/ Transportation, Transportation & Circulation Committee, City Council)</p>	<p>Monitor traffic every 3 years.</p> <p>Target 2017 for Intersection plan.</p> <p>Ongoing intersection programming, funding, installation.</p>	<ul style="list-style-type: none"> • Traffic is monitored in some locations each year. Citywide traffic counts to be conducted and traffic model validated (2015-16) Development fee adopted in 2013 to provide for periodic traffic model updates. • Intersections Improvements Master Plan is in 2016-2021 Capital Improvement Program. • No improvements programmed or installed. <p>Consider budget & work FY 2016-21.</p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Transportation (continued)		
<p><i>EIR MM Trans-2/ GP Policy LG4.4</i></p> <p>48. Allow corner stores/small neighborhood centers to reduce traffic</p> <ul style="list-style-type: none"> • Ordinance amendment for limited neighborhood services in residential zones. <p><i>(CDD Planning, City Attorney, Planning Commission, City Council)</i></p>	<p>Target 2017 completion.</p>	<ul style="list-style-type: none"> • New Zoning Ordinance (NZO) update in process may address corner stores and other neighborhood services. • Example projects incorporating local services include 34 W. Victoria (Alma del Pueblo); 1936 State; 134 S. Milpas; 150 S. La Cumbre. <p><i>Consider budget and work as part of new zoning ordinance by FY 2017.</i></p>
<p><i>EIR MM Trans-2/ GP Policy LG5.1, LG6.7</i></p> <p>49. Affordable housing provisions for downtown workers.</p> <ul style="list-style-type: none"> • Provide priority for downtown workers in affordable housing projects as feasible. <p><i>(CDD Planning, Attorney, Planning Commission, Council)</i></p>	<p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Affordable ownership housing projects have included lottery provisions for working or living on the South Coast, with a large percentage downtown workers [e.g., Alma del Pueblo (5 units), Sevilla (11 units), City Ventures (36 units), Mira Los Olas (7 units), People's Self Help Salsipuedes (40 units), Housing Authority Bradley Studios project (55 units)]. Future projects include City Ventures Alamar (4 units) and Sandman project (9 units). • Affordable rental housing projects in the pipeline include: People's Self Help Salsipuedes (40 units), 121 E. Mason Street (10 units). Non-workforce projects include Grace Village (59 senior rental units) and Garden Court II (89 senior rental units). <p><i>Continued implementation through development review and City housing projects.</i></p>
<p><i>EIR MM Trans-2/ GP Policies C1.2, C6.3 - 6.8</i></p> <p>50. Expand transportation demand management (TDM). (Transit passes; parking cash-out; carpooling; telecommuting; car-sharing, etc.)</p> <ul style="list-style-type: none"> • Ongoing TDM program • Analysis of options and mechanisms to expand TDM • Implement selected provisions <p><i>(Public Works/Transportation Division, CDD Planning, Transportation & Circulation Committee, City Council)</i></p>	<p>Target 2017 for report with TDM expansion options.</p>	<ul style="list-style-type: none"> • Ongoing City employee 9-day/80 hour work schedule, carpooling, telecommuting, transit pass, and bike and walk to work programs. • Development review projects examples: 4151 Foothill (Sansum); Sonos projects on State St and Mason St; Cottage Hospital parking cash-out program; Museum of Natural History; El Encanto employee TDM. • Annual contract with Coalition for Sustainable Transportation (COAST) to implement Safe Routes to School program. • A car share ordinance is drafted and going to Ordinance Committee in October 2015. <p><i>Consider budgeting TDM options report FY 2017.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Transportation (continued)		
<p><i>EIR MM Trans-2/ GP Policy C1.1</i></p> <p>51. Bicycle and pedestrian infrastructure.</p> <ul style="list-style-type: none"> • High quality pedestrian crossings. • Consider bicycle priority within specified areas. • Continue implementing sidewalk infill program. • Install pedestrian amenities at high volume corridors, pedestrian destinations, and near transit facilities. • Continue installing corner curb ramps for universal access. • Consider adoption of development impact fees to fund improvements. • Implement Bicycle Master Plan improvements. • Coordination with County, UCSB, SBCAG, other cities to improve regional bike paths. <p><i>(Public Works/Transportation Division, Transportation and Circulation Committee, Council)</i></p>	<p>Ongoing improvement programs.</p> <p>Target 2017 for updates to Pedestrian Master Plan.</p> <p>Implement improvements with development permitting and as funding for City programs becomes available.</p>	<ul style="list-style-type: none"> • Improvements are installed through development permitting, or as funding becomes available. • Sidewalk corner curb access ramps regularly built. • Development project examples: Cabrillo Blvd bridge; Haley/ Salsipuedes; Bath/Canon Perdido; 35 Calle Cesar Chavez; 1936 State; Sandman project. • Bike parking corrals installed in four locations. • Bike Station module installed at Metropolitan Transit District (MTD) Transit Center Parking Lot 3. • Bicycle Master Plan Update in process and scheduled for completion in December 2015. • 8.6 million grant awarded by Caltrans Active Transportation Program (ATP) for four bike/pedestrian improvement projects. <p><i>Continued implementation through development review and/or when grant funding is available. Consider budget and work on Pedestrian Master Plan update in 2017.</i></p>
<p><i>EIR MM Trans-2/ GP Policy C7</i></p> <p>52. Parking management.</p> <ul style="list-style-type: none"> • Downtown parking pricing • Parking management activities • Appropriate parking for customers, residents, and employees. <p><i>(Public Works/Transportation, City Attorney, Transportation and Circulation Committee, Downtown Parking Committee, Planning Commission, City Council)</i></p>	<p>Ongoing parking management.</p> <p>Target 2017 for study of options and implementation details.</p>	<ul style="list-style-type: none"> • No work on City pricing policy changes. • Development review process applies parking requirements for customers, residents, employees. • Development project examples incorporating shared parking arrangements: Waterfront Hotel; Museum of Natural History; El Encanto Hotel. • Airport terminal site parking has been consolidated with remote lot #2 closed; employee parking in long-term lot; and simplified parking fee structure. Airport Master Plan in process will address further parking demand and management issues (2015). <p><i>Consider further study of pricing policy changes when traffic congestion exceeds acceptable levels.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Transportation (continued)		
<p><i>EIR MM Trans-2/ GP Policy C2</i></p> <p>53. Improve transit services.</p> <ul style="list-style-type: none"> • Coordinate with governments to address commuter transit needs, including multi-modal and rail systems. • Coordinate with Metropolitan Transit District (MTD) and other partners to increase peak bus service frequency (reduce headways from 10 to 5 minutes on primary lines; increase regional express line frequency; improve funding for regional bus services.) <p><i>(Public Works/Transportation Division, with MTD, Santa Barbara County Association of Governments (SBCAG) and other partners, Transportation and Circulation Committee, City Council.)</i></p>	<p>Target 2017 to update transit programs.</p> <p>Implement selected improvements as funding becomes available.</p> <p>Ongoing agency coordination.</p>	<ul style="list-style-type: none"> • City coordinates with SBCAG to support regional transit services including commuter rail and regional bus services (e.g., Clean Air Express with new Saturday service to Santa Ynez Valley in July 2015; and Coastal Express to Ventura County.) • Pacific Surfliner rail service transferred to Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency in July 2015. Ongoing discussions to re-time service to serve peak hour commuters to and from Ventura. • Ongoing City funding contribution to MTD for Downtown-Waterfront shuttles. • MTD proposing to launch Automatic Vehicle Location (AVL) system in Spring 2016 to better monitor system to improve planning and operations, provide enhanced security with cameras, and provide real time bus information to passengers. • MTD FY 2015 service changes include: <ul style="list-style-type: none"> ○ Increased frequency on Lines 1 and 2 during weekday AM peak hours (Nov 2015) and schedule adjustments on the weekend to improve on-time performance. ○ Consistent later night service on Line 24x and more frequent weekend service on Lines 12x and 24x funded by UCSB. ○ Schedule adjustments on line 15x to improve on-time performance. ○ Continued use of articulated buses on Line 15x and expand use on Lines 12x 24x during summer 2016. <p><i>Pursue funding for bus rapid transit from State Cap-and-Trade Program.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Energy and Climate Change		
<p><i>EIR RM Energy-2/ GP Policy ER1.3</i></p> <p>54. Reduce urban heat island effects.</p> <ul style="list-style-type: none"> Establish zoning standards to decrease impermeable surfaces relative to lot size. Establish incentives for projects incorporating green roofs. Explore reduced standards for impervious surfaces by Transportation and Fire Departments. <p><i>(CDD Planning, Parks and Recreation/Creeks, Public Works/Transportation, Fire Department, Planning Commission, City Council)</i></p>	<p>Target 2014 to consider standards in Climate Plan and Safety Element.</p> <p>Target 2017 to establish standards and incentives.</p> <p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> Incorporated as 2012 City Climate Action Plan Strategy 42. 2012 Fire Code update prohibits green roofs in designated High Fire areas. Permeable surfaces installed at four City park parking lots. Airport parallel crosswind runways (15 Left and 33 Right) were rehabilitated resulting in no net increase in pavement. Zoning allows permeable surfaces for uncovered parking. Permeable surfaces development permitting examples: Sandman; Cancer Center; 34 W. Victoria (Public Market); 1135 San Pasqual residential condos; 296 Schulte; Bath Street; Five Points. Green roof development permitting examples: Public Market; 301 E. Yanonali (in-process). No budget or work on establishing new impermeable surface/lot size or green roof standards. <p><i>Consider budget and work in FY 2017.</i></p>
<p><i>EIR RM Climate-3/GP Policy ER5.2</i></p> <p>55. Continue energy retrofits of municipal facilities.</p> <p><i>(Public Works/Facilities, City departments, City Council)</i></p>	<p>Ongoing retrofit activities.</p>	<ul style="list-style-type: none"> Heating, ventilating, and air conditioning (HVAC) replacements and controls installed in City facilities (2012). HVAC upgrade at Police Department (2015) Leadership in Energy and Environmental Design (LEED) certification (gold) new airline terminal (2013) Airfield lighting project (2015) to re-wire, downsize, and convert to LED lighting. Airport solar photovoltaic project underway (2016). LEED platinum recertification of 630 Garden Street building (2015) Solar thermal water heating system at Waterfront (2013). Solar powered self-pay parking stations at Waterfront (2013). Energy efficient lighting at El Estero Parking Lot (2014), Pershing Park (2014), Los Banos del Mar pool (2014), and Cater Water Treatment Plan (Dec 2015 est.). Ice House energy efficiency upgrades (completed FY 2014). <p><i>Consider continued program.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
Population and Jobs/Housing Balance		
<p><i>EIR RM Pop-1/ GP Policy EF22</i></p> <p>56. Promote creation of high-wage jobs to improve employment balance of opportunities.</p> <ul style="list-style-type: none"> • City incentives and land use changes that support high-wage jobs. • Development permitting <p><i>(CDD Planning, City Administrator's Office, Attorney, Planning Commission, Council)</i></p>	<p>Ongoing development permitting.</p>	<ul style="list-style-type: none"> • Average Unit-Size Density Incentive provisions support development of workforce housing that supports employment. • Development permitting project examples for jobs: 614 Chapala; 25 E. Mason. Sonos <p><i>Consider future budget and further work programs and efforts.</i></p>
<p><i>EIR RM Pop-1/ GP Policy H22.10</i></p> <p>57. Regional coordination on affordable housing.</p> <ul style="list-style-type: none"> • Coordinate with So. Coast agencies and consider partnerships to develop workforce housing. • Inventory public sites <p><i>(CDD Planning and Housing Divisions, Planning Commission, City Council)</i></p>	<p>Ongoing agency coordination.</p> <p>Target lands inventory as part of scheduled Housing Element updates.</p>	<ul style="list-style-type: none"> • SBCAG adopted an updated regional housing allocation in July 2013. • The City Housing Element update adopted in 2015 includes an inventory of public sites within the City. • Project coordination example: City/County coordination on proposed Hillside House project. • Regional Affordable Housing Task Force continues to share information and strategies among local jurisdictions and housing providers. Current focus on methods to coordinate timing of Low Income Housing Tax Credit project applications, and vacation rentals. <p><i>Consider continued implementation of programs.</i></p>
<p><i>EIR RM Pop-1/ GP Policy H24.4</i></p> <p>58. Extension of redevelopment agency functions for providing affordable housing.</p> <ul style="list-style-type: none"> • Pursue legislation to extend the life of the Redevelopment Agency. <p><i>(CDD Planning, Attorney, City Administrator, Council)</i></p>	<p>Target 2015.</p> <p>Legislation action no longer applicable with State actions.</p>	<p><u>Ongoing housing activity:</u></p> <ul style="list-style-type: none"> • Following State actions in 2012-2013 to dissolve redevelopment agencies in California, the City became the successor agency for managing redevelopment projects and financing affordable housing projects through grant funding or other sources. • The City seeks housing funding through various means: <ul style="list-style-type: none"> ○ National Trust Fund ○ Rental Housing Impact Fee ○ Cap & Trade (Affordable Housing and Sustainable Communities) ○ Presidio Park Apartment – Option ○ Vacation Rental by Owner – Transient Occupancy Tax (for housing) ○ Loan payments/ refinances ○ Level or increased funding of the federal Home Investments Partnership Program (HOME) ○ Legislation support (e.g., AB 35, AB 1335) <p><i>Consider continued implementation of programs.</i></p>

Program EIR Mitigation Measures and General Plan Policies*	Mitigation Timing	Implementation Status (2012-2015)
<i>Socioeconomic Issues</i>		
<i>EIR RM Socio-1/ GP Policy ER32.3</i> 59. Establish loan program for noise controls <ul style="list-style-type: none"> Loans to low-income residents for installing noise control improvements. <i>(CDD Planning, City Administrator, City Council)</i>	Target 2030.	<ul style="list-style-type: none"> No budget or work to date. <i>Consider future budget and work program.</i>

* Note that General Plan Policies pertaining to heritage resources reflect policy number changes with the 2012 Historic Resources Element update, and policies related to public safety reflect policy number changes with the 2013 Safety Element update.