

Santa Barbara GENERAL PLAN

Implementation and Adaptive Management Program Report



October 2017

TABLE OF CONTENTS

INTRODUCTION	1
Purpose	1
The 2011 General Plan Vision	1
Summary of Report Findings.....	3
Identified Possible Work Items.....	4
CLIMATE CHANGE	7
General Plan Vision	7
Background	7
Status of Climate Action Planning and GHG Emissions Inventory	8
AMP Recommendation	12
TRANSPORTATION	13
General Plan Vision	13
Background	13
Status of Sustainable Transportation.....	13
AMP Recommendation	17
GROWTH MANAGEMENT	19
General Plan Vision	19
Background	19
Status of Balancing Jobs & Housing	19
Status of Nonresidential Development.....	20
Status of Housing Development	22
AMP Recommendations	25
GENERAL PLAN EIR.....	27
Background	27
Discussion.....	27
FORMAT & CONTENT CONSIDERATIONS	31
“Possible Implementation Actions to be Considered”	31
AMP Recommendation	31
REPORT PREPARERS	33

Community Development Department	33
REFERENCE MATERIAL.....	35
APPENDICES	
A. 2011 General Plan Certified Final Program EIR Mitigation Monitoring and Reporting Program 2017 Implementation Status Report	
B. 2012 Climate Action Plan 2017 Implementation Status Report	
C. Summary of Climate Change Legislation, Forecasted Future Effects, and Sea Level Rise Studies	
D. Community Wide Greenhouse Gas Inventory	
E. Average Unit Density Cases as of August 1st, 2017	

Introduction

PURPOSE

The purpose of the City’s annual General Plan Implementation and Adaptive Management Program (AMP) 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 of a Sustainable Santa Barbara, and then uses the results to propose policy adjustments and possible implementation measures, as needed.

THE 2011 GENERAL PLAN VISION

The City’s 2011 General Plan was shaped through extensive community dialogue, which identified key community issues/concerns, or “Policy Drivers.” The Policy Drivers include: Growth Management; Energy and Climate Change; Historic and Community Character; Public and Community Health; and, Economic and Fiscal Health. The General Plan responds to the Policy Drivers by providing direction through the General Plan Element goals, policies, and possible implementation actions to achieve the “Vision of a Sustainable Santa Barbara,” which is a Statement of Santa Barbara’s desired future conditions, values, and characteristics.

Vision of a Sustainable Santa Barbara
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.

Vision of a Sustainable Santa Barbara

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.

Since 2013, this annual Report has undergone continuous development and revision with the content and format varying to highlight pressing topics and issues facing the City Council and the Planning Commission. In 2014, the annual Report began including as an attachment the annual implementation status of 2011 General Plan Certified Final Program EIR Mitigation Monitoring and Reporting Program (MMRP) Implementation Status Report (Appendix A) and the City's 2012 Climate Action Plan (CAP) Implementation Status Report (Appendix B). Taken together, the MMRP and CAP Implementation Reports provide an annual check on the City's progress towards implementing much of the 2011 General Plan's Vision. In 2015, the annual report began including a Summary of Climate Change Legislation, Forecasted Future Effects, and Sea Level Rise Studies (Appendix C) as an update to Figure ES-2 from the CAP to track the continually progressing data and legislation. In 2016, the Report mainly focused on the status of the Average Unit-Size Density (AUD) Incentive Program and recommended considerations for General Plan format, text, and/or policies identified as needing review and possible adjustment, as well as recommending updates to the 2011 General Plan Certified Final Program Environmental Impact Report (EIR). The 2016 Report also briefly summarized the implementation status of community design and historic resources, economic and fiscal health, and civic participation policies because status updates are available through other formats and no policy or implementation measure course corrections had been identified for these topics.

In June 2017, staff met with the Planning Commission to discuss the focus of the 2017 Report and whether new issue areas that were not already being studied through other efforts should be analyzed. At the time, no topics met this criteria. As a result, and because the City recently completed an update to the community-wide Greenhouse Gas (GHG) inventory (Appendix D), the 2017 Report was streamlined to primarily focus on particular indicators of sustainability and the relationship between transportation, the jobs/housing balance, non-residential growth and housing.

The sustainability indicators include the status of implementing CAP strategies (Appendix B) and reporting on the update to the community-wide GHG inventory (Appendix D). These indicators were chosen because addressing climate change is a key component of sustainability, the CAP strategies aim to reduce the community's GHG emissions and contribution to climate change, and the community-wide GHG inventory provides a litmus test of the CAP's success.

The transportation indicators focus on sustainable transportation (i.e., walking, bicycling, and public transit) and reducing on-road vehicle use and vehicle miles traveled (VMT). These indicators were chosen because on-road vehicular GHG emissions comprise the largest percentage of the community's GHG emissions, and reducing on-road vehicle use and VMT through sustainable transportation use will reduce the community's GHG emissions.

The growth management indicators include the status of the jobs/housing balance and updated statistics for the nonresidential growth management program and key housing metrics. These indicators were chosen because the 2011 General Plan aims to balance nonresidential and residential growth because additional jobs fueled by nonresidential growth without a corresponding increase in housing affordable to a range of incomes results in more vehicle trips and GHG emissions.

The 2017 Report does not include the brief summary of implementation status of community design and historic resources, economic and fiscal health, and civic participation policies due to the effort to streamline and focus the report on the major topics, and status updates on these policies are available through other formats. The 2017 Report does however identify and suggest possible adjustments and new work efforts for consideration for programming and funding.

SUMMARY OF REPORT FINDINGS

The 2017 Report focuses on particular indicators of sustainability and the relationship between transportation, the jobs/housing balance, non-residential growth, and housing. In 2016 – 2017, two important city-wide data updates were completed: 1) an update to the City's traffic model to provide data on VMT based on updated information collected in 2015; and 2) an update to the community-wide GHG inventory. The traffic model update provided the data necessary to complete the community-wide GHG inventory update and both updates were predicated on a State-mandated change to how transportation impacts are analyzed, which shifts the analysis from delay (a congestion measurement) to reduction of VMT (a GHG emissions measurement).

The update to the community-wide GHG inventory indicates significant progress made in reducing total community-wide GHG emissions primarily because of changes in energy generation due to Southern California Edison's continued incorporation of renewable and lower emitting energy sources into its generation portfolio, and significant reductions in solid waste generation emissions due to the reduction in the amount of waste disposed in the landfill. The community-wide GHG emission target established in the CAP continues to be met, total emissions have continued to decrease from 1990 levels, and the CAP's forecasted emission reductions by 2020 have been met.

However, the State has established increasingly aggressive GHG emission reduction strategies, and both State targets incorporated into the CAP have since been superseded. These new targets¹ may prove challenging given the slower than anticipated reductions in the community's on-road vehicular GHG

¹ SB32 establishes a goal that statewide emissions be reduced by 40% relative to 1990 values by 2030 and the regional per capita on-road vehicular GHG emission reduction targets established through SB375 have been increased to a 13% reduction from 2005 values by 2020 and a 17% reduction by 2030.

emissions. Furthermore, on-road vehicular GHG emissions have increased above 1990 levels and remain the largest source of GHG emissions in the community. The upward trend in vehicle emissions since 1990 appears to have reversed between the 2010 and 2015 community-wide GHG inventories due to improved vehicle fuel economy rather than changes in travel behavior. The 2020 per capita on-road vehicle emission target (to reduce per capita on-road vehicle emissions below 2005 levels) established in the 2012 CAP was achieved in 2015. However, the rate of per capita on-road vehicle emission reductions has occurred significantly slower than forecasted in the CAP, which indicates that the CAP strategies to reduce per capita on-road vehicular emissions should be reevaluated.

The 2011 General Plan, MMRP, and CAP contain a wide range of policies, implementing actions and strategies to reduce on-road vehicle use and VMT, increase sustainable transportation, and improve the jobs/housing balance. As reported here, the City has made good progress with implementing aspects of the “Vision of a Sustainable Santa Barbara” as evidenced in the status of the MMRP and CAP. For example, many projects have been completed or are underway to enhance bicycle and pedestrian access and infrastructure, which was identified as a key measure to reduce on-road vehicle use, and about 20% of the CAP strategies are complete. For other measures, such as jobs/housing balance, it is too soon to determine if additional housing units have improved the situation because only a fraction of units proposed have been built and occupied.

This 2017 Report does not identify change of circumstances so substantial to warrant amendments to the 2011 General Plan. However, throughout the Report there are possible work items identified that would further the community toward the 2011 General Plan’s Vision, improve the usability of the document, and more completely implement the 2011 General Plan Certified Final Program EIR mitigation measures and the 2012 CAP. A list of these work items is found below.

IDENTIFIED PRIORITY WORK ITEMS

The identified following list of priority work items have the greatest potential to help the City achieve the goals and objectives laid out in the 2011 General Plan. Each of these may require substantial capital and other resources.

Priority Work Items

- **Climate Action Plan Update:** Update the 2012 CAP to establish new GHG emission targets consistent with State legislation, include updated GHG emission projections, incorporate more aggressive GHG emission reduction strategies, examine the CAP’s existing GHG emission reduction strategies for relevance, determine how the City will transition to 100% renewable energy use by 2030, and remain compliant with the Global Covenant of Mayors requirements.
- **General Plan EIR Update:** Update the 2011 General Plan Certified Final Program EIR to address new State and federal regulations and updated information on conditions and resource impacts, including but not limited to:
 - Changes in air quality;
 - Changes to the transportation and circulation section including conversion of the Level of Service-based traffic impact significance thresholds currently used for environmental review

- (California Environmental Quality Act) to City policy and replace the Level of Service environmental review thresholds to a VMT-based approach consistent with SB743;
 - Water resources and drought assumptions, based on the current unprecedented drought conditions;
 - Native American consultation procedures, to update procedural issues;
 - Greenhouse gas emissions based on the results of the updated community-wide GHG emissions inventory and taking into account new State targets;
 - Jobs/housing balance; and
 - Address more recent legislative changes and court cases.
- **Sustainable Transportation Programs:** Implement sustainable transportation programs identified in General Plan policies, the MMRP, and 2012 CAP as proposed by the Public Works Transportation Division as a part of the Capital Improvement Program with priority given to:
 - Implementing parking management options (pricing programs and strengthening neighborhood parking programs);
 - Updating the Pedestrian Master Plan;
 - Implementing additional Transportation Demand Management (TDM) Programs;
 - Developing measures to promote housing of large employers with the City of Santa Barbara;
 - Preparing an Intersection Improvement Master Plan; and
 - Installation of improvements at impacted intersections.
 - **Traffic Model Update:** Continue to update the City's Traffic Model at regular intervals to track the effectiveness of sustainable transportation programs and inform the community-wide GHG emission inventory.

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Climate Change

GENERAL PLAN VISION

- **Become more sustainable** by managing wise use of resources.

BACKGROUND

Climate Change

Climate change refers to substantial changes in measures of climate over time, such as average temperature, precipitation rates, and wind patterns, and includes both changes due to natural variability and as a result of human activity. According to the Intergovernmental Panel on Climate Change (IPCC) 2014 Synthesis Report, human influence on the climate system is clear, and recent human-caused GHG emissions are the highest in history, causing widespread impacts on human and natural systems. Globally, economic and population growth continue to be the most important driver of increases in CO₂ emissions from fossil fuel combustion. Locally, fossil fuel combustion from on-road vehicle use is the largest contributor to GHG emissions.

2011 General Plan

The 2011 General Plan includes policies and strategies that promote the protection and sustainable use of resources, including reducing fossil fuel use, reducing GHG emissions, and adapting to climate change. However, through the 2011 General Plan Certified Final Program EIR process, it was determined that implementation of the plan would generate transportation-related GHG emissions to a level that would exceed State targets (AB32 goal of reducing emissions to 1990 levels by 2020) even with the application of extremely rigorous transportation control measures like those shown in the Mitigation Monitoring and Reporting Program (Appendix A, Class I Impacts 3-8) and, therefore, would constitute a significant environmental impact.

Climate Action Plan

To address forecasted GHG emissions to 2030, meet State targets, and build upon the 2011 General Plan policies, a CAP was developed and adopted in 2012 with 100 strategies to reduce GHG emissions and adapt to climate change. Many of these strategies implement, partially incorporate, and/or build upon both 2011 General Plan policies and the 2011 General Plan Certified Final Program EIR required or recommended mitigation measures. Others rely on continuing existing City programs, taking additional actions, and increasing voluntary community actions. The 2012 CAP also includes an implementation timeline for emissions reduction measures and adaptation planning with target dates of 2015, 2020, 2025, 2030 or ongoing within the 2030 planning horizon.

The 2012 CAP included a community-wide GHG emissions inventory using a baseline year of 2007 for the inventory and projections. An estimate of past GHG emissions generated in the years 1990 and 2005 was

identified by “back casting” from the 2007 inventory. This was done for the purpose of comparing projected total citywide emissions to the AB32 target for the year 2020 and comparing projected citywide vehicle emissions to the 2020 and 2035 regional SB375 vehicle emissions targets for the County, respectively. The CAP’s community-wide GHG emissions inventory also estimated a new, 2010 baseline.

The CAP established two emission reduction targets, to match State targets as they existed when the CAP was developed:

1. Keep total annual community wide carbon emissions below the 1990 level by 2020, per AB32;
2. Keep annual per capita vehicle GHG emissions below 2005 levels in 2020 and 2030, per SB375.

Through the CAP’s detailed GHG emission analysis, it was determined that these CAP strategies would reduce the total citywide GHG emissions generated through implementation of the 2011 General Plan to a level that would achieve the State’s 2020 target for overall emissions reductions and the State’s regional Santa Barbara County 2020 and 2030 targets for per capita vehicle emissions levels. An addendum to the City’s 2011 General Plan Certified Final Program EIR concluded that to 2030, City activities, including new development under the General Plan, would not result in a considerable contribution to climate change. As a result, the CAP now functions as a cumulative mitigation program for climate change effects for the City.

The CAP directs periodic (five year interval) updates to the community-wide GHG emissions inventory to track the collective impact of the CAP strategies and measure progress towards achieving these targets. The CAP also directs five year updates on climate change and future projections (e.g., temperature, rainfall, storms and flooding, sea level rise, bluff retreat rates, etc.), included in Appendix C. Ultimately, the community-wide GHG inventory provides a litmus test for where we are as a community in addressing climate change.

STATUS OF CLIMATE ACTION PLANNING AND GHG EMISSIONS INVENTORY

In January 2016 , the City joined the Global Covenant of Mayors for Climate & Energy (previously the Compact of Mayors), which is the world’s largest cooperative effort among mayors and city officials to pledge to reduce GHG emissions, track progress, and prepare for the impacts of climate change. The Global Covenant of Mayors establishes a common platform to capture the impact of cities’ collective actions through standardized measurement of emissions and climate risk, and consistent public reporting of their efforts. Furthermore, it requires regular updating of the City’s community-wide GHG emissions inventory and 2012 CAP. To maintain compliance, the City will report on its progress on mitigation and adaptation annually using the Global Covenant of Mayors common platform, discussed further below. Ultimately, the Global Covenant of Mayors provides hard evidence that cities are true climate leaders, and that local action, when aggregated, can have a significant global impact.

Climate Action Plan Status

Since 2014, the annual General Plan Implementation and Adaptive Management Program Report has annually tracked the implementation status of the CAP strategies (Appendix B). As of 2017, 20 of the 100 CAP strategies are considered complete (3 more than 2016), including 44% of the 39 strategies targeted for completion in 2015. Many more are ongoing programs or in progress. Examples of completed and ongoing strategies include:

- Installing energy efficient lighting at City parks and ballfields (CAP Strategy 2);
- Re-commissioning the Gibraltar conduit hydroelectric plant (CAP Strategy 6);
- Encouraging solar photovoltaic (PV) arrays for new projects (CAP Strategy 13);
- Installing electric vehicle charging stations (CAP Strategy 20);
- Recycling education campaigns (CAP Strategy 52);
- Adopting an ordinance (SBMC Chapter 9.150) to regulate distribution of single use bags (CAP Strategy 64);
- Guidelines for cisterns and gray water use (CAP Strategy 68); and
- Regional study of vulnerability and adaptation of coastal ecosystems (CAP Strategy 91).

Community-wide GHG Emissions Inventory Update

Table 1: Community-wide GHG Emissions (annual MT CO₂e)

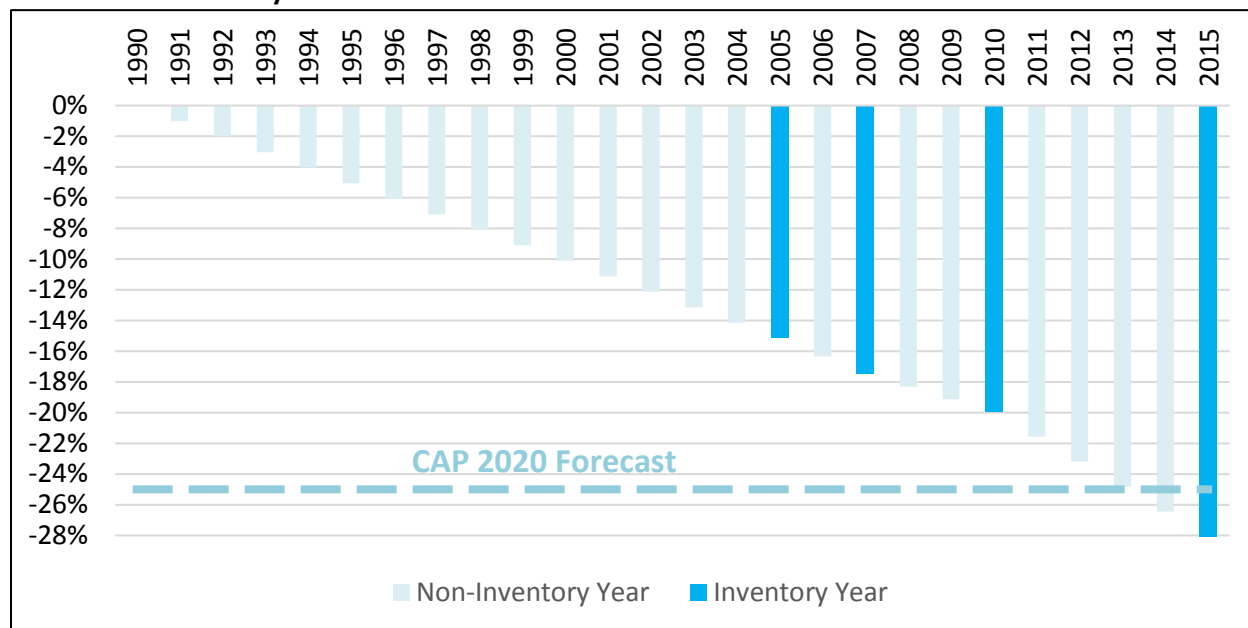
		1990	2005	2007	2010	2015
	Population	85,571	90,160	89,234	88,410	92,958
Transportation	Aviation	63,694	55,133	41,007	37,949	42,914
	On-Road	177,793	220,385	227,306	227,523	212,527
	Offroad	31,285	38,640	38,996	39,572	39,572
	Railways	2,548	2,955	2,891	2,335	2,343
	Waterborne Navigation	11,664	11,115	10,363	9,563	10,026
	Subtotal	286,983	328,229	320,562	316,942	307,382
Energy	Electricity	204,847	152,062	147,300	134,900	111,114
	Natural Gas	113,157	117,272	115,851	117,782	97,963
	Subtotal	318,004	269,334	263,151	252,682	209,077
Waste	Solid Waste Disposal	112,652	20,838	18,225	15,609	10,464
	Landfill Decomposition	25,399	11,998	10,856	9,344	7,277
	Wastewater	606	481	759	689	854
	Subtotal	138,657	33,317	29,839	25,642	18,458
Total	Total	743,644	630,880	613,553	595,266	535,055
	Per capita	8.690	6.997	6.876	6.733	5.756

In 2017, an update to the community-wide GHG emissions inventory (full report, Appendix D) was completed for inventory year 2015. Because the standards, tools, and procedures have evolved from

those used in the CAP, some historic emission values have been refined per current best practices. Results of this update are found in Table 1.

Since 1990, total community-wide GHG emissions have continued to decrease, with 2015 community-wide GHG emissions estimated at 28% lower than 1990 levels. This reduction continues to achieve the CAP community-wide emission reduction target (reduce community-wide emissions below 1990 levels) and has occurred faster than forecasted in the CAP (the CAP projected that the combination of State action and implementation of CAP strategies would reduce community-wide emissions 25% below 1990 levels by 2020).

Chart 1: Community-wide GHG Emissions Relative to 1990



Reductions in energy and waste GHG emissions are the primary drivers of this decrease in community-wide GHG emissions. Relative to 1990, emissions from energy generation, which includes both electricity and natural gas, have decreased 34%. This reduction is a result of Southern California Edison (SCE) generating electricity with sources that emit fewer GHG emissions per kWh of electricity provided and because of a decrease in natural gas consumption (natural gas use decreased 13% from 1990 to 2015). However, future community-wide GHG emission inventories may include an increase in energy GHG emissions due to the Charles Meyer Desalination Plant being activated in 2017, which requires a large amount of electricity to convert ocean-water into potable water.

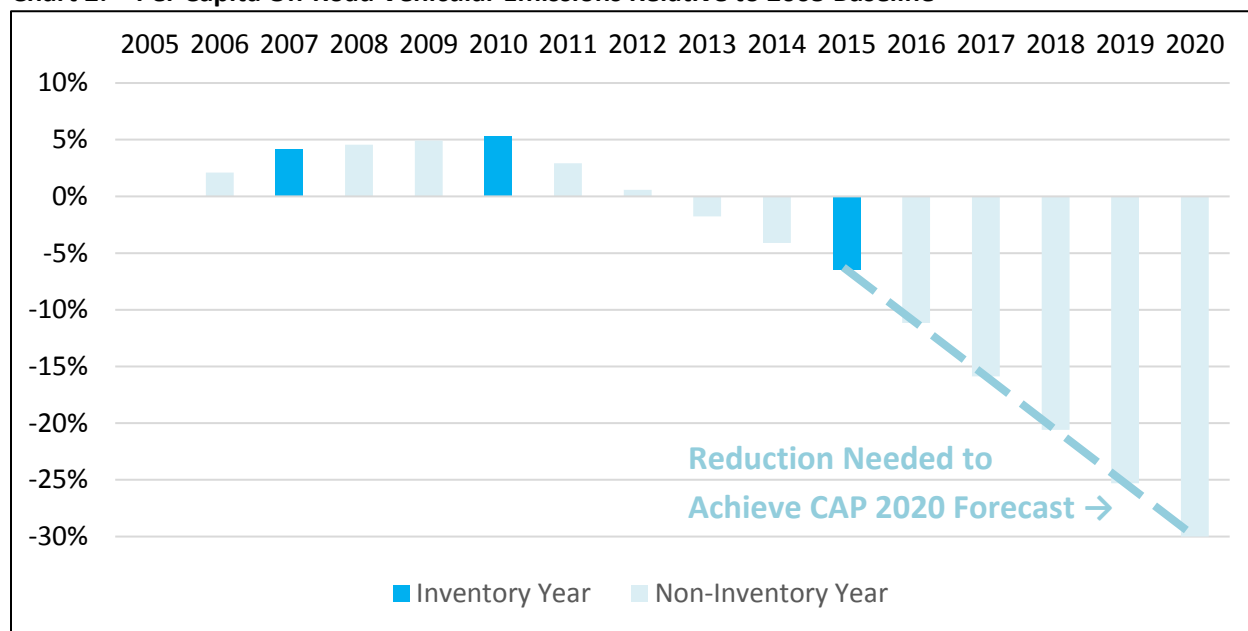
Relative to 1990, GHG emissions from waste generating activities have decreased 87% in 2015. This reduction is primarily driven by decreases in solid waste emissions, which shrank 91% over this period because of decreased disposal rates (63% fewer tons of solid waste were generated in 2015 than in 1990) and because of the installation of a landfill flare / internal combustion generator that captures an estimated 75% of methane generated by the decomposition of waste at the landfill. Additionally, the historic Las Positas Landfill (now Elings Park) emits progressively fewer GHG emissions (71% fewer emissions in 2015 than in 1990) as time goes on and the previously deposited waste continues to

decompose. Wastewater emissions, which comprise less than 1% of the community's GHG emissions, are the only waste category to generate more emissions in 2015 than in 1990. This is due to an increase in the amount of nitrogen discharged by the El Estero Wastewater Treatment Plan's (EEWWTP) into the ocean.

Transportation GHG emissions are the only sector of GHG emissions to increase from 1990 to 2015. In total, emissions increased 7% over this period. This is primarily because on-road vehicle emissions grew 20% from 1990 to 2015. On-road vehicle GHG emissions are also the City's largest individual source of GHG emissions, and comprised 40% of the community's total GHG emissions in 2015. There was a reversal in the upward trend in on-road vehicular emissions that occurred from 1990 to 2010, between the 2010 and 2015 inventory years. However, this change appears to have been driven by increases in the fuel efficiency of the community's vehicular fleet, rather than changes in behavior or decreases in vehicular use.

The CAP includes a target that per capita on-road vehicular emissions remain below 2005 levels in 2020 and 2030. The CAP also forecasted that per capita on-road vehicular emissions would be reduced 30% below 2005 levels by 2020 and 58% below 2005 levels by 2030. While this GHG emissions reduction goal was achieved in 2015, it may be challenging for this 2020 and 2030 forecast to be achieved given the return of a strong economy, low fuel prices, and future Highway 101 HOV freeway widening project.

Chart 2: Per Capita On-Road Vehicular Emissions Relative to 2005 Baseline



Because on-road vehicular emissions comprise the largest percentage of the community's GHG emissions, the transportation and growth management portions of this report evaluate efforts to reduce on-road vehicular use and the associated GHGs. Furthermore, the transportation section focuses on sustainable transportation (i.e., walking, bicycling, and public transit) because reducing vehicle trips through sustainable transportation use will reduce the community's GHG emissions. The growth management section reports on the status of the jobs/housing balance and provides updated statistics of the nonresidential growth management program and key housing metrics because the 2011 General Plan

aims to balance nonresidential and residential growth by matching job growth with housing that is affordable to a range of incomes, to reduce vehicle trips, congestion, and GHG emissions.

Renewable Energy Use Target

In June 2017, the Council adopted a resolution to establish a goal of 100% renewable energy for both municipal facilities and the community at large by 2030. Also included is an interim goal that 50% of the energy used to power municipal facilities be renewable by 2020. Currently, roughly 25% of the electrical energy that powers City facilities is defined as renewable. As a result, much work will need to be done. It is anticipated that the City Administrator's office will develop a work plan by December 31, 2018 to provide options, methods, financial resources needed, timelines, and milestones to achieve these aggressive goals.

AMP RECOMMENDATION

Become More Sustainable

While the City has made great strides in the area of GHG emission reductions from energy use and waste generation, and in implementing a number of 2012 CAP strategies, this is an emerging issue, with changing conditions. The current adopted State GHG emission reduction targets (discussed in Appendix C - Summary of Climate Change Legislation, Forecasted Future Effects, and Sea Level Rise Studies) are far more aggressive than those that existed when the CAP was developed. For instance, Senate Bill 32, which expands upon AB32, requires California to reduce GHG emissions to 40% below 1990 levels by 2030, which is significantly more ambitious than the previous goal of 1990 levels by 2020, which was used as the benchmark for the citywide GHG emissions mitigation program for future development. Additionally, the California Air Resources Board (CARB) increased the regional per capita on-road vehicular emission reduction target to a 13% reduction from 2005 levels by 2020 and a 17% reduction by 2030. Achieving these targets may prove challenging given the slower than anticipated reductions in on-road vehicular GHG emissions.

While the City has made great progress in retrofitting City facilities for energy efficiency and waste reduction measures, a number of CAP strategies are behind schedule. To implement these strategies, programming and funding is necessary. Furthermore, with new scientific understanding and technological innovations, the 2012 CAP strategies that have not yet been implemented may not achieve significant GHG emissions reductions as originally envisioned.

Finally, the City is participating in a new global network (Global Covenant of Mayors for Climate & Energy) and has established new goals (100% renewable energy use by 2030). As a result, it is recommended that the CAP be updated to establish new targets consistent with State legislation, include updated GHG emission projections, incorporate more aggressive emission reduction strategies, examine the CAP's existing emission reduction strategies for relevance, determine how the City will transition to 100% renewable energy use by 2030, and remain compliant with the Global Covenant of Mayors requirements.

Transportation

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.

BACKGROUND

Traditionally, transportation and circulation focused on the capacity of roadways and intersections to move vehicles and avoid vehicle congestion. In the 1990's there was an acknowledgement that Santa Barbara could not build itself out of vehicle congestion issues. Therefore, the City shifted its focus and placed more importance on all transportation modes, including public transit, walking, and bicycling (also referred to as "sustainable transportation"). This acknowledgment manifested in the comprehensive goal and vision of the General Plan 1997 Circulation Element which is as follows:

"While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions..."

With the adoption of the 2011 General Plan, this goal was supplemented with additional goals, policies, and implementation actions intended to further integrate circulation policies with the sustainability focus by emphasizing alternative modes of transportation, maintaining traffic flow for all, and reassessing parking requirements to complement a people-oriented community.

Furthermore, a causal relationship has been identified between the built environment and public health issues, especially in relation to epidemics such as obesity, respiratory disease, and diabetes. Transportation choice and housing location can contribute to active living, which can assist with combatting these public health issues. And, improved pedestrian and bicycle infrastructure is now strongly linked to improving public health.

STATUS OF SUSTAINABLE TRANSPORTATION

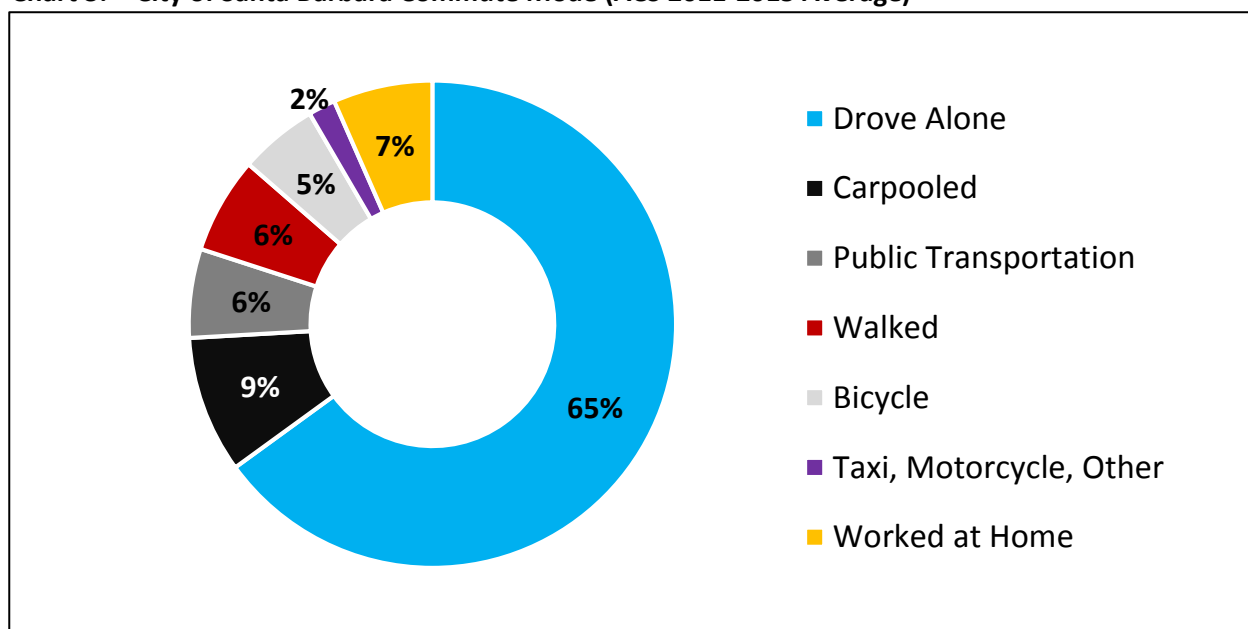
The 2011 General Plan Circulation Element policies and CAP strategies both aim to improve sustainable transportation such as walking, bicycling, public transit, and other methods to reduce vehicle trips and associated emissions such as telecommuting, alternate work hours, ride and car sharing, and incentives and measures to increase the use of alternate fuels and vehicle technologies (e.g., bio-fuels, hybrid, and electric vehicles). The status of MMRP and CAP measures to reduce vehicular traffic and incentivize other technologies are detailed in Appendix A and B. The analysis that follows reviews indicators of the City's progress towards improving sustainable transportation and includes the frequency of use (commute

mode and transit use), a rating of the physical environment (bike/walk score), and how the City is enhancing the convenience of sustainable transportation through new programs.

Commute Mode

Accurate information on the use of sustainable transportation in the City is limited. The most consistent source is the US Census's American Community Survey (ACS), which estimates worker commute behavior. Unfortunately, this does not include trips taken for non-commute purposes or trips taken by non-workers. However, the ACS is one of the few comprehensive sources available, and its five year estimates have a relatively low uncertainty. The ACS estimates that on average from 2011 to 2015, over a third (35%) of commuters carpooled, took public transportation, biked, walked, or took some other form of transportation besides driving a vehicle alone. When compared to 2000, this represents a decrease in 1.6% of commuters who drove alone. However, because this change is less than the ACS margin of error (2%), it is uncertain whether this reduction is because of behavioral shifts or sampling error. Compared to the national average (76%), 11% fewer workers drive alone to work in Santa Barbara than do in the rest of the United States.

Chart 3: City of Santa Barbara Commute Mode (ACS 2011-2015 Average)

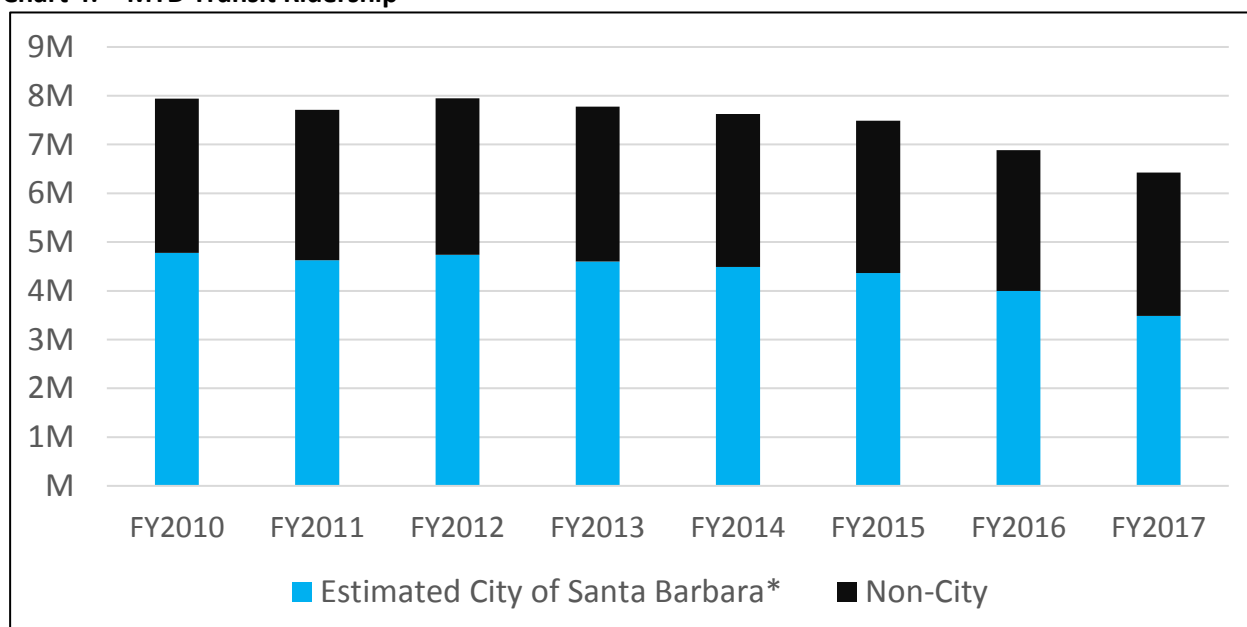


Transit Use

The Santa Barbara Metropolitan Transit District (MTD) is the primary transit provider on the South Coast, and responsible for all bus routes in the City. Consistent with national trends, MTD transit ridership has decreased in recent years, although MTD outperforms almost every other transit agency in the State. According to MTD's FY2017 Annual Report, lower fuel prices and more easily attainable car loans may have induced some people to increase driving rather than take transit. Also, rising home prices and the extremely tight rental market in Santa Barbara may be prompting people who may have used transit to move out of the region. Other contributing factors could be increasing traffic volumes causing bus

schedule unreliability, declining enrollment at Santa Barbara City College and at the international schools, stricter national immigration policies, and the implementation of AB 60, which allows undocumented residents to obtain California driver licenses. The MMRP and CAP both include measures to improve regional and commuter transit, which mainly involve coordination with MTD and other partners to improve transit service. In Fiscal Year 2016-17, MTD focused service changes on enhancing service in Goleta and Isla Vista and addressing schedule adherence, which resulted in an uptick in ridership on specific lines. As the City's Average Unit-Size Density (AUD) Incentive Program was designed to encourage housing close to transit, transit ridership may increase as more of these units are occupied.

Chart 4: MTD Transit Ridership¹



*Because the location of passenger boarding is not tracked, these estimates were created by splitting express line ridership and allocating ridership by the number of stops within the City for all other lines.

Walking and Biking

According to Walk Score®, the City of Santa Barbara on average is “Somewhat Walkable” (62 Walk Score®) and “Very Bikeable” (72 Bike Score®). These ratings have not changed from last year’s report. Walk Score® measures walkability on a scale from 0 to 100, based on walking routes to destinations (grocery stores, schools, parks, restaurants, and retail) and by analyzing population density and the built environment. Walk Score® also measures whether an area is good for biking (Bike Score®) on a scale of 0 to 100, calculated by measuring bike infrastructure (lanes, trails, etc.), topography, destinations and road connectivity, and the number of bike commuters. As expected, these ratings vary throughout the City, with the Downtown Neighborhood receiving the highest mark as a Biker and Walker’s paradise (97 Walk Score® and Bike Score®). Another indicator of bicycling and walking includes data from The League of American Bicyclists, which states that the City has the 12th highest number of bicycle commuters in the nation and the 7th highest number for cities of a similar population (65,000 to 100,000). And, in 2011, the

¹ Source: Santa Barbara MTD

City was designated a Gold Level Walk Friendly Community by the Pedestrian and Bicycle Information Center due to strong policies to support walking.

Recent Sustainable Transportation Accomplishments

As detailed in Appendix A and B, the City has many ongoing programs and additional projects to increase the use of sustainable transportation are in process. However, securing adequate funding remains a challenge. Recent accomplishments include:

- Launch of a pilot car share program (2017);
- Vision Zero (policy to eliminate all severe and fatal transportation-related collisions by 2030) Council Resolution (adopted 2016);
- Completion of the Bicycle Master Plan update (adopted 2016);
- The New Zoning Ordinance (NZO) amendments allowing neighborhood markets in the two-unit and multi-unit residential zones with a Performance Standard Permit. Neighborhood markets however are not allowed in the single unit residential zones per City Council direction.
- Multiple pedestrian improvements constructed including pedestrian refuge islands, brighter street lighting, curb access ramps, crosswalk enhancements, and sidewalk infill.
- Bicycle infrastructure projects constructed including bike parking corrals, bike station modules, bridge improvements and replacements.
- Coordination with MTD for service enhancements.

Reductions in On-Road Vehicle Use

The 2011 General Plan includes policies to reduce on-road vehicle use associated with implementation of the Plan by managing nonresidential growth and encouraging residential growth in specific locations (as explained in the next section of this Report), as well as by improving sustainable transportation, taking an active role in regional transportation planning efforts, expanding Transportation Demand Measures (TDM), and implementing parking management measures and a Traffic Mitigation Fee Program. Because the City is primarily built-out, there is a limited ability to expand, widen, or otherwise build new vehicular capacity. As a result, future strategies to reduce on-road vehicle use have a stronger focus on encouraging sustainable transportation and minimizing driving alone rather than roadway capacity enhancements. Some policies were derived from mitigation measures required to reduce significant adverse impacts anticipated with implementation of the General Plan over its 20 year build-out.

The City's Traffic Model provides an indication of traffic volumes in the City. This Traffic Model was originally developed for the 2011 General Plan Certified Final Program EIR as a tool to project how implementation of the 2011 General Plan would influence congestion levels in the City, using 2008 traffic counts as a baseline. Because congestion metrics cannot be directly converted into GHG emissions, the City's Traffic Model outputs were converted into vehicle miles traveled (VMT) for the CAP's 2010 community-wide GHG emissions inventory because VMT can be directly converted into GHG emissions with an emissions factor. In 2017, new VMT estimates were calculated from the City's traffic model with 2015 traffic counts and land use information, to provide inputs for the 2015 update to the City's community-wide GHG emissions inventory. As shown in Table 2, there was little change in total estimated VMT between 2008 and 2015.

Table 2: City of Santa Barbara VMT Estimates

	Internal Trip	Commute Trip	Pass-Through	Total VMT
CAP Annual Baseline (2008)	312,346,015	160,978,686	374,090,722	847,415,423
CAP Daily Baseline (2008)	946,503	1,184,987	286,630	2,418,121
New Annual Baseline (2015)	313,131,449	161,383,488	375,031,421	849,546,359
New Daily Baseline (2015)	953,179	1,216,651	254,372	2,424,201
% Change Annual VMT	0.3%	0.3%	0.3%	0.3%
% Change Daily VMT	0.7%	2.7%	-11.3%	0.3%

In the future, the City's congestion-based Traffic Model will need to be supplemented to provide VMT to address recent state law (Senate Bill [SB] 743) that shifts the environmental review (California Environmental Quality Act) analysis of transportation impacts caused by development from delay (a congestion measurement) to VMT (so that GHG emissions can be estimated).

AMP RECOMMENDATION

Create a Diverse Transportation Network and Reduce On-Road Vehicle Use

Relative to the rest of the United States, the City has made great strides in creating a diverse transportation network by promoting sustainable transportation. However, nearly two thirds of workers continue to commute by driving a vehicle alone, which directly impacts the City's transportation resources and GHG emissions. With the incremental increase in land development over time, the return of a strong economy, and potential construction of the South Coast Highway 101 HOV Lanes Project, traffic volumes on City streets could worsen and on-road vehicular GHG emissions could increase in the upcoming years. As a result, sustainable transportation programs identified in General Plan policies, the MMRP and CAP should continue to be a priority for funding and implementation as proposed by the Public Works Transportation Division as a part of the Capital Improvement Program. Sustainable transportation programs will improve the diversity of the transportation network, maximize the use of transportation resources, and reduce on-road vehicle use, especially drive alone trips, and GHG emissions. As a result, the sustainable transportation programs identified in the General Plan policies should be funded and implemented. It is also recommended that the Traffic Model be supplemented to provide VMT and continue to be updated at regular intervals to track the effectiveness of these efforts.

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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.

BACKGROUND

Balancing Jobs & Housing

For decades, the demand for housing in Santa Barbara has exceeded the housing supply, causing home prices to continually rise and become unaffordable to a progressively larger portion of the workforce. This phenomena is known as the “Jobs/Housing Imbalance,” and refers to the imbalance between the number and type of jobs available, and the volume and type of housing affordable to the local workforce. Because the jobs/housing balance is a regional issue, the South Coast portion of Santa Barbara County is considered one housing market, and extends west from the City of Carpinteria, to the City of Goleta, including the region’s unincorporated communities. On the South Coast, the scales are tipped such that there is an oversupply of jobs and undersupply of housing.

According to the 2011 General Plan Certified Final Program EIR, maintaining a rough balance between jobs and housing in a region can address key sustainable development and environmental issues, including limiting long-distance commuting and regional traffic congestion, energy consumption, air pollution, and contribution to climate change. Additionally, when workers live in the same community where they work, they are more likely to be involved in the community, to be available to respond to emergencies, and to spend money in the local economy.

STATUS OF BALANCING JOBS & HOUSING

The 2011 General Plan aims to improve the balance between jobs and housing by increasing the supply of affordable housing and limiting non-residential growth. The 2011 General Plan Certified Final Program EIR estimated that the jobs/housing balance for the South Coast was 1.42 jobs per housing unit, with the City’s jobs/housing balance at a similar rate of 1.43 jobs per housing unit (based on 2008 population and June 2009 jobs), which is reflected in the daily commutes of some 32,000 employees. The 2011 General Plan Certified Final Program EIR estimated that the buildout of the General Plan would result in a slight improvement to the jobs/housing balance in the City. In 2016, it was estimated that the jobs/housing balance in the City was 1.27 jobs per housing unit¹. This change is largely due to a 9% decrease in the

¹ California Department of Finance Housing and Population Estimates and State of California Employment Development Department (EDD) Labor Market Information (LMI)

number of jobs in the City relative to the 2011 General Plan Certified Final Program EIR. While the jobs/housing balance has improved in the City, it is important to note that a simple ratio of the number of jobs per housing unit does not provide information on whether the City's housing stock meets the preferences of the City's workforce nor whether the City's housing units are being occupied by the City's workforce. Furthermore, in 2015, only 34% of workers employed in the City also lived in the City, and this value is nearly unchanged from the 2011 General Plan Certified Final Program EIR 2008 baseline. As previously mentioned, the jobs/housing balance is a regional issue, and in 2015, 57% of workers both lived and worked in the South Coast, which is 2% less than in 2008¹. In the 2011 General Plan Certified Final Program EIR, non-residential development was projected to be the major contributor to future job creation and policies to limit non-residential growth in favor of residential development were enacted.

STATUS OF NONRESIDENTIAL DEVELOPMENT

Limiting Nonresidential Growth

The adopted Nonresidential Growth Management Program (GMP) is the primary tool used to manage growth in the City by location and type of development. The purpose of the GMP is to balance residential and nonresidential growth, while providing for economic and community needs, by limiting nonresidential growth through 2033 to the following amounts of floor area within each category: Community Benefit - 600,000 sq. ft.; Small Addition - 400,000 sq. ft.; and, Vacant Property - 350,000 sq. ft.

Table 3: Growth Management Program Allotments as of July 31st, 2017

GMP Category	2013	2014	2015	2016	2017*	Total Used	Total Remaining
Small Addition	3,987	2,587	9,358	15,867	980	32,779 (9%)	319,020 (91%)
Vacant Property	0	6,500	738	32,302	0	39,540 (11%)	310,460 (89%)
Community Benefit	8,990	9,700	149,000	7,264	0	174,954 (27%)	473,247 (73%)
Total (sq. ft.)	12,977	18,787	159,096	55,433	980	247,273 (18%)	1,102,727 (82%)

Based on the table above, if current trends continue, it is unlikely that development in the Small Addition and Vacant Property categories will reach the 2033 GMP limits because with 21% of the timeline completed, only 9% of allotted Small Addition square footage and 11% of Vacant Property square footage has been used. The Community Benefit category, however, has outpaced the program timeline, and 27% of allotted Community Benefit square footage have been used. This is primarily due to one large development – the Direct Relief International project at 6100 Wallace Becknell Drive allocated in 2015, which represents 63% of all allocated Community Benefit category to date. Important to note is that the Small Addition category has an annual development limit of 20,000 sq. ft. of floor area. To date, this annual limit has not been reached. The Planning Commission rolls over any unused, expired, or withdrawn annual

¹ United States Census Longitudinal Employer-Household Dynamics (LEHD) OnTheMap

Small Additions allotment to either the following year's Small Additions allotment or to the Community Benefit Category allotment. To date, all unused allotments have been rolled over to the Community Benefit Category allotment.

Locating Nonresidential Growth

A goal of the GMP is to efficiently use existing transportation capacity and reserve constrained transportation capacity for high priority development. It does so by dividing the City into six Development Areas and allowing development rights to only be transferred within a Development Area or to the Downtown Development Area. This allows flexibility, encourages infill and redevelopment, and incentivizes development in the Downtown Development Area. The GMP encourages development in the Downtown Development Area because the 2011 General Plan Certified Final Program EIR determined that land developed within this area will generate the least amount of traffic per square foot of development given the mix of land uses, the grid street system, and the availability of a variety of transportation modes including biking, walking, and transit. Additionally, the Downtown Development Area was determined to best respond to efforts to offset traffic impacts. Because Demolition Credit represents nonresidential development rights, it serves as an indicator of potential future development location. Currently, the vast majority (86%) of Demolition Credit is in the Downtown Development Area (49%) and Airport Development Area (38%).

Table 4: Demolition Credit as of July 31st, 2017

Downtown	Upper State	Mesa	Riviera	Coast Village	Airport	All
179,836	27,725	5,487	17,132	56	138,427	368,663

The GMP further incentivizes development in the Downtown Development Area by requiring all nonresidential development outside of the Downtown Development Area with over 1,000 square feet of additional floor area to fully mitigate all traffic impacts or reduce the addition below 1,000 square feet. To date, no development projects have been denied because of a project-specific traffic impact. However, many have been reduced or redesigned to avoid traffic impacts after consultation with Transportation Division staff.

Table 5: Nonresidential Development Post GMP Effective Date (April 11th, 2013) to July 31st, 2017*

Year	Downtown	Upper State	Mesa	Riviera	Coast Village	Airport	All
2013**	19,313	112	0	0	0	-40,669	-21244
2014	35,926	58,372	864	13,021	0	0	108,183
2015	-3,169	917	0	438	5,686	0	3,872
2016	4,948	0	0	0	260	0	5,208
2017**	4,196	164	0	0	0	0	4,360
Total	61,214	59,565	864	13,459	5,946	-40,669	100,379

*This table includes projects that were approved prior to the GMP effective date.

**Includes only from April 11th, 2013 to July 31st, 2017.

Since the GMP became effective, and as of July 31st, 61% of completed nonresidential square footage has been in the Downtown Development Area. The Sansum Clinic Foothill Triangle project, in the Upper State Development Area, represents 58% of the total nonresidential square footage used in this time period.

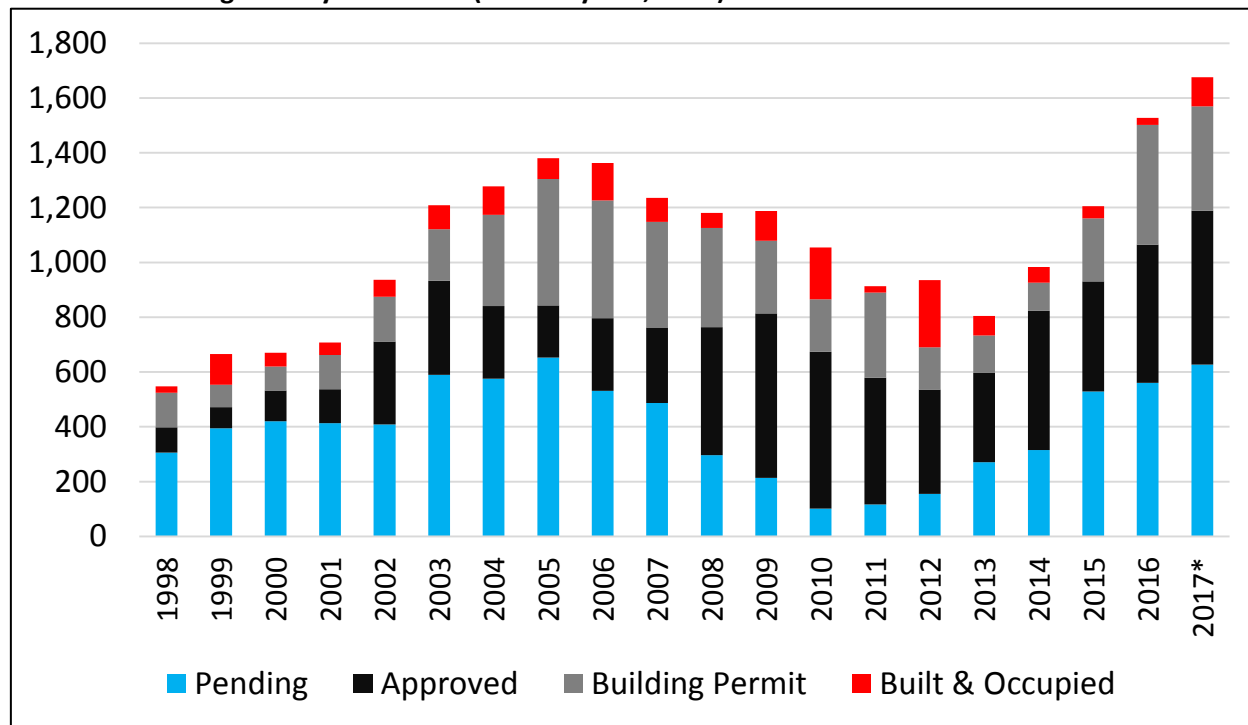
STATUS OF HOUSING DEVELOPMENT

For decades, the 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. The Growth Management Ordinance and General Plan prioritize locating housing in multi-family and commercially zoned areas that are served by transit and are close to jobs and services. As shown below, these efforts have been largely successful.

Housing Activity

As shown in the chart below, housing activity has varied over the years, including a downward trend in housing development from 2005 to 2013. Since then, activity has continually increased, with current levels higher than in any of the previous 20 years.

Chart 5: Housing Activity Over Time (as of July 31st, 2017)



*Includes only through July 31st, 2017

An annual detailed Housing Development Activity Report is prepared each Spring to provide information on housing activity and trends in the City, including projects built under the Average Unit-Size Density (AUD) Incentive Program and as a mid-year check in between the General Plan Implementation and Adaptive Management Program reports. The following summarizes the major trends from the 2017 Housing Development Activity Report:

- **Housing Location:** The vast majority of the units both built since the 2011 General Plan was adopted (90%) and those still in the pipeline (85%, projects not yet constructed) are in commercial and multi-unit zones. This is consistent with General Plan priorities to encourage workforce and affordable housing in the City's multi-unit and commercial areas that are served by transit and close to jobs and services.
- **Affordable Housing:** Producing new, and maintaining existing, affordable housing is a key priority of the City's General Plan. Since the City's Redevelopment Agency was dissolved in January 2012, subsequent years' production of Affordable housing (meaning a unit or project that meets income criteria established by the City and received some form of financial and/or land use incentives) has dramatically decreased. However, nearly half (43%) of total units built since the 2011 General Plan was adopted are affordable to middle-income and below, or include price restrictions. As of July 31st, 2017, 15% (299 units) of total units in the pipeline are Affordable.

Average Unit-Size Density Incentive Program

One of primary tools the 2011 General Plan uses to generate housing is the Average Unit-Size Density (AUD) Incentive Program, which facilitates smaller housing units through the allowance of increased densities and development incentives in select areas of the City because smaller unit sizes may result in housing that is affordable to the City's workforce. The City Council adopted this program on July 30, 2013 for a trial period of either eight years or until 250 units have been constructed (as evidenced by the issuance of a Certificate of Occupancy) in the areas designated for the High Density tier (range of 28-36 units/acre) or the Priority Housing Overlay (range of 37-63 units/acre), excluding Affordable units, whichever occurs earlier. Based on current activity, the trial period is projected to end during the first half of 2019.

At the request of the Planning Commission, the 2016 General Plan Implementation and Adaptive Management Program Report included a significant focus on the AUD Incentive Program. Following discussion at the 2016 Fall City Council and Planning Commission Worksession in December 2016, a Housing Task Force (HTF) was created by City Council to evaluate certain aspects of the AUD Incentive Program based on concerns about the Program meeting its intended objectives. As directed by City Council, the HTF was authorized to review and consider the following objectives:

- Explore options to mandate the construction of rental housing affordable to households earning 80 to 120% of the Area Median Income;
- Investigate adjustments to parking requirements;
- Consider potential sources of information to better analyze the AUD Incentive Program's effectiveness in providing workforce housing and housing for households already working or living in Santa Barbara;
- Explore ways to encourage employer-sponsored and limited-equity cooperative housing; and
- Consider excluding mobile home parks from the AUD program.

In February 2017, City Council directed staff to develop a program to limit the number of building permits issued for projects under the AUD Incentive Program in order to meter out development. In July 2017, City Council authorized the preparation of a Nexus Study and Economic Feasibility Study on the affordable housing aspects of the AUD Incentive Program to inform future HTF recommendations. HTF also

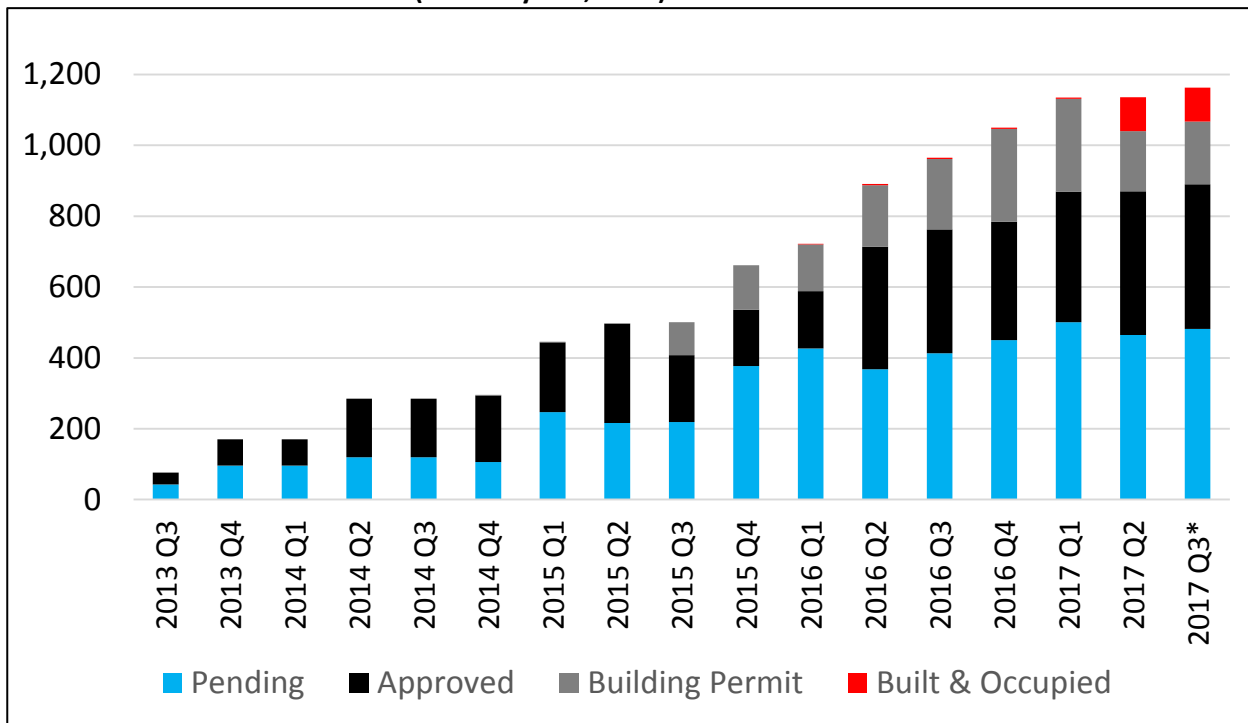
recommended that Council authorize the expansion of the scope to analyze and discuss the following new objectives further:

- Encourage more residential development in the Downtown, including associated fees and incentives;
- Study the geographic boundaries of the AUD Incentive Program city-wide; and
- Explore a point system to meter AUD development and focus the program on target income ranges.

In August 2017, based on HTF's recommendation, City Council initiated three ordinance amendments to the AUD Incentive Program: 1) require two parking spaces for AUD units with three or more bedrooms in projects outside the Central Business District; 2) prohibit conversion of any AUD Incentive Program units to a short-term rental/hotel use; and 3) exclude mobile home parks from the area the AUD Incentive Program applies. City Council also directed the HTF to consider and study an annual cap on AUD units and a scoring system to prioritize projects, the details of which are being worked on by the HTF. The proposed ordinance amendments to the AUD Incentive Program are an example of adaptive management as envisioned by the General Plan, as they do not require a General Plan amendment.

In 2017 (as of July 31st), over two thirds (69%) of the housing development activity (this includes all phases of development, from application submittal to finished construction) used the AUD Incentive Program, representing nearly 1,200 units.

Table 6: Cumulative AUD Units (as of July 31st, 2017)



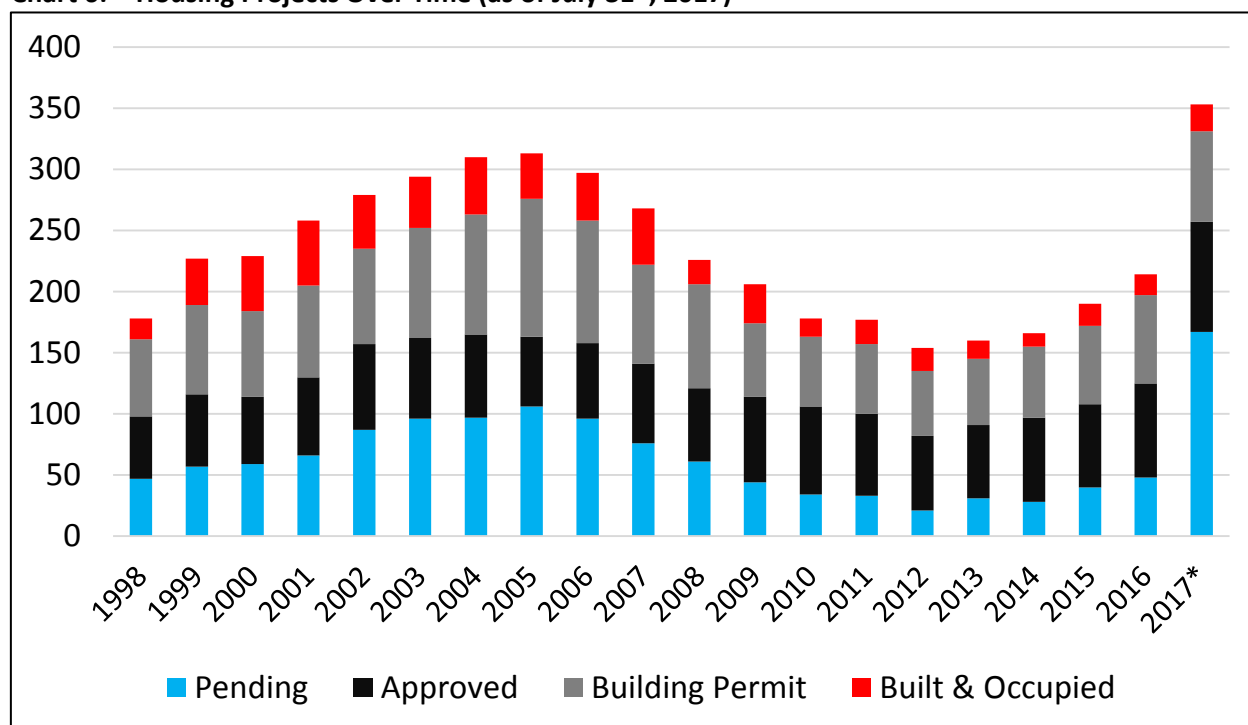
*Includes only through July 31st, 2017

Accessory Dwelling Units

A new driver of increased housing development in the City is the State's recently amended Accessory Dwelling Unit (ADU) law, which became effective January 1, 2017. With five months left in the year, in

2017 the number of housing projects in the pipeline or completed (353) is 43% higher than the 20 year annual average (246). This is largely due to the 136 ADU projects that have been submitted to the City as of July 31, 2017, which represent 39% of all pipeline and completed projects in 2017. Because each ADU project only creates one new housing unit, ADU projects represent a much smaller (8%) portion of all pipeline or built housing units in 2017. However, this is a stark contrast from the volume of units generated through the City's former Secondary Dwelling Unit and Accessory Dwelling Unit Ordinances (now superseded by the State's law), which on average generated less than two units (and one per project) per year, over the last twenty years.

Chart 6: Housing Projects Over Time (as of July 31st, 2017)



*Includes only through July 31st, 2017

AMP RECOMMENDATIONS

Manage Growth

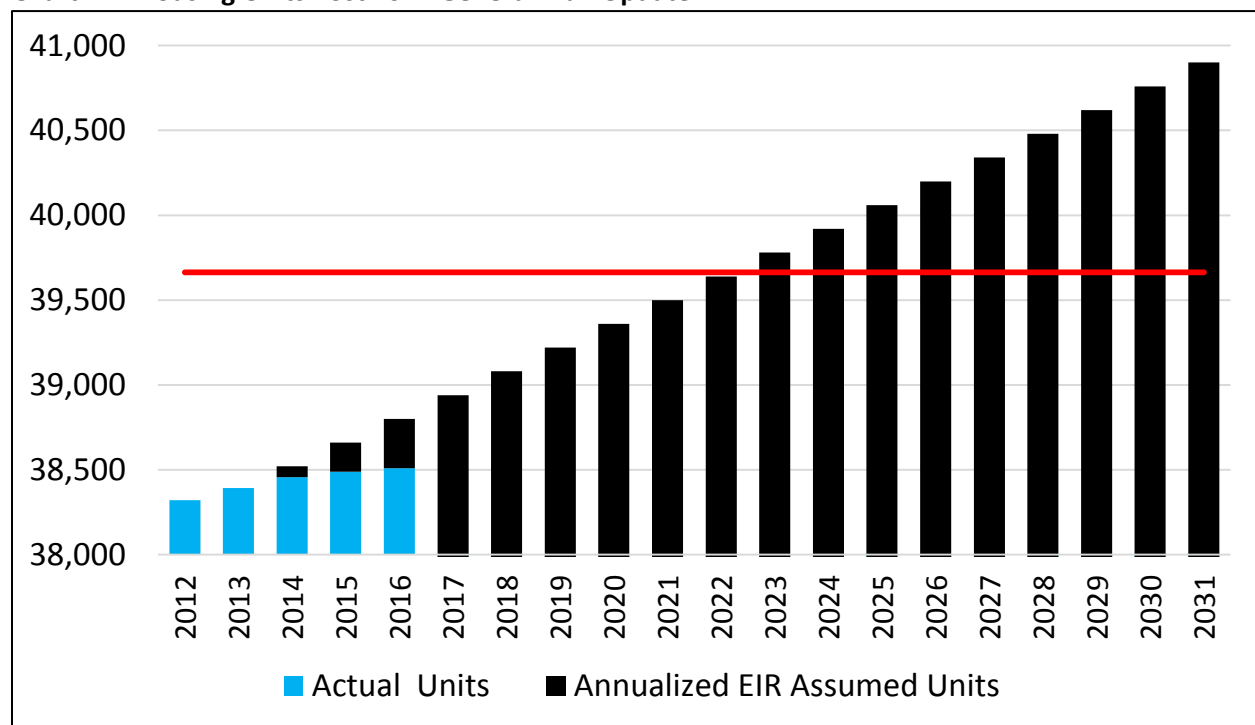
No apparent course corrections are needed to manage growth. The Nonresidential Growth Management Program (GMP) is in its relative infancy and nonresidential development is occurring as the program envisioned. The Planning Commission will continue to annually evaluate which category any unused Small Addition allotments should be rolled into, based on the previous year's development activity. It is recommended that nonresidential growth continue to be tracked and reported in the General Plan Implementation / Adaptive Management Program report.

Allow as much housing as possible Within Resource Limits

The 2011 General Plan Certified Final Program EIR analyzed the City's resources and assumed a citywide residential buildout of 2,795 dwelling units over the plan's 20 year timeline. With 28% of the planning period completed, only 20% of this assumed total has been built. While the 2011 General Plan Certified Final Program EIR does not include an assumption for the number of units built each year, the volume of housing produced since the 2011 General Plan was adopted is 31% lower than theoretically possible, if the 2,795 assumed units were to be evenly distributed over the planning period. However, housing development has historically been cyclical, and with the increasing number of units in the pipeline, close monitoring of housing production will be necessary. As a result, it is recommended that housing continue to be tracked and reported in the General Plan Implementation / Adaptive Management Program report.

The 2015 Housing Element includes "Quantified Objectives¹," of 1,208 new units (151 per year) constructed from 2015 to 2023. With 31% of this period completed, 55% fewer units were built than targeted by the Quantified Objectives. However, current housing in the pipeline exceeds the 2023 Quantified Objectives by 328 units. While it is near certain that not all of these projects will be built, there is a high likelihood that the Quantified Objectives will be met, or exceeded, by 2023 or sooner.

Chart 7: Housing Units Post 2011 General Plan Update



¹ Quantified objectives estimate the number of housing units by income category that are likely to be built, rehabilitated, or conserved over the Housing Element planning period, based on needs, resources, and constraints.

General Plan EIR

BACKGROUND

Impacts resulting from implementation of the 2011 General Plan were analyzed in the 2011 General Plan Certified Final Program EIR. A General Plan MMRP was adopted by City Council to track implementation of the required and recommended 2011 General Plan Certified Final Program EIR mitigation measures that were incorporated as 2011 General Plan policies. Implementation status has been tracked since 2012 and included as an appendix to this report since 2014.

DISCUSSION

The MMRP status report chart (Appendix A) was reorganized in 2017 to focus on mitigation measures by impact significance levels rather than by topic as in previous reports. The purpose of the reorganization is to highlight the most significant impacts of the 2011 General Plan implementation (Class I and Class II impacts) and to clearly differentiate: 1) impacts that remain significant even after mitigation (Class I); 2) impacts which can be avoided or reduced with mitigation (Class II); and 3) recommended measures (Class III) that further benefit the environment but are not required to mitigate impacts and could be considered a lower priority for implementation.

Class I Impacts

The Class I impacts, which are limited to transportation and global climate change, are related to unavoidable impacts from vehicle trips that exceed the City's level of service standards and were projected to increase the citywide transportation-related GHG emissions to a level that exceed State GHG emission reduction targets (at the time). In particular, 20 intersections were projected to be impacted by vehicle trips by 2030 and the impact remains significant for intersections not subject to feasible mitigation with roadway and signal improvements. However, in 2013, Governor Brown signed Senate Bill (SB) 743, which shifts the environmental review (California Environmental Quality Act) analysis from delay (a congestion measurement) to reduction of vehicle miles travelled (a GHG emissions measurement). The California Office of Planning and Research (OPR) has released a draft update to the CEQA Guidelines to implement SB743, recommending VMT as the most appropriate measure of transportation impacts. The SB743 regulations are not anticipated to be effective Statewide until 2019. When this occurs, and the City updates the 2011 General Plan Certified Final Program EIR, these impacted intersections would no longer be categorized as a CEQA Class 1 impact and the associated mitigation measures would simply remain as General Plan policies or implementation measures.

The 2012 Climate Action Plan refined the GHG emissions analysis and functions as a cumulative mitigation program for climate change.

Several transportation-related mitigation measures that are complete or partially complete include:

Installation of improvements at impacted intersections:

- The Las Positas Road & Cliff Drive roundabout constructed (one of the 20 intersections identified as impacted).

Reductions in Traffic Demand

- Implementation of the AUD Incentive Program.
- The New Zoning Ordinance (NZO) amendments allowing neighborhood markets in the two-unit and multi-unit residential zones with a Performance Standard Permit. Neighborhood markets however are not allowed in the single unit residential zones per City Council direction.
- Carshare vehicle program adopted.
- Bicycle Master Plan Update completed.
- Pedestrian improvements constructed including pedestrian refuge islands, brighter street lighting, curb access ramps, crosswalk enhancements, and sidewalk infill.
- Bicycle infrastructure constructed including bike parking corrals, bike station modules, and bridge improvements and replacements.
- Coordination with MTD for service enhancements.

Class I mitigation measures that were targeted to be complete or started by 2017 but have not yet been initiated include:

- Implementing parking management options (pricing programs and strengthening neighborhood parking programs).
- Updating the Pedestrian Master Plan.
- Implementing additional Transportation Demand Management (TDM) Programs.
- Developing measures to promote housing of large employers with the City of Santa Barbara.
- Preparing an Intersection Improvement Master Plan.
- Installation of improvements at impacted intersections.

Class II Impacts

The Class II impacts that could be mitigated include air quality, biological resources, geological conditions, hazardous materials, heritage resources, hydrology and water quality (flood hazards), noise, open space and visual resources, public utilities (solid waste), and transportation. In this category, a number of projects have been completed, including:

- Design Standards for Development Near Highway 101 ordinance adopted (reduces diesel emission risks).
- Mission Creek Fish Passage at Lower Caltrans Channel completed.
- Goleta Slough Management Plan completed.
- Upper Arroyo Burro restoration completed.
- Safety Element policies updated.
- Historic Resources Element policies updated.
- Designated City Landmarks and Structures of Merit Sensitivity (buffer) Areas identified and flagged.
- Online Historic Resources Database created.
- Long Term Water Supply Plan updated.
- Three new open space/restoration areas acquired.
- Single Use Bag ordinance adopted.

Several of the Class II mitigation measures that were targeted to be complete or started by 2017 have been delayed but are scheduled as part of a future work effort to update the Environmental Resources Element, including:

- Map of important City upland habitats and wildlife corridors.
- Study to identify key open space locations for protection.

Class III Impacts - Recommended Measures

As noted earlier, mitigation measures for Class III impacts are not required but are included in the MMRP as they were incorporated as 2011 General Plan policies and implementation actions. The Class III impacts include air quality, biological resources, geological conditions, hazards, hydrology, noise, open space and visual resources, public services (parks and recreation), and public utilities (water supply and demand). The 2011 General Plan Certified Final Program EIR also included additional environmental analysis on energy, global climate change, population, jobs-housing balance, and socioeconomic issues. The recommended projects that have been completed include:

- Safety Element update adopted (including recommended policies for water system improvements for fire fighting and vapor exposure).
- Prescription drug disposal box established in Police Department lobby (beach water quality improvement measure).
- Laguna Watershed Study completed.
- Noise ordinance updated.
- Historic Resources Design Guidelines, Historic Architectural Styles Guide, and Proposed Historic Resource Descriptions and Maps completed.
- Multi-Unit/Mixed-Use Design Guidelines completed.
- Energy and Global Climate Change strategies included in the adopted Climate Action Plan.

Class III mitigation measures that were targeted to be complete or started by 2017 but have not yet been initiated include:

- Further building standards and incentives for impermeable surface relative to lot size, green and cool roofs, and changed roadway standards allowing more impermeable surfaces.
- Fee studies to mitigate public service impacts of new commercial and market rate residential development.
- Parks and Recreation Facilities Master Plan update.
- Watershed Action Plans for Mission, Sycamore, and Arroyo Burro watersheds.
- Multiuse Waterfront Habitat and Wildlife Management Plan.

AMP RECOMMENDATION

The City has made good progress on a number of the 2011 General Plan Certified Final Program EIR required mitigation measures. However, there remain a number of Class I and II mitigation measures that have not been implemented or funded. As a result, it is recommended that these measures be prioritized.

In addition, a number of environmental and physical conditions have changed since the 2011 General Plan Certified Final Program EIR was completed, new regulations have been adopted by State and federal

entities, and updated information on conditions and resource impacts is available. As a result, it is recommended that updating the 2011 General Plan Certified Final Program EIR be prioritized to address these changed conditions, including:

- Changes in air quality;
- Changes to the transportation and circulation section including conversion of the Level of Service-based traffic impact significance thresholds currently used for environmental review (California Environmental Quality Act) to City policy and replace the Level of Service environmental review thresholds to a VMT-based approach consistent with SB743. While the California Office of Planning and Research (OPR) has released draft CEQA Guidelines to implement SB743, SB743 regulations are not anticipated to be effective Statewide until 2019;
- Water resources and drought assumptions, based on the current unprecedented drought conditions;
- Native American consultation procedures, to update procedural issues;
- Greenhouse gas emissions based on the results of the updated community-wide GHG emissions inventory and taking into account new State targets;
- Jobs/housing balance; and
- Address more recent legislative changes and court cases.

Format & Content Considerations

“POSSIBLE IMPLEMENTATION ACTIONS TO BE CONSIDERED”

The 2011 General Plan implementation strategies are specific methods to achieve the vision of a more sustainable community and provide examples of programs and actions that the City may take to achieve goals and policies. When the 2011 General Plan was adopted, there was concern that the implementation strategies would commit the City to numerous, unfunded work programs. Therefore, a compromise was adopted to globally apply a subheading, “Possible Implementation Actions to be Considered” to all the implementation items throughout the document.

This has created ambiguity and confusion because some of these actions are on-going practices or standards that are already being implemented, others are examples of future work program items that may be undertaken as Stated in the 2011 General Plan, and some are applied as policies. This in turn makes it unclear whether the actions are required. And, the heading is misleading for the public who would not be able to determine which actions are already implemented versus future work programs. Furthermore, some of the actions under this heading are required mitigation measures per the City’s 2011 General Plan Certified Final Program EIR.

AMP RECOMMENDATION

In 2016, the General Plan/AMP report recommended to modify the “Possible Implementation Actions to be Considered” heading because of the ambiguity and confusion it creates. This recommendation still stands that the “Possible Implementation Actions to be Considered” heading be modified as appropriate to one of the following headings:

- Ongoing Actions.
- Required Mitigation Measure Actions.
- Future Work Programs to be Considered.

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- Adam Nares, GIS Technician

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Reference Material

The primary reference documents used in the preparation of this report include the following and are available at the Community Development Department, 630 Garden Street, Santa Barbara CA, or on the City of Santa Barbara's website.

- Santa Barbara General Plan, December 2011
 - Historic Resources Element, October 2012
 - Housing Element, February 2015
- 2011 General Plan Certified Final Program Environmental Impact Report, March 2010
- Santa Barbara Municipal Code
- Internally generated data obtained from the Community Development Department's parcel and project data base, project application plans and documents, and other sources
- California Department of Finance Population and Housing Estimates

Other sources of information utilized in the preparation of this report are informally cited throughout the text.

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