



1.3 SANTA BARBARA'S COASTAL ZONE

PHOTO: SANTA BARBARA HARBOR

THE SANTA BARBARA COASTAL ZONE

Characteristics of the Santa Barbara Coastal Zone

The City of Santa Barbara Coastal Zone, as shown on Figure 1.3-1 *Component Areas* on the following page¹, encompasses a total area of three square miles (not including the Airport). The City's Coastal Zone is distinctive for its 4-mile long publicly owned, accessible, and open to view waterfront. In total, approximately 70% of the City's shoreline is in public ownership. In 1976, the population of the City's Coastal Zone was estimated to be slightly in excess of 9,000 persons and in 2010, the estimate remained relatively unchanged.

A variety of natural features and land uses exist in the City's Coastal Zone. The western portion of the City's shoreline is lined with steep coastal bluffs, and the predominant use is single-unit residences. The terrain to the east is more even, and sandy beaches prevail. In this portion of the shoreline, there is a complex pattern of uses, including residences (single-unit and multiple-unit dwellings), hotels and motels, institutions, commercial uses,

¹ Another portion of the City, four miles west of the City proper, is the Santa Barbara Airport, an enclave of approximately 950 acres that is almost wholly within the Coastal Zone and is regulated by a separate Local Coastal Program (LCP).

public transportation facilities, and light industrial uses. Nearly a third of this land area is designated Open Space. Visitor and recreation facilities are primarily concentrated along Cabrillo Boulevard and near the Harbor.

History of the Santa Barbara Coastal Zone

In 1903, the City Council enacted an ordinance designating all City owned property between what is now Cabrillo Boulevard and the mean high water mark for public park use. At that time, the City owned a 100-foot wide strip of land that ran along the mean high water mark for two blocks between extensions of Santa Barbara and Laguna Streets, and two other small parcels between extensions of Laguna and Milpas Streets.

In 1924, developers optioned 1,500 feet of beach frontage for small stores and “amusements.” Almost immediately, a group of civic leaders was formed who proceeded to buy the privately owned beach property from the lumber yard, just east of State Street to where the Bird Refuge is, until such time that the City could pass bond measures to buy the property. In 1927, a \$450,000 bond issue was approved by the voters for land acquisition and construction of East Cabrillo Boulevard.

When a proposal to develop the lumber yard property with “high class” amusements was made in 1927, community opposition resulted in many of the same civic leaders financing the purchase of that property, to be held until again the City could pass a bond measure to buy the property. That bond issue was approved in January, 1931.

Shoreline Park is on a 15-acre coastal bluff top west of Leadbetter Beach up to where long-time residential development begins. Once used as farmland, residents feared this bluff land would be developed, blocking off public views and access. The voters approved a bond issue to buy this land in August, 1964. (A federal grant helped pay for the purchase.)

With 70 acres overlooking the ocean, the Douglas Family Preserve is the City’s largest coastal park. In the 1970’s and 1980’s various development proposals for the property failed as did two bond measures to buy it. By 1995 the property was in foreclosure. The community was given 30 days to come up with \$3.5 million to pay off the loan. Several community organizations and many individuals came together to raise the funds. By the 29th day, they were \$600,000 short. On the 30th day, actor Michael Douglas donated the remainder needed and gave the park its name.

Through the actions of civic-minded private citizens, voter approval of bonds to pay for the land, and the generous donations of many individuals, Santa Barbara acquired its 4.2 miles of beautiful public waterfront.

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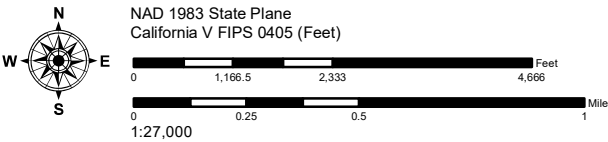
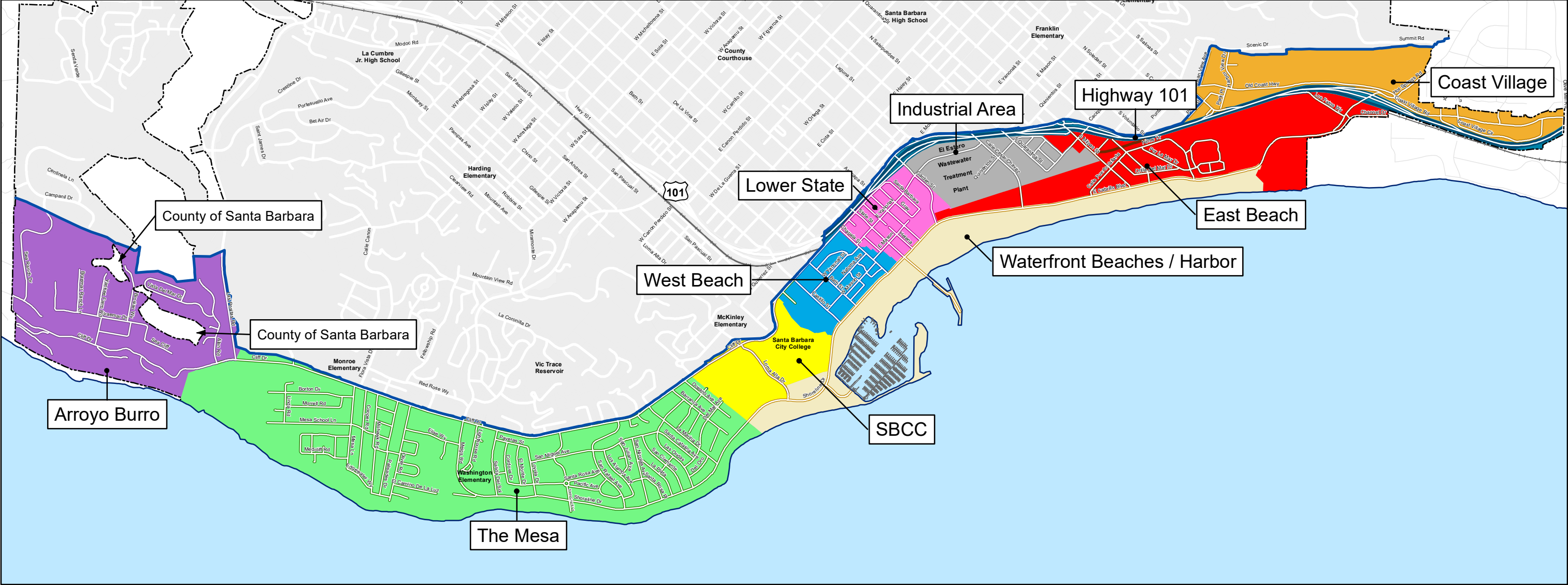
NEIGHBORHOODS / COMPONENT AREAS OF THE COASTAL ZONE

As described throughout this document, the City's Coastal Zone is complex and features a variety of natural features and land uses. To address this complexity, the Coastal Zone has been divided into ten Component Areas that range in land use from mostly residential and open space to industrial and mixed-use. The following descriptions discuss these areas in terms of their location and physical characteristics, land use, development potential, and major coastal issues. Land use designations, public access, recreation, coastal resources, hazards, and public facilities are discussed more fully in later sections of this document.

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FIGURE 1.3-1 COMPONENT AREAS



BOUNDARIES

Coastal Zone

City Limits

COMPONENTS

Arroyo Burro

The Mesa

SBCC

West Beach

Lower State

Industrial Area

East Beach

Coast Village

Waterfront Beaches/Harbor

Highway 101

Note: Southern city limits extend into the Santa Barbara Channel. See Official Annexation Map for official city limit boundary. The Coastal Zone Boundary depicted on this map is shown for illustrative purposes only and does not define the Coastal Zone. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.

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ARROYO BURRO

PHOTO: HENDRY'S BEACH ON A FOGGY DAY

Description

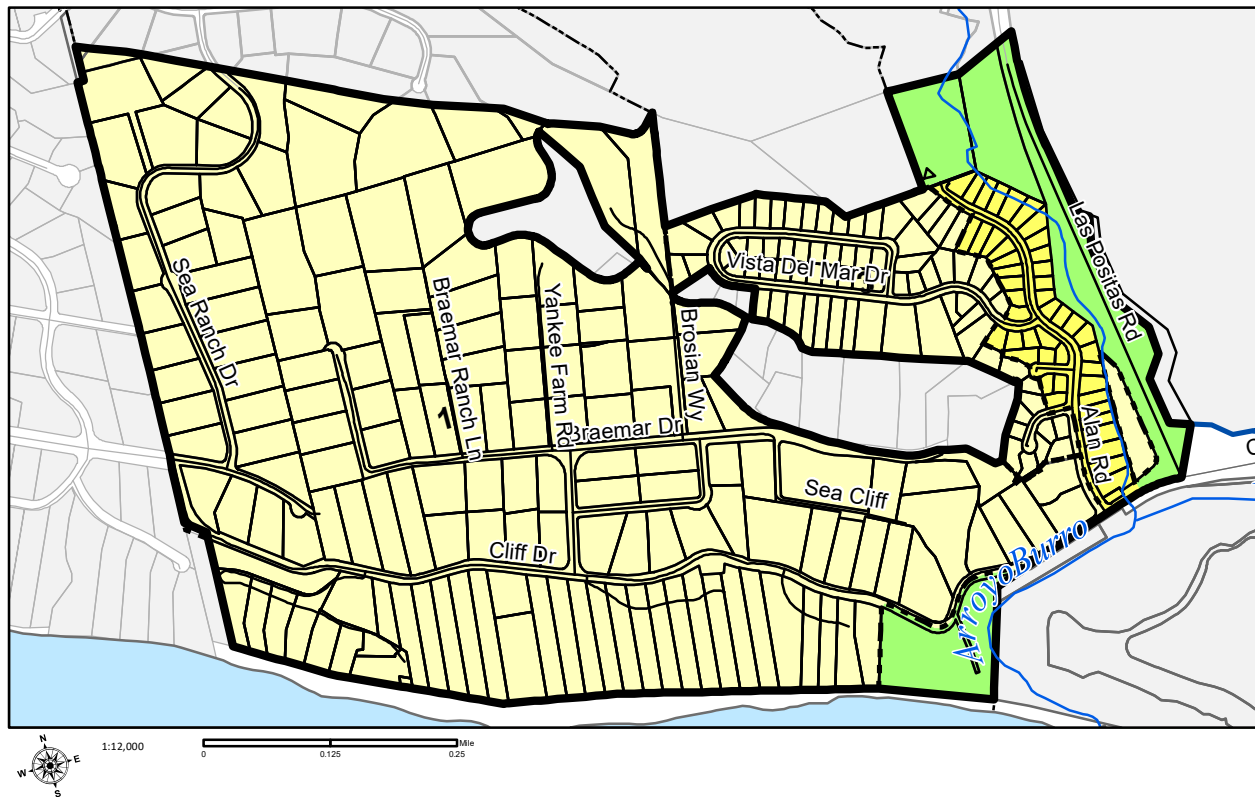
The 304-acre Arroyo Burro Component Area stretches from the City's westerly boundary, adjacent to Hope Ranch, east to Arroyo Burro Beach (also known as Hendry's Beach) and Las Positas Road, and extends inland 1,000 yards. Characteristic of this region, and the entire western half of the City's Coastal Zone, are coastal bluffs that rise abruptly from the beach to a height of approximately 150 feet. Inland from the bluffs' edge, the topography continues to slope upward, in some areas steeply, in other areas leveling off as mesas, to an elevation of approximately 500 feet at the periphery of the Coastal Zone. Not all parcels in this area receive City sewer service and must rely on private, on-site sewer systems.

A creek (Arroyo Burro) runs through the southeastern boundary of this Component Area between Las Positas Road and the Alan Road tract of single-unit homes. Arroyo Burro County Beach Park is at the outlet of the creek into the Arroyo Burro Estuary at a natural break in the coastal bluffs. The estuary is periodically influenced by tidal action from the sea when a sand berm on the beach is breached by waves and/or high flows from the creek. The park functions as an important space for recreational activities and provides convenient public



COASTAL VIEW FROM SEA RANCH DRIVE




FIGURE 1.3-2 ARROYO BURRO COMPONENT AREA LAND USE



access to the beach. Additionally, a path between the park and the adjacent Douglas Family Preserve provides an off-street link to the Mesa-area neighborhoods to the east.

Land Use

The majority of land use is Residential. On the western side of this area, north of Cliff Drive, three subdivisions from the late 1950s and early 1960s resulted in 85 parcels of approximately one acre in size. A few of these parcels remain vacant.

Land Use Designation	Residential	%
 Parks/Open Space	N/A	8%
 1 Residential	Max 1 du/acre	78%
 3 Residential	Max 3 du/acre	14%

At the eastern end of this area, an exception to the predominant one-acre lots is the Braemar Park Tract located along Alan Road and Vista Del Mar. This tract, developed while under County jurisdiction, was annexed to the City in 1956. These parcels, while still Residential, allow for three dwelling units per acre.

Along the western and southern sides of Braemar Park Tract are two unincorporated islands of residentially zoned and developed property that are comprised of approximately 13 parcels. Because most of the parcels are developed and currently receive City services, it is unlikely that these parcels will be annexed to the City.

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FIGURE 1.3-3 ARROYO BURRO COMPONENT AREA AERIAL



Parks and open space areas in this component include Arroyo Burro County Beach Park and several parcels recently acquired by the City for open space and restoration purposes adjacent to Arroyo Burro at the intersection of Las Positas and Cliff Drive and north of Alan Road (previously referred to as the Veronica Meadows area).

Development Potential

This area has very little potential for new residential development as only five vacant parcels and one underdeveloped parcel exist as of April 2015. As development here is typically constrained by steep slopes, coastal bluffs, or creeks, most new development is anticipated to be remodels and additions to existing single-unit homes, as well as accessory dwelling units.

Major Coastal Issues

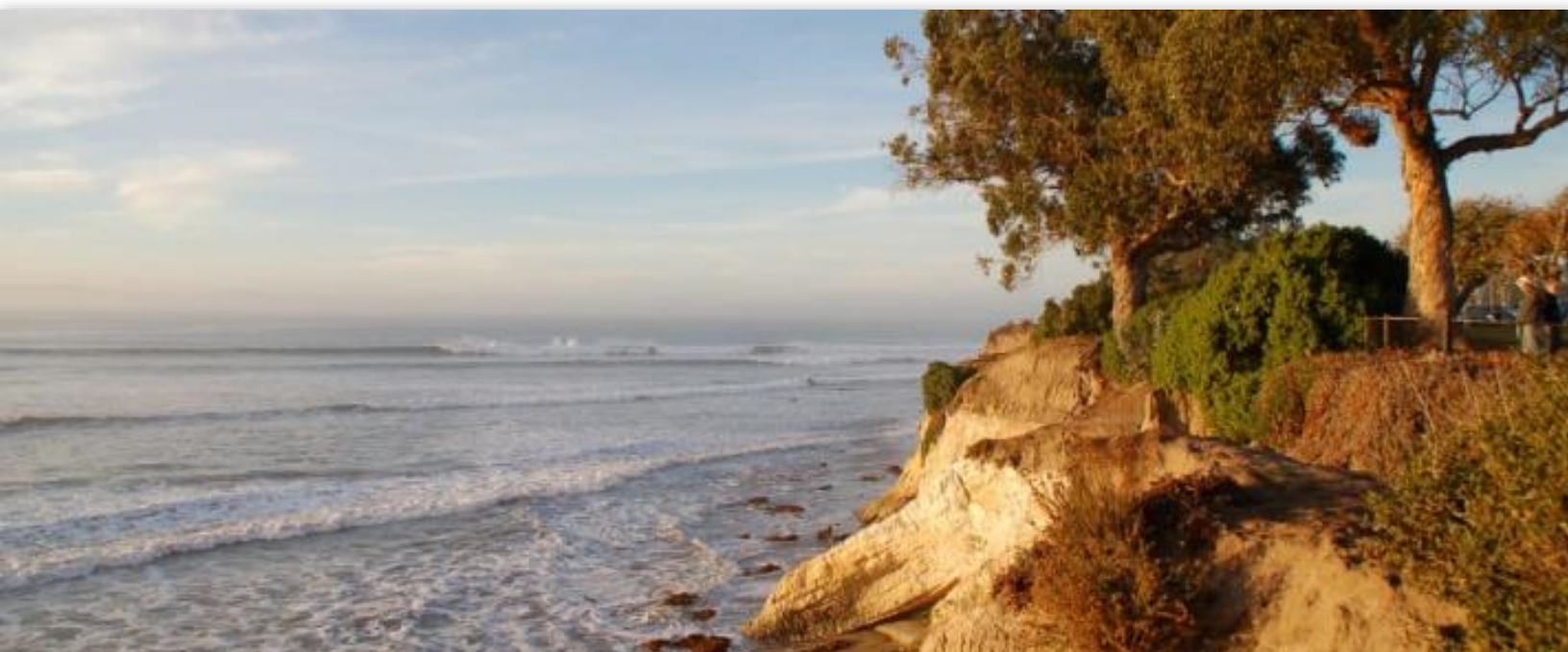
This Component Area provides beach access, recreation, sensitive habitat, and scenic views. Neighborhood compatibility and size, bulk, and scale can be challenging issues for new residential development or expansions due to scenic view issues. However, infill residential additions have rarely raised coastal resource protection issues unless located along creeks or sensitive habitat or if they block public scenic views.

Arroyo Burro Beach Park is a very popular beach destination and one of the only beaches in the City's Coastal Zone where dogs are allowed on and off leash. While the parking lot at the park is sizable, parking demands for the beach can spill over into the neighborhood along Alan Road during busy beach days. The City has plans to improve the bicycle and pedestrian access along Las Positas Road to the beach park and to connect to the bike lanes and paths along Cliff Drive. A recently completed roundabout project at Las Positas Road and Cliff Drive has reduced traffic congestion in the area.

Arroyo Burro north of Cliff Drive is a highly erosive creek that is directly adjacent to the lots on the east side of Alan Road. The small size of these lots and previous development too close to the creek have resulted in several ad hoc reinforcements by private landowners of the creek banks, including terracing with rocks and sandbag walls. The City has undertaken significant restoration and fish passage improvements in Arroyo Burro estuary and has plans for restoration of the creek along several recently acquired parcels north of Alan Road and near the Las Positas Road and Cliff Drive intersection. Water quality at the Arroyo Burro Beach can be a concern when the estuary is breached during storm events.

The coastal bluffs, which are almost entirely developed with single-unit homes, are susceptible to erosion that can be incremental (associated with slow, long-term wearing of the coastal bluff) or episodic (associated with short duration, retreat and collapse of the coastal bluff). The rate of coastal bluff and beach erosion is projected to increase due to sea level rise, which could impact homes and structures that are currently built close to the coastal bluff edge, as well as public beach access. Maintaining public access to and along the shoreline requires coordination with local and regional entities to ensure that coastal access and natural sand transport are protected and enhanced.

The coastal bluff area along Sea Ledge Lane is a particularly problematic area due to the location of a known deep-seated landslide area mapped by the United States Geological Survey (USGS) and others extending from the beach up to Cliff Drive. Several single-unit residences, the majority of which were built before passage of the Coastal Act, are located on the potential landslide area. Following the El Niño storm season of 1982-1983, a 640-foot long revetment was built along the toe of the bluff along Sea Ledge Lane to protect structures threatened by wave erosion and slope failure. This is one of only two private shoreline protection structures that have been permitted in the City to date.



THE MESA

PHOTO: CLIFFS ALONG SHORELINE DRIVE

Description

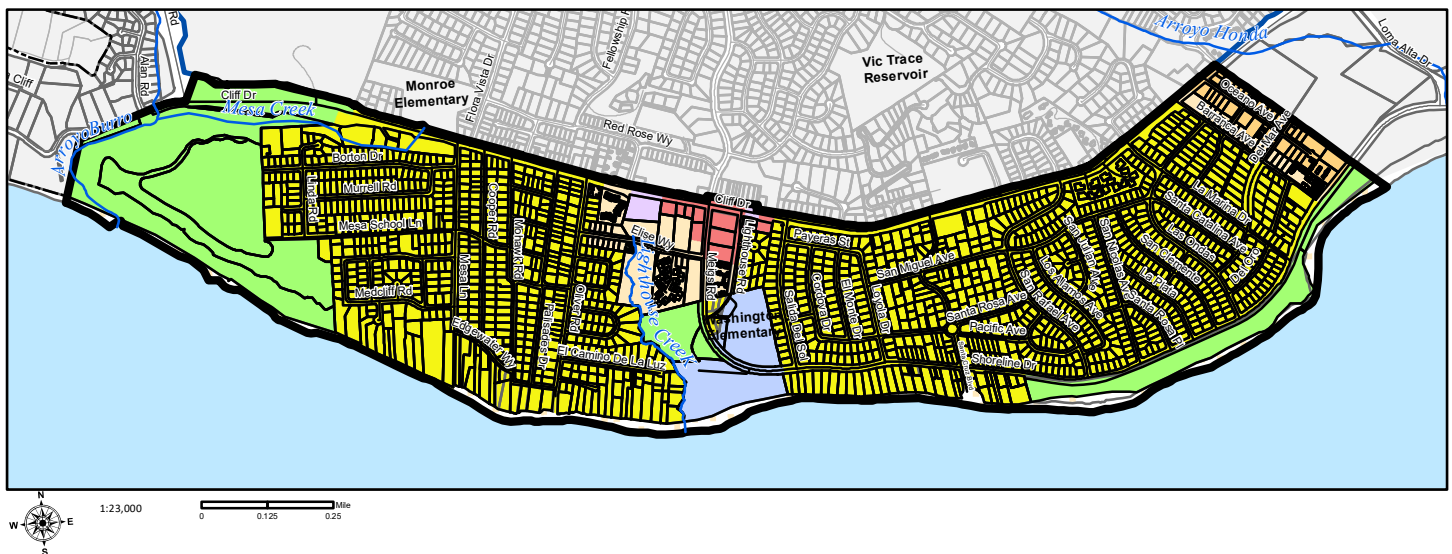
The 635-acre Mesa Component Area spans eastward from Arroyo Burro Beach to the westerly boundary of Santa Barbara City College and extends inland to Cliff Drive. This area, appropriately referred to as “the Mesa,” is situated on relatively level, continuous coastal bluffs that vary in elevation but average 150 feet. From the coastal bluff edge inland, the terrain has an approximate five percent slope, which affords some ocean views. Tidepools exist at scattered locations along the base of the Mesa bluffs and are revealed at low tide.

The 70-acre Douglas Family Preserve is located on the west side of the Component Area. Single-unit homes line the bluffs from the Preserve east to Lighthouse Creek. Lighthouse Creek runs through approximately the center of this Component Area, exiting to the ocean at a steep break in the coastal bluffs. La Mesa Park, a neighborhood park, is located directly east of Lighthouse Creek. Single-unit homes line the coastal bluffs east of Lighthouse Creek to Shoreline Park. Shoreline Park is one the City’s most popular parks, occupying 15 acres of coastal bluff along Shoreline Drive and affording views of the ocean, beach, Harbor, and Channel Islands. A stairway provides public access from Shoreline Park to the beach










MIXED-USE DEVELOPMENT

FIGURE 1.3-4 THE MESA COMPONENT AREA LAND USE



below. Public beach access from the bluffs is also achieved at the Mesa Lane Steps (at the end of Mesa Lane) and at Thousand Steps (at the end of Santa Cruz Boulevard).

Land Use Designation	Residential	%
 Parks/Open Space	N/A	21%
 Residential	Max 5 du/acre	67%
 Medium Density Residential	Max 12 du/acre	5%
 Medium High Density Residential	Max 27 du/acre	2%
 Office/Medium Density Residential	Max 12 du/acre	1%
 Commercial/Medium High Residential	Max 27 du/acre	1%
 Institutional	Surrounding Zoning	2%

Land Use

The Mesa is primarily small-lot, single-unit residential, with higher density multiple-unit development near the easterly boundary. Higher residential density and neighborhood-serving commercial use are found north of La Mesa Park along Meigs Road, Elise Way, and Cliff Drive. An elementary school and U.S. Coast Guard lighthouse facility are located along Meigs Road/Shoreline Drive.

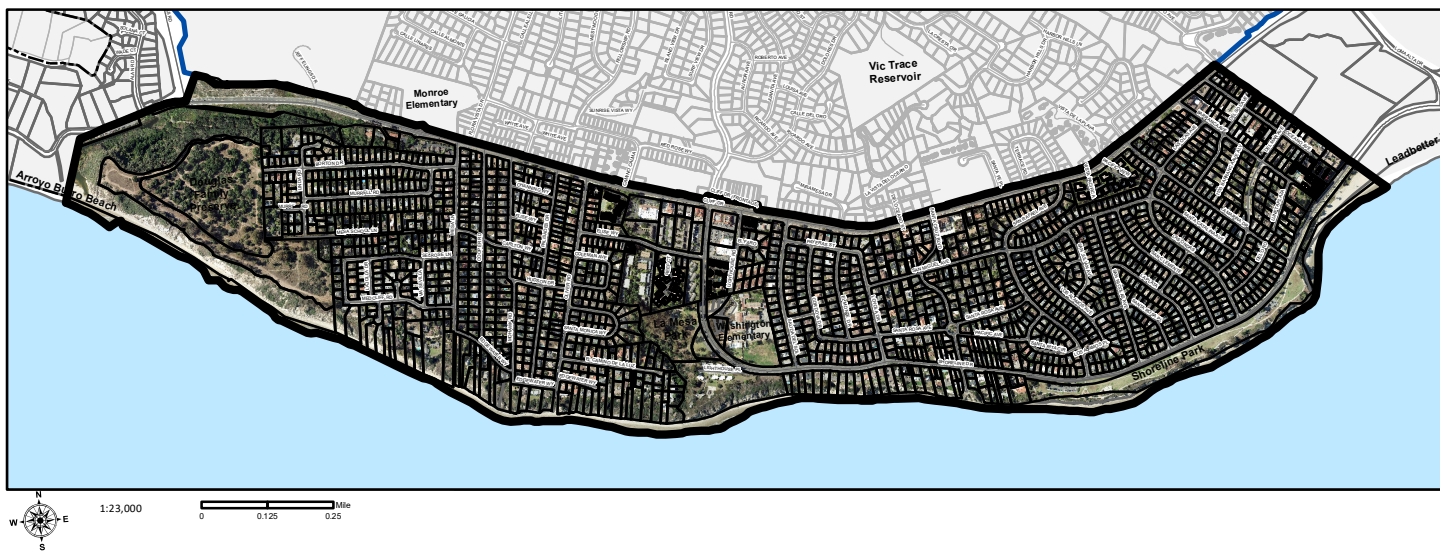
Parks/Open Space form a significant portion of the land use, including Douglas Family Preserve, La Mesa Park, Shoreline Park, and the beach areas below the bluffs.

Development Potential

As of April 2015, approximately 10 vacant and 21 underdeveloped parcels, including those with commercial land use designation, have not developed to the theoretical maximum allowed residential density. Most new development is anticipated to be remodeling and additions to existing single-unit homes. There may also

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FIGURE 1.3-5 THE MESA COMPONENT AREA AERIAL



be some limited potential for additional office/commercial development, mainly as remodeling and additions to existing facilities.

Major Coastal Issues

Similar to Arroyo Burro, this area is also almost fully developed and includes beach access, recreation, sensitive habitat, and public scenic views. Infill residential additions have raised issues if they block public scenic views.

The issues of beach and coastal bluff erosion are similar to the Arroyo Burro Component Area. Several known landslide areas are located along the bluffs in this Component Area. Several large landslides have occurred in the vicinity of El Camino De La Luz and along Shoreline Park. Some private residences and significant accessory improvements (lawns, patios, etc.) extend close to the bluff edge at some locations along the bluff. To date, however, no private shoreline protection structures have been permitted in this Component Area. Coastal bluff erosion/retreat and wave impacts affecting public beach access stairways and park infrastructure have led to several repair and reconstruction projects to maintain public access to the beach.



SANTA BARBARA CITY COLLEGE (SBCC)

PHOTO: SBCC LA PLAYA STADIUM

Description

The Santa Barbara City College (SBCC) campus encompasses the majority of this 94-acre Component Area, which spans eastward from the western edge of SBCC, between Shoreline Drive/Cabrillo Boulevard and Cliff Drive/Montecito Street, to the easterly edge of the campus at Pershing Park. Also included is an area of apartment units largely inhabited by SBCC students. A creek (Arroyo Honda) flows through the northwestern portion of this component along the eastern perimeter of the SBCC West Campus and Loma Alta Drive.



SBCC CAMPUS

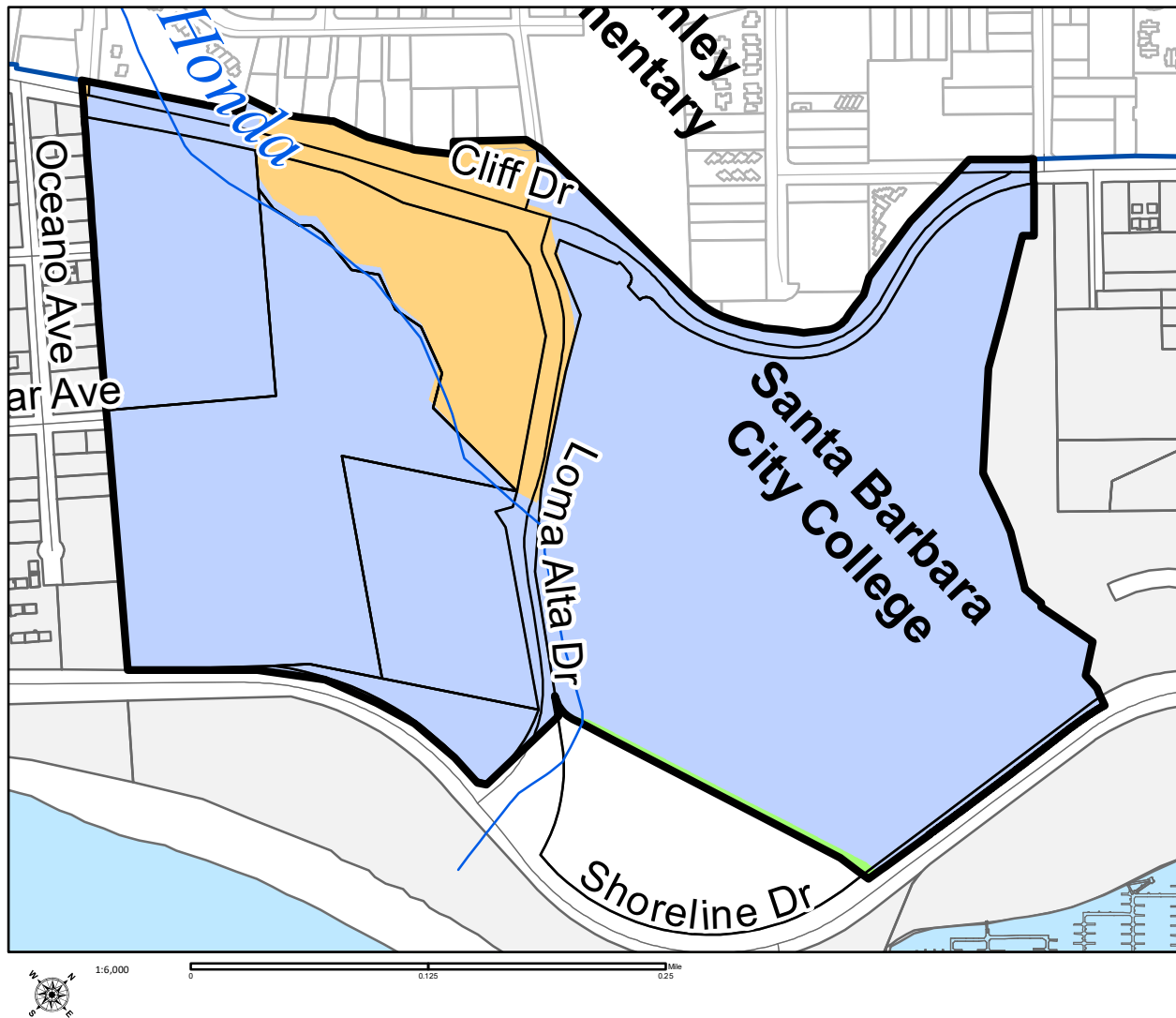
Land Use



SBCC is designated Institutional and operates under its own independent community college district, with a Board of Trustees. A Medium

High Density Residential area with apartment units lies in an area bordered by Cliff Drive, Loma Alta Drive, and Arroyo Honda.

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FIGURE 1.3-6 SBCC COMPONENT AREA LAND USE



Land Use Designation	Residential	%
 Medium High Density Residential	Max 27 du/acre	11%
 Institutional	Surrounding Zoning	89%

Development Potential

Development within SBCC is directed by the Coastal Commission-certified SBCC Public Works Plan (which reflects the SBCC's Long Range Development Plan). The standard of review for

amendments to the Public Works Plan is the policies and provisions of the City's LCP.

FIGURE 1.3-7 SBCC COMPONENT AREA AERIAL



Major Coastal Issues

This Component Area includes coastal access, recreation, and some small habitat areas. Coastal issues related to SBCC include, but are not limited to, public access (parking and circulation), scenic resources (public scenic views of the ocean), and habitat protection.

The City and SBCC have maintained a cooperative working relationship and continue to work to address community issues such as housing for students, parking demand, congestion management, and noise complaints in neighborhood areas. A Joint Use Agreement, originally formed in 1938 between the City and SBCC District, addresses the joint use of recreational and educational property.

Oak woodland, riparian habitats, and a monarch butterfly habitat site are located adjacent to Arroyo Honda.

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WEST BEACH

PHOTO: VIEW FROM WEST BEACH

Description

The 74-acre West Beach Component Area is a flat area inland of Cabrillo Boulevard that spans eastward from the easterly edge of the SBCC campus at Pershing Park to Chapala Street and then loosely follows Mission Creek towards the ocean. Currently, the pleasant character of this area is a result of a unique combination of uses (residential, visitor-serving, commercial, and recreation) and styles (the Spanish Colonial Revival architecture predominates). A portion of Mission Creek touches the northeast periphery of this component.

There are four major parks in this Component Area: Pershing Park, Ambassador Park, Plaza Del Mar, and the Moreton Bay Fig Tree Park. These parks provide open space, outdoor event space, as well as softball fields, a baseball diamond, and tennis courts.

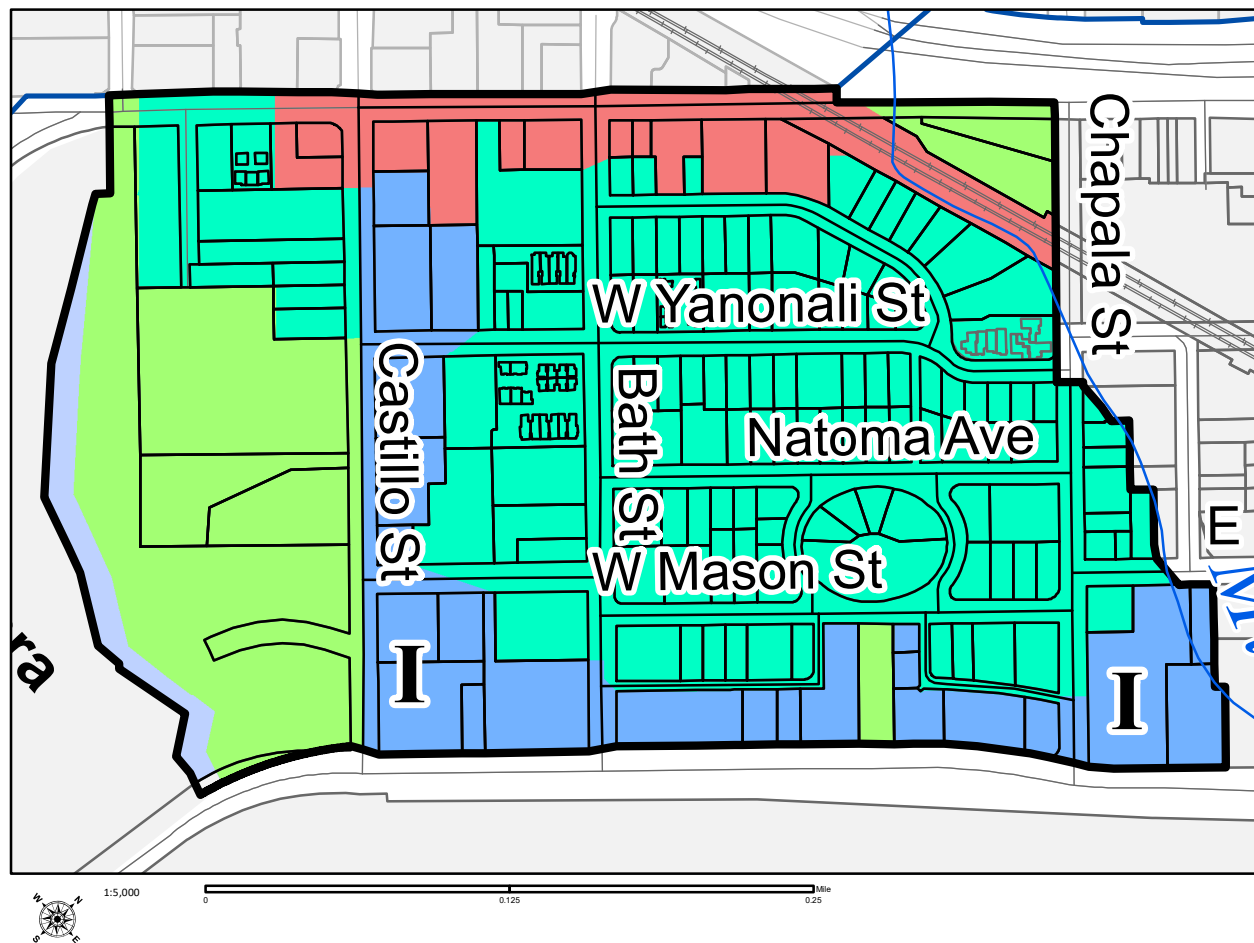


OLD SPANISH DAYS CARRIAGE MUSEUM



Land Use

Sometimes known as the Ambassador Tract, developed after the Ambassador Hotel (formerly the Potter Hotel) burned in 1921, this area is a major visitor-serving area, with

FIGURE 1.3-8 WEST BEACH COMPONENT AREA LAND USE



a number of hotels and motels, and also includes residential development. The northeasterly section allows for single- and multiple-unit dwellings, hotels, and motels.

Land Use Designation	Residential	%
 Parks/Open Space	N/A	21%
 Hotel & Residential	Max 27 du/acre	52%
 Hotel & Related Commerce I	N/A	18%
 Commercial/Medium High Residential	Max 27 du/acre	9%

There is a small commercial area in the northwest portion that includes grocery stores, restaurants, and other businesses, as well as four parks with passive and active recreation.

Development Potential

West Beach is fully developed, with no vacant properties. However, there are parcels that have not developed to their theoretical maximum residential density; therefore, new residential development could include requests for redevelopment with higher density of units. A small amount of hotel/commercial infill is anticipated, involving remodeling or demolition and rebuilding of existing buildings.

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FIGURE 1.3-9 WEST BEACH COMPONENT AREA AERIAL



Major Coastal Issues

West Beach is an important visitor-serving area, with overnight accommodations and recreational facilities. As hotels are remodeled, retaining a range of rooms and room prices for all income segments could be an issue for this area. This area has the potential to support archaeological resources as well as known resources that includes a State Landmark archaeological site, Burton Mound.

The portion of Mission Creek within this Component Area has been widened and reconstructed as part of the Mission Creek Flood Control Project. However, significant development and structures are located very close to the creek banks. Additionally, most of the Component Area is located in the 100-year floodplain of Mission Creek. Inland areas are relatively protected from wave impacts by the Harbor and the wide sandy beach at West Beach. However, due to the low-lying nature of the Component Area, flooding potential could increase in the future from the effects of sea level rise and other climate impacts (changes in rainfall patterns, etc.).



LOWER STATE

PHOTO: STATE STREET AT CABRILLO BOULEVARD

Description

The 81-acre, wholly urbanized Lower State Component Area is built upon relatively flat terrain in the floodplain of Mission Creek. It is bordered by Highway 101 to the north, Chapala Street and Mission Creek to the west, Cabrillo Boulevard to the south, and Garden Street to the east. This area is a tourism and transportation hub that includes the historic, restored 1905 Santa Barbara Railroad Depot/Amtrak Station and Greyhound Bus

Station, a museum of innovation and exploration, several hotels, and the increasingly popular Funk Zone. Mission Creek runs through the southwestern portion of the area, enters the Mission Creek Lagoon, and discharges to the ocean just east of Stearns Wharf.



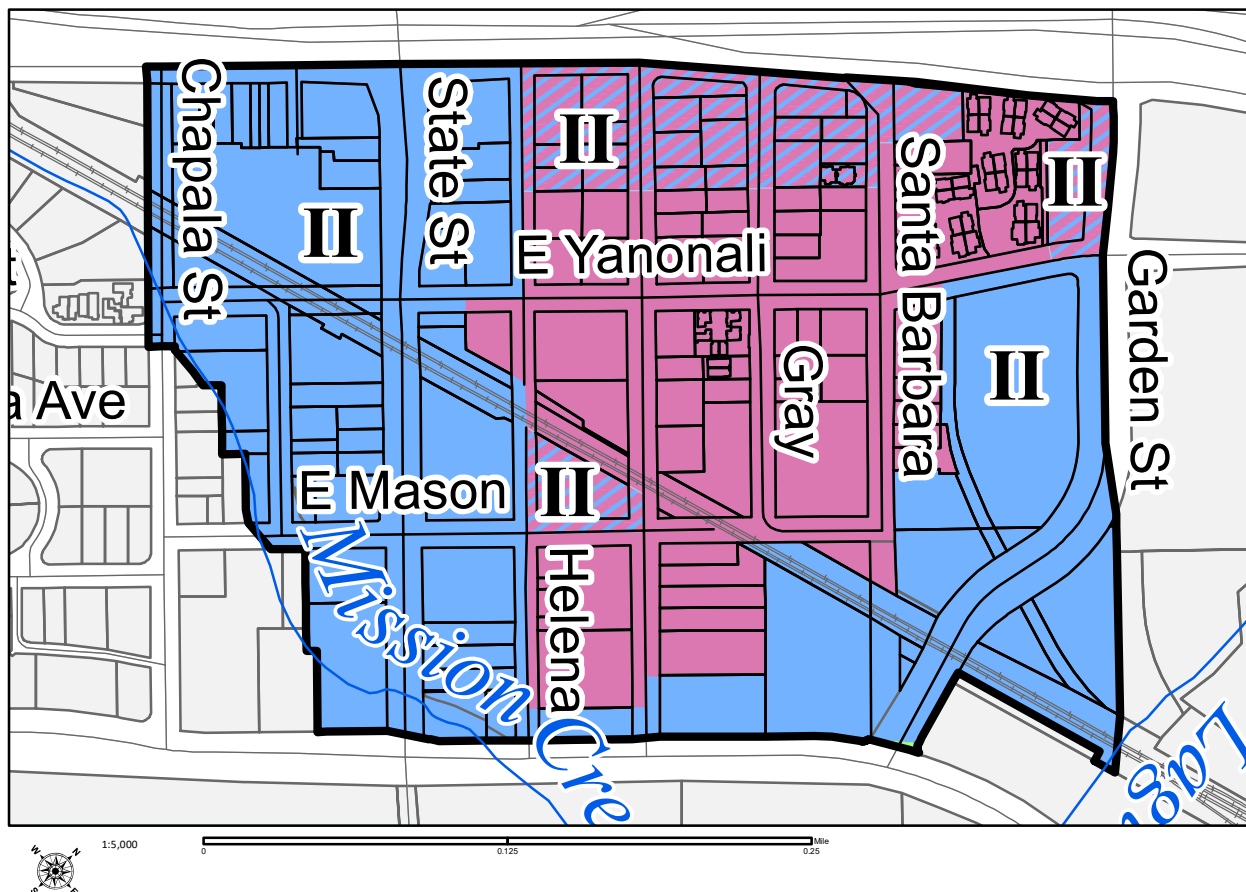
FUNK ZONE ARTWORK

Land Use

The land use is an eclectic mix of commercial retail, restaurant, hotel, office, warehouse, open yard storage, and light industrial uses. The area also includes some mixed-use and multiple-unit residential development.

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FIGURE 1.3-10 LOWER STATE COMPONENT AREA LAND USE



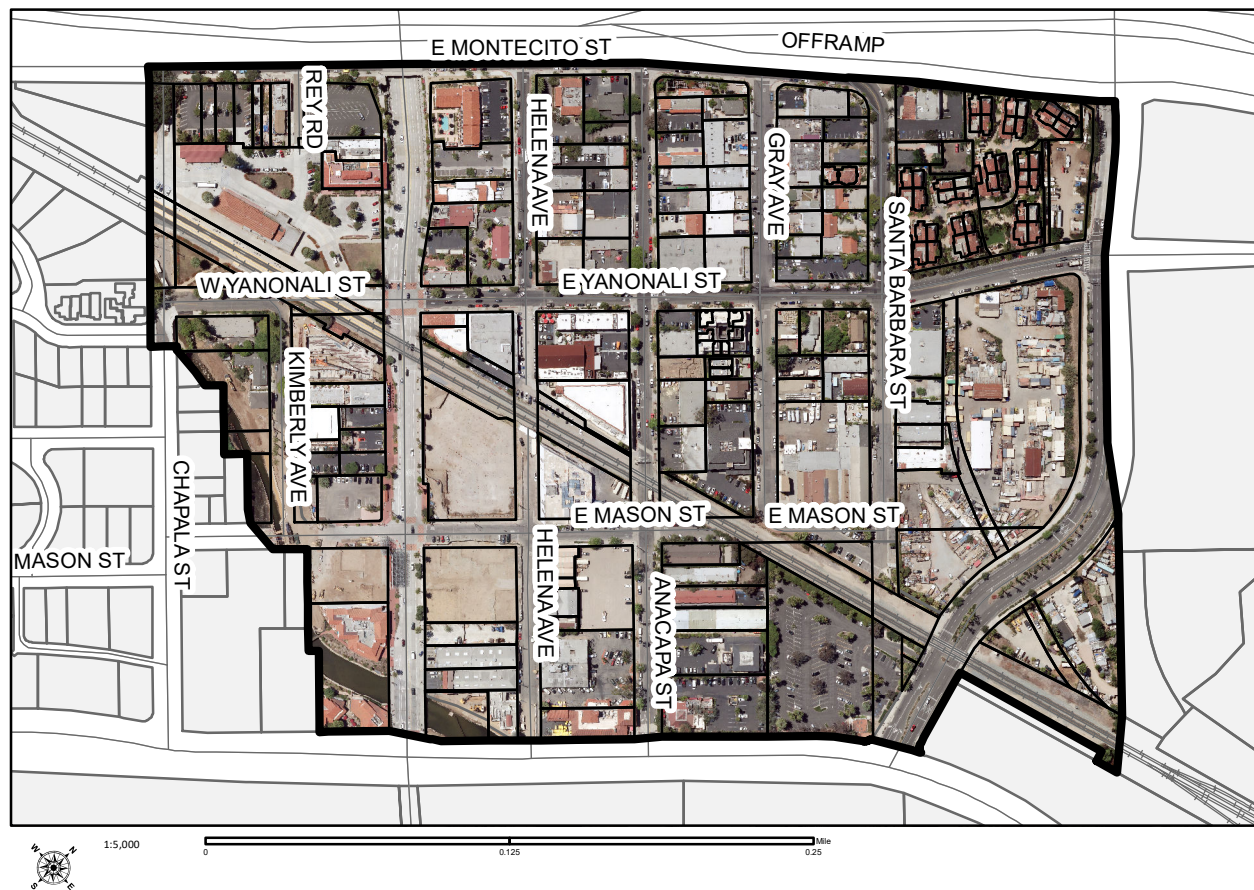
The Funk Zone area is centrally located in this Component Area, and the land use designation allows coastal-dependent and coastal-oriented uses, commercial recreational uses, arts-related uses, restaurants, and small stores. Historically, the Funk Zone was used for light industrial and restricted commercial uses and was a haven for local artists. In 2004, amendments to zone districts were certified in this area which amended some development standards and, over time, the mix of uses has shifted away from what was once lower cost rentals of buildings used for artist spaces and craftsman to a more vibrant mix, adding in residential uses, restaurants, wineries, breweries, small markets, and recreation.

Development Potential

There is some potential for new mixed-use, hotel, and multiple-unit residential development in this Component Area, with two vacant parcels and other underdeveloped

Land Use Designation	Residential	%
Coastal-Oriented Commercial/ Medium High Residential	Max 27 du/acre	34%
Hotel & Related Commerce II/Medium High Residential	Max 27 du/acre	55%
Coastal-Oriented Commercial & Hotel & Related Commerce II	Max 27 du/acre	11%

FIGURE 1.3-11 LOWER STATE COMPONENT AREA AERIAL



parcels. Since 2012, the Funk Zone has been experiencing a transformation in character due to the adaptive reuse and revitalization of older buildings as opposed to demolishing and new building development. This trend is expected to continue as reuse and revitalization are encouraged under the land use designation and zoning.

Major Coastal Issues

Lower State is a key visitor-serving area that also provides public parking for coastal access and serves as a main entry to the beach from Downtown. Sufficient on- and off-street parking is an issue due to this area's popularity. Also, it is challenging for properties interested in redeveloping to meet on-site parking requirements. This is especially true for the small lots in the Funk Zone as well as the older buildings that were developed to industrial standards with little or no parking or building setbacks.

Significant resources have been directed toward improving Lower Mission Creek, both to improve flood control and restore habitats for endangered species such as steelhead trout and tidewater goby. Creek buffers are required to protect structures from flooding and creek bank erosion, and to improve and restore habitat. However, many existing structures are built up to, and in some cases within, the banks of Mission Creek. In this low-lying area, creek and coastal flooding is an issue that could worsen with sea level rise.

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INDUSTRIAL AREA

PHOTO: AUTO REPAIR SHOP

Description

The 112-acre Industrial Component Area is low-lying and partially located in an area that was once an estuary known as El Estero. It includes the area south of Highway 101 and north of the railroad tracks, between Garden Street to the west and Milpas Street and Nopalitos Way to the east. Laguna Channel, which drains the City's eastside, runs through the westerly portion of this area. Laguna Channel terminates at a pump station and tide gate facility that helps prevent flooding in this area during high tides and storm events.

A large land area is occupied by City facilities, including the El Estero Wastewater Treatment Plant, the Charles E. Meyer Desalination Plant, and a Fire Department training facility. Garden Street from Highway 101 to Cabrillo Boulevard serves as a major gateway to the City's Waterfront area and beaches.

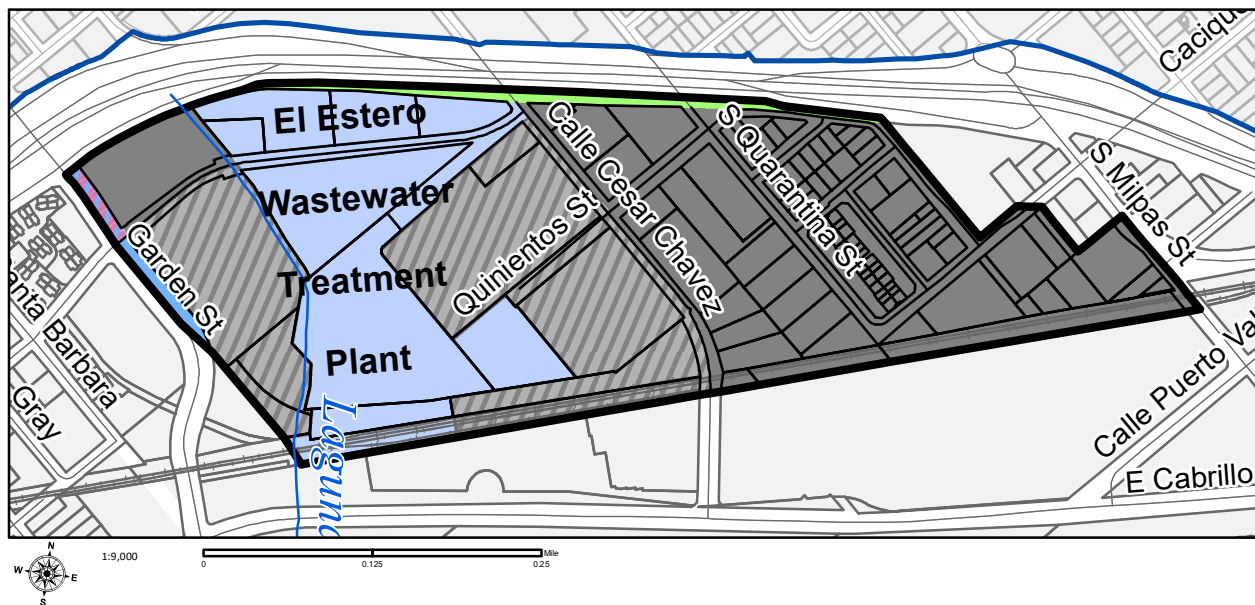


EL ESTERO WASTEWATER TREATMENT PLANT




Land Use

Land uses include public works facilities, manufacturing, building supply firms, open yard storage, a homeless shelter, and general commercial, office, and storage facilities. The area between Calle Cesar Chavez and Milpas Street, north of the railroad tracks, is

FIGURE 1.3-12 INDUSTRIAL AREA COMPONENT AREA LAND USE



designated Industrial and allows a wide range of uses, including general commercial, industrial, and office. Residential use is prohibited in the Industrial designation, with the exception of a caretaker's unit.

Land Use Designation	Residential	%
 Industrial	N/A	44%
 Coastal-Oriented Industrial	N/A	30%
 Institutional	N/A	26%

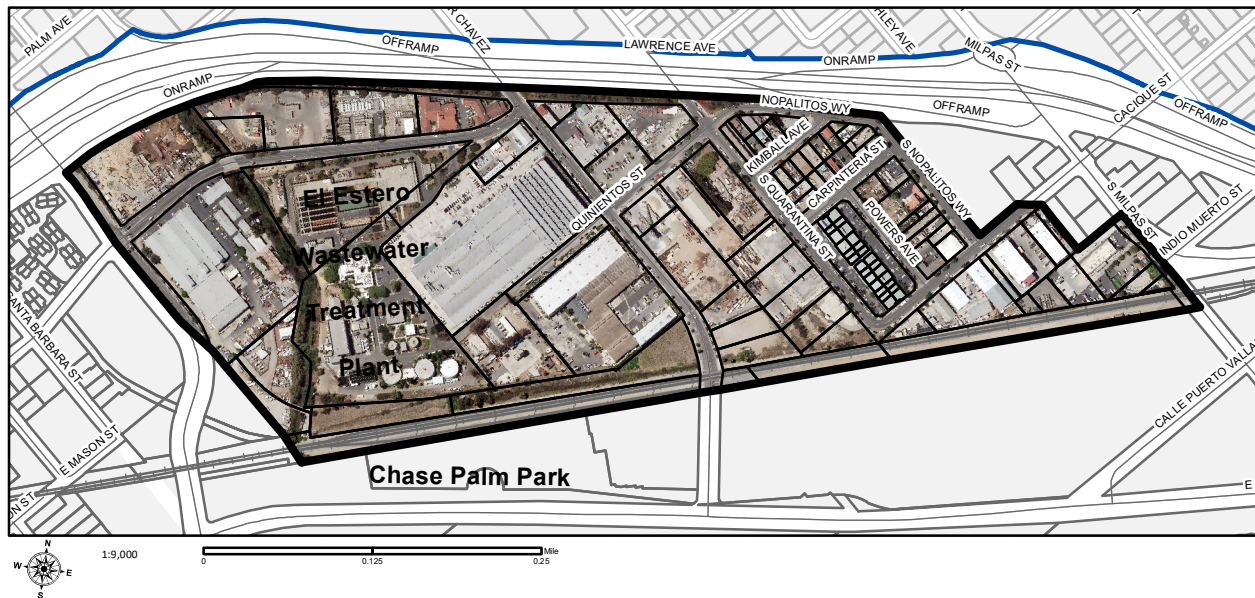
West of Calle Cesar Chavez, between the railroad and Highway 101, is designated Coastal-Oriented Industrial, Institutional, and Industrial. The Coastal-Oriented Industrial area strives to provide appropriate coastal-dependent and coastal-related industrial uses in close proximity to the Harbor and Stearns Wharf. While some properties have transitioned to coastal-dependent and related industrial uses over time, currently there is a large number of buildings and uses that are

non-conforming (e.g., office space, general industrial).

Development Potential

No new residential development is allowed in the Industrial designation. Existing residential units can remain and be upgraded, but cannot be expanded. Portions of this Component Area have the potential for expansion of non-residential square footage, particularly between Calle Cesar Chavez and Milpas Street. Based on historic trends, new non-residential development would be expected to consist mainly of remodels and additions to existing structures.

FIGURE 1.3-13 INDUSTRIAL AREA COMPONENT AREA AERIAL



Major Coastal Issues

In this low-lying area, creek and coastal flooding are potential problems, in addition to the liquefaction hazard due to underlying soils. The existing flooding hazard could be exacerbated by sea level rise and increased storms and, in this area in particular, is dependent on the ongoing function of the Laguna Channel tide gate and pump station to prevent damaging floods.

While to date, the demand for coastal-related industrial uses has not materialized, it is important that this land area continue to be zoned for such uses to prevent the potential for gentrification as is occurring in the Lower State area.



EAST BEACH

PHOTO: ANDRÉE CLARK BIRD REFUGE

Description

This 244-acre Component Area is eclectic, with a mix of local- and visitor-serving uses. It is generally bounded by Highway 101 to the north and Cabrillo Boulevard to the south. South of the railroad tracks, Garden Street marks the westerly boundary; north of the railroad tracks, Nopalitos Way, Milpas Street, and Calle Puerto Vallarta define the westerly boundary. The easterly boundary is marked by the easterly City limits to the point where Highway 101 and Cabrillo Boulevard meet.



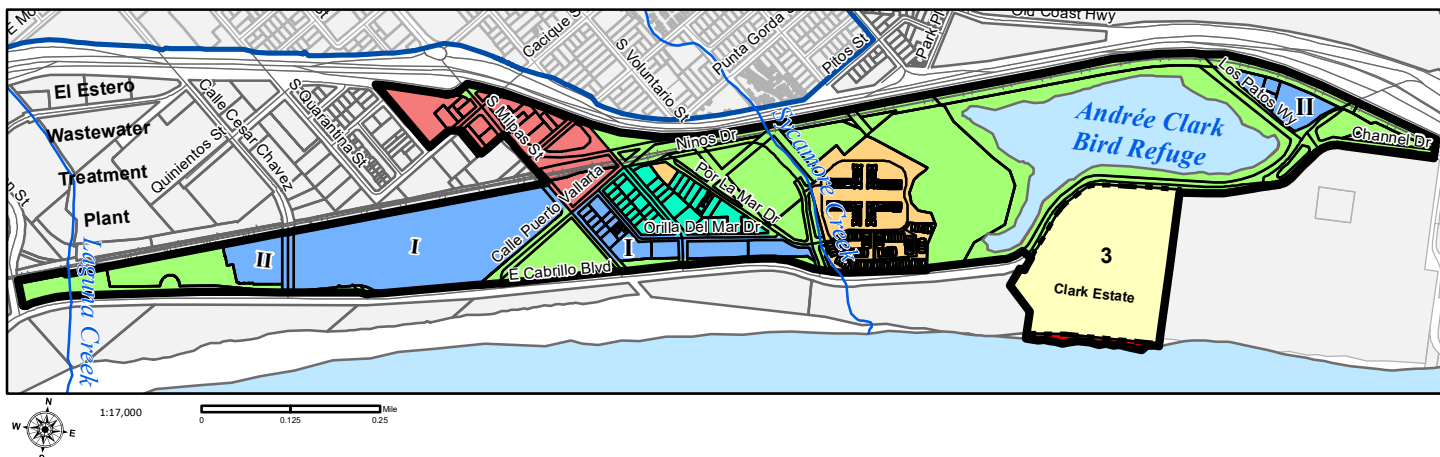
SANTA BARBARA ZOO ENTRANCE

The 25-acre Chase Palm Park is located on the far west of this Component Area and features the Great Meadow Stage, the Carousel House public event venue, lagoon, creeks, playground, and walking paths. East of the Cabrillo Ball Field is the Fess Parker Doubletree Hotel, Cabrillo Park, and several other hotels, motels, and apartment areas north of Cabrillo Boulevard.

Sycamore Creek runs through this portion of the Coastal Zone and empties into the ocean at East Beach, where a sandbar creates a small lagoon. Dwight Murphy Ball Field is a City ball field facility located west of Sycamore Creek. The east side of Sycamore Creek is developed with residential units and a parking area for the Santa Barbara Zoo.

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FIGURE 1.3-14 EAST BEACH COMPONENT AREA LAND USE



While the terrain in this Component Area is mostly low-lying, the elevation rises to about 65 feet in the area known as “The Child’s Estate,” which is currently the Santa Barbara Zoo. The zoo overlooks East Beach and the 42-acre André Clark Bird Refuge. The bird refuge features a lake (an artificially modified estuary) and passive recreational opportunities. Southeast of Cabrillo Boulevard, the 23.5-acre Bellosguardo property (formerly known as the Clark Estate) sits atop a coastal bluff on the east side of this Component Area at approximately 90 feet above sea level.

Land Use

Over half of the land use is Parks/Open Space that includes Chase Palm Park, several other parks, the Santa Barbara Zoo, and the André Clark Bird Refuge.

The remainder of this Component Area is a mix of hotels, motels, apartments, condominiums, and general commercial. Commercial and Medium High Density Residential development is found in the northwestern area, flanking Milpas Street and extending along Cacique Street and a portion of Calle Puerto Vallarta. West of Sycamore Creek, hotels line Cabrillo Boulevard. Apartments and motels are found behind these hotels. East of Sycamore Creek is developed with multiple-unit housing.

Development Potential

Development potential of new residential units is limited as only one vacant property exists in this area, and nearly all other residential





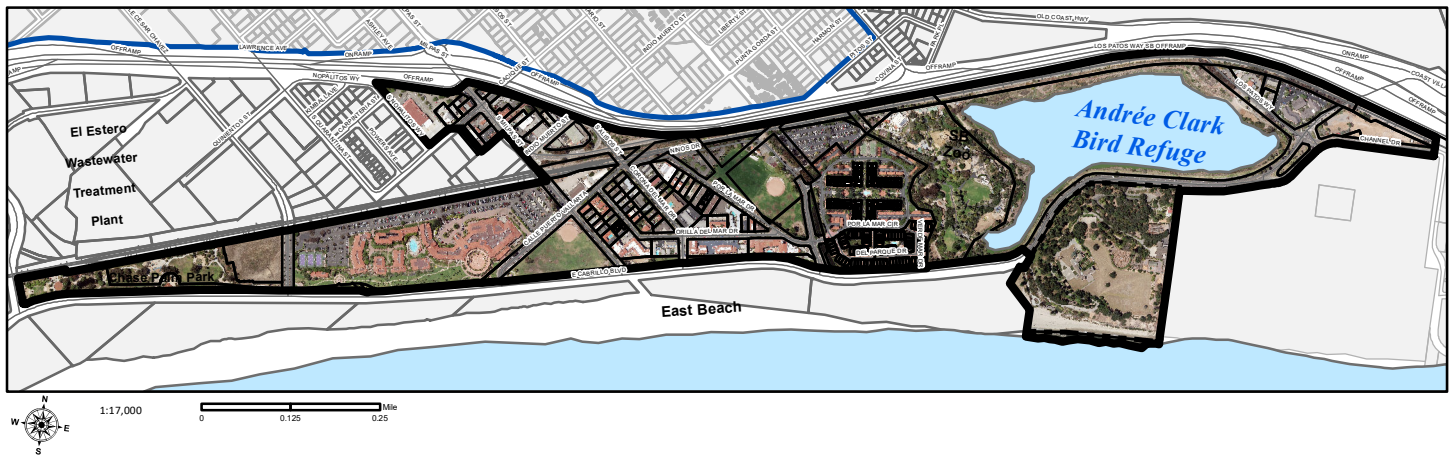
Land Use Designation		Residential	%
	Parks/Open Space	N/A	52%
	Residential	Max 3 du/acre	11%
	Medium High Density Residential	Max 27 du/acre	7%
	Hotel & Residential	Max 27 du/acre	4%
	Hotel & Related Commerce I	N/A	15%
	Hotel & Related Commerce II/Medium High Residential	Max 27 du/acre	3%
	Commercial/Medium High Residential	Max 27 du/acre	7%

FIGURE 1.3-15 EAST BEACH COMPONENT AREA AERIAL



properties are developed to their potential density. There may be some limited potential for expansion of non-residential development. Repair, rehabilitation, and reconstruction of older apartments, motels, and hotels is a trend.

Major Coastal Issues

This area is an important visitor-serving area, with overnight accommodations and recreational facilities. Many of the overnight accommodations are becoming more expensive as upgrades and remodels occur.

There is some potential for flooding along Sycamore Creek, and the low-lying beaches fronting this area will experience increased erosion and coastal flooding with sea level rise.

The coastal bluffs that front the Bellosguardo property (previously the Clark Estate) have already experienced damaging erosion, and shoreline protection was placed along the toe of the bluff in the 1990s to slow erosional processes. Other issues related to the Bellosguardo property include scenic resources, habitat preservation, public access, and parking.

Due to lack of sufficient tidal influence and creek inflows, the Andree Clark Bird Refuge can become anaerobic at times, which negatively impacts water quality, mosquito abatement, and the habitat in the Refuge and can be malodorous at times. The City has and will continue to explore ways to manage and restore the Refuge to lessen these problems.

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COAST VILLAGE

PHOTO: COAST VILLAGE RETAIL

Description

This 178-acre component has an irregular westerly boundary formed by Pitos/Salinas/Ocean View Streets; the easterly boundary is at Olive Mill Road (corresponding with the eastern City limits). The northern boundary is 1,000 yards inland of the shoreline, and the southerly boundary is formed by the City limit (at Highway 101). The western section of this area is a residential neighborhood with single- and multiple-unit dwellings, as well as a few mobile homes and RV dwellings.

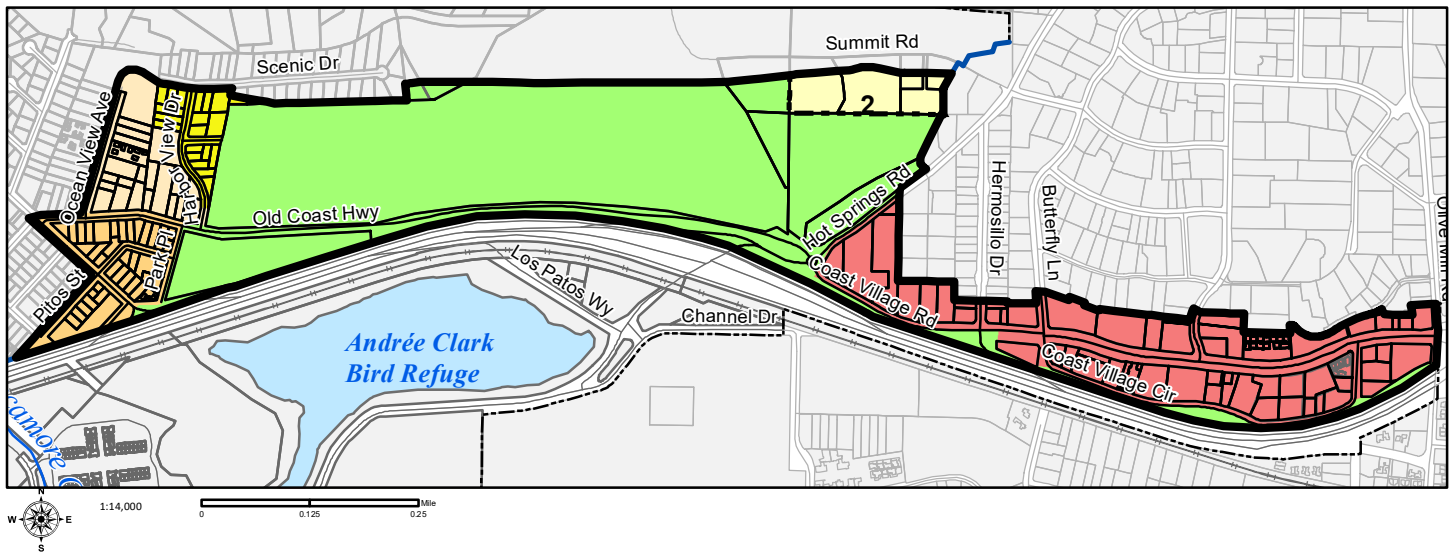
The Montecito Country Club, a private golf course and fitness club, comprises a large portion of this component. The Municipal Tennis Center is located between Highway 101 and Old Coast Highway and is the primary public open space facility in this area.

The eastern portion of this component includes the retail commercial corridor along Coast Village Road.







Land Use

Over 50 percent of the land use is in Parks/Open Space, mainly comprised of the Montecito County Club property. The remaining land use is residential, commercial, and mixed-use. Residential use is mostly clustered in the western portion of this Component Area and includes low, medium, and medium high density land use designations.

FIGURE 1.3-16 COAST VILLAGE COMPONENT AREA LAND USE



The region of City jurisdiction that flanks Coast Village Road, extending into unincorporated Montecito, has commercial and medium density residential land use. At Hot Springs Road and Old Coast Highway is a shopping center serving local residents. The remainder of Coast Village Road (from Butterfly Lane to Olive Mill Road) is lined with restaurants, retail establishments, and offices. Some condominiums and apartments exist in combination with commercial uses.

Land Use Designation	Residential	%
 Parks/Open Space	N/A	58%
 Residential	Max 2 du/acre	3%
 Residential	Max 5 du/acre	3%
 Medium Density Residential	Max 12 du/acre	6%
 Medium High Density Residential	Max 27 du/acre	7%
 Commercial/Medium High Residential	Max 27 du/acre	24%

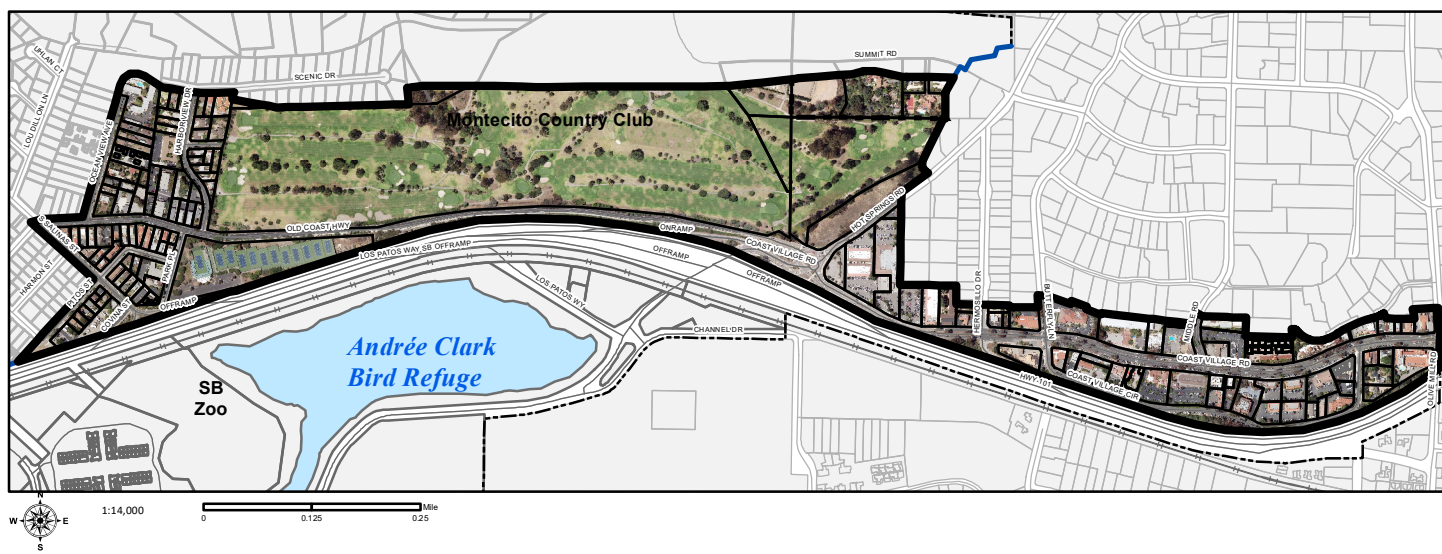
Development Potential

In the Coast Village Road/Coast Village Circle area, continued in-filling of retail, commercial, office, and mixed-use is anticipated. There is some potential for additional residential development in the western portion of this Component Area.

Major Coastal Issues

Impacts to beach access from traffic and circulation is an issue in this area, particularly in connection with Highway 101. Recent and ongoing highway projects, as well as generally increasing traffic congestion, has led to the use of Cabrillo Boulevard and Coast Village Road as a Highway 101 bypass.

FIGURE 1.3-17 COAST VILLAGE COMPONENT AREA AERIAL





WATERFRONT BEACHES/HARBOR

PHOTO: THE HARBOR

Description

This 201-acre Waterfront Beaches/Harbor Component Area encompasses the land area south of Cabrillo Boulevard to the Pacific Ocean, including Stearns Wharf and the Harbor facilities, stretching from the westerly end of Leadbetter Beach to the easterly end of East Beach. The Waterfront is one of Santa Barbara's key aesthetic assets, providing diverse opportunities for active recreation and passive enjoyment of the ocean, sand, and beautiful views.



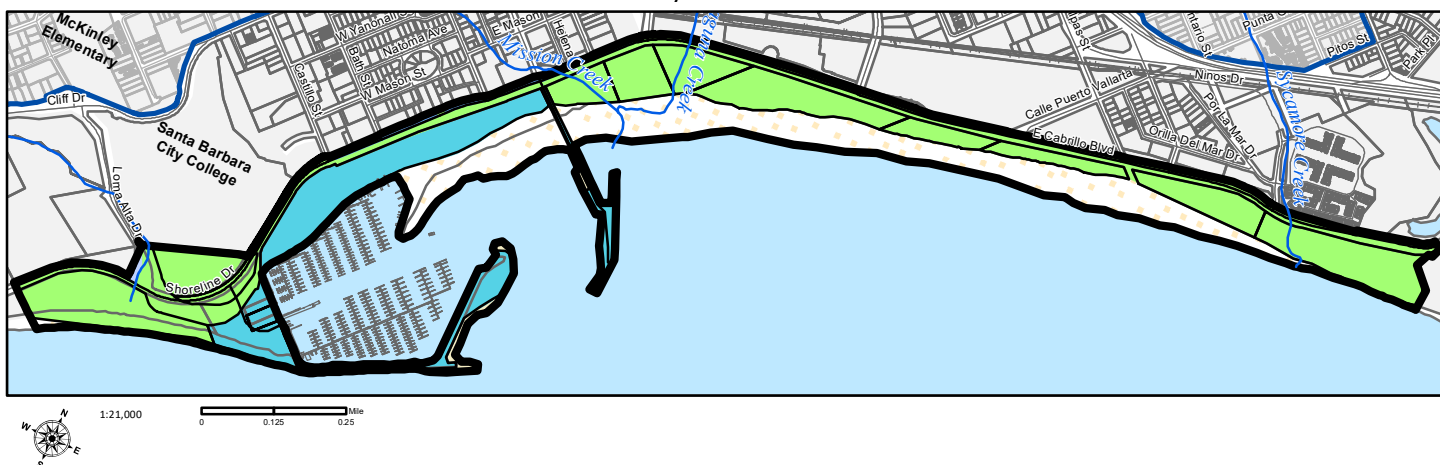
WATERFRONT DOLPHIN STATUE

This Component Area includes three miles of sandy beaches and is one of the City's largest tourist attractions. Stearns Wharf, the Harbor, and Harbor breakwater are three of the City's most heavily visited areas. Also included are numerous beachfront parks and open spaces, public parking lots and restrooms, Los Baños del Mar Pool, a skateboard park, sand volleyball

courts, the multi-use Beachway path, pedestrian paths, Cabrillo Pavilion and Bathhouse, a maritime museum, a yacht club, and various other facilities.

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FIGURE 1.3-18 WATERFRONT BEACHES/HARBOR COMPONENT AREA LAND USE



Arroyo Hondo, Mission Creek, Laguna Channel, and Sycamore Creek all empty into the ocean here. The lagoons at the outlets of Mission Creek and Laguna Channel combine to form one large lagoon.

Land Use

All of the land in this Component Area is publicly owned. The primary land use is Parks/Open Space, with public open spaces comprising 80 percent of the land area.

Land Use Designation		Residential	%
	Parks/Open Space	N/A	80%
	Harbor-Stearns Wharf	Surrounding Zoning	20%

The Harbor area and Stearns Wharf have a unique land use designation that strives to assure the Harbor remains primarily a working harbor with visitor-serving and coastal-related uses secondary to coastal-dependent uses. Stearns Wharf consists of a mixture of visitor-serving, coastal-related, and coastal-dependent uses.

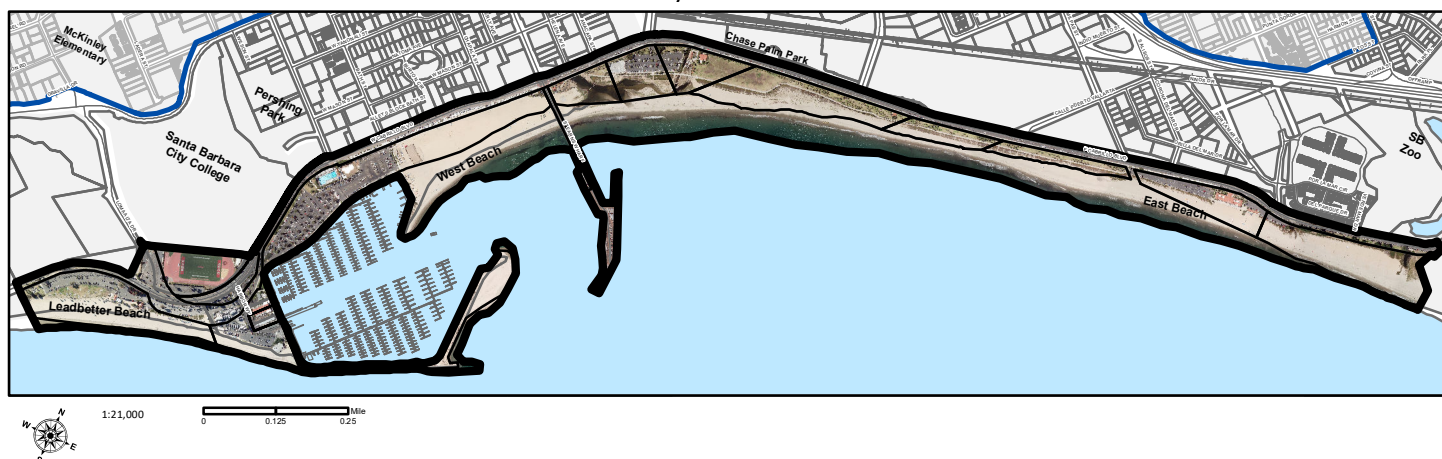
Development Potential

The only development potential is renovation or remodeling of existing public facilities or limited improvements to Harbor and Stearns Wharf facilities.

Major Coastal Issues

This area provides important beach access and visitor-serving, recreational, and coastal-dependent services as well as sensitive lagoon and estuary habitats. As it is directly on the low-lying coast, this is the area most vulnerable to the impacts of coastal flooding and beach erosion, intensified by sea level rise. Facilities vulnerable to flooding, erosion, and wave run-up include Cabrillo Boulevard, Shoreline Drive, beach parking lots, the Harbor, and Stearns Wharf. These resources are unique to this area and, as Santa Barbara is an

FIGURE 1.3-19 WATERFRONT BEACHES/HARBOR COMPONENT AREA AERIAL



almost fully developed, urbanized area, cannot be easily replaced or relocated further inland.

Shoreline protection features, water control structures, and sediment management practices (i.e., regular beach nourishment from Harbor dredging) are already in place here due to the long history of erosion and flooding. As a result, it will be important to implement a comprehensive approach to address the future risks to these public areas and facilities resulting from sea level rise, including evaluation of any structures providing protection of the shoreline. Existing recreation and visitor serving facilities, including segments of the California Coastal Trail, may need to be rerouted or retrofitted to accommodate rising tides.

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HIGHWAY 101

PHOTO: HIGHWAY 101

Description

This Component Area wholly includes the Highway 101 right-of-way within the Coastal Zone from northeast of the Castillo Street interchange to Olive Mill Road.

Highway 101 is a major state highway that extends through California and is an important local travel corridor through Santa Barbara County. Highway 101 provides a distinct visual gateway to the City of Santa Barbara, with its established landscaping, views of the mountains and ocean, and unique highway structures². Intersections and undercrossings of Highway 101 act as gateways that connect the shoreline with the surrounding City.



HIGHWAY 101 BRIDGE CONSTRUCTION

² Characteristics that make these structures unique, as detailed in the Highway 101 Santa Barbara Coastal Parkway Design Guidelines, include human-scale quality of their designs, freeway crossing bridges which combine elements of traditional design, with limited spans, arched spans with curved haunches, and use of pier walls and heavy timber open work, and use of sandstone revetments and support column at the Los Patos Way railroad bridge.

Land Use

Highway 101 is entirely designated as open space due to its openness and the scenic views from the highway.

Development Potential

Because of Highway 101's role as a major state and regional highway, vehicle traffic has increased as growth has occurred both locally and regionally. Increased traffic congestion ultimately led to proposals for adding a High Occupancy Vehicle (HOV) lane along a 10.9-mile length in each direction from the City of Carpinteria to Sycamore Creek in the City of Santa Barbara, ultimately resulting in a full six-lane freeway from Goleta to Ventura. The South Coast 101 HOV Lanes project is undergoing environmental review and design.

Major Coastal Issues

Preserving the scale and visual quality of Highway 101 is important as the Coastal Zone segment is a distinctive visual gateway to the community. Protection of public views of the mountains and ocean from Highway 101 and preservation of existing landscaping or incorporation of new landscaping is a requirement for proposed improvements. Proposed improvements also need to include provisions for improved pedestrian and bicyclist access to the coast.

Portions of the Highway are in the 100-year floodplain and could experience storm flooding. Coastal flooding coupled with stream flooding could occasionally impact some of the undercrossings.