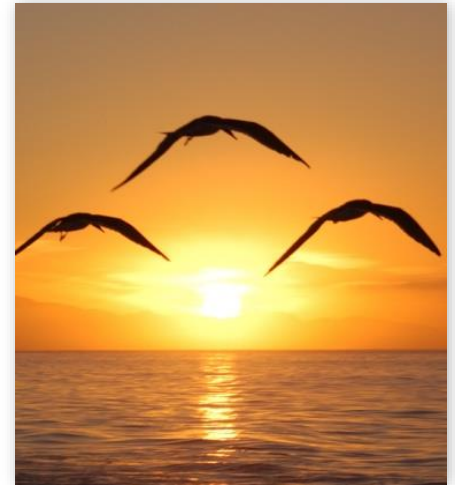




CITY OF SANTA BARBARA LOCAL COASTAL PROGRAM COASTAL LAND USE PLAN



CERTIFIED AUGUST, 2019

FUNDED IN PART BY



ACKNOWLEDGEMENTS

DECISIONMAKERS

City Council

- Cathy Murillo, Mayor
- Helene Schneider, Mayor (former)
- Eric Friedman, Mayor Pro Tempore
- Jason Dominguez
- Eric Friedman
- Oscar Gutierrez
- Megan Harmon
- Gregg Hart (former)
- Frank Hotchkiss (former)
- Randy Rowse
- Kristen Sneddon
- Harwood "Bendy" White (former)

Planning Commission

- Lesley Wiscomb, Chair
- Michael Jordan, Vice Chair
- John P. Campanella
- Jay Higgins
- Sheila Lodge
- June Pujo (former)
- Deborah L. Schwartz
- Addison Thompson

Local Coastal Program Update Subcommittee Members

- Nichol Clark, Parks & Recreation Commission
- Betsy Cramer, Harbor Commission
- Beebe Longstreet, Parks & Recreation Commission
- Stephen MacIntosh, Harbor Commission (former)
- June Pujo, Planning Commission (former)
- Deborah Schwartz, Planning Commission
- Jim Sloan, Harbor Commission
- Addison Thompson, Planning Commission
- Helene Webb, Harbor Commission (former)

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- Lesley Wiscomb, Parks & Recreation Commission (former) / Planning Commission (current)
- Shoham Yaniv, Harbor Commission

THE COMMUNITY

Public Participants

It is impossible to recognize all of the individuals and groups who gave up their personal time to participate in the Local Coastal Program Update process. The City thanks them all for their civic investment in the future of the Santa Barbara Coastal Zone.

CITY STAFF

City Leadership

- Paul Casey, City Administrator/Clerk/Treasurer
- Ariel Calonne, City Attorney
- Tava Ostrenger, Assistant City Attorney
- Scott Vincent, Assistant City Attorney (former)
- George Buell, Community Development Director
- Renee Brooke, City Planner

Local Coastal Program Update Team

- Daniel Gullett, Principal Planner
- Debra Andalaro, Principal Planner (former)
- John Ledbetter, Principal Planner (former)
- Rosie Dyste, Project Planner
- Melissa Hetrick, Project Planner
- Liz Limón, Project Planner (former)
- Timmy Bolton, Associate Planner
- Adam Nares, GIS Technician

Contributing Staff Members

- Jill Zachary, Parks & Recreation Director
- Cameron Benson, Creeks Resources/Clean Water Manager
- Rob Dayton, Transportation Planning and Parking Manager
- Karl Treiberg, Waterfront Facility Manager
- George Johnson, Creeks Supervisor

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- George Thomson, Parks Capitol Projects Supervisor
- Andrew Bermond, Project Planner
- Sarah Iza, Project Planner

CONSULTANTS

Outreach

- Regional Government Services

FUNDING

California Coastal Commission / Coastal Conservancy

- Local Coastal Program Local Assistance Grant Program Round 1
- Local Coastal Program Local Assistance Grant Program Round 3

PHOTOGRAPHY & GRAPHIC CONTRIBUTORS

City Staff

- Alison Grube, Graphic Designer
- Damien Gadal, Accounting Coordinator
- Rosie Dyste, Project Planner
- Timmy Bolton, Associate Planner

City Departments

- City Administrator
- Community Development
- Parks & Recreation
- Public Works
- Waterfront

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1. INTRODUCTION



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1.1 THE COASTAL ACT

PHOTO: BEACH WAVE

COASTAL ACT BACKGROUND

Before the Coastal Act, land use in the Coastal Zone of California was exclusively regulated by local governments through the provisions of California Planning and Zoning Law. The California Planning and Zoning Law requires local governments to prepare general plans and designate zoning to ensure orderly physical growth and development within their jurisdictions and protect public health, safety, and welfare.

Local government control over land use regulation in the Coastal Zone was substantially altered with the passage of the California Coastal Zone Conservation Act (Proposition 20) by the voters of California in 1972. The forces leading to the passage of this landmark initiative were complex. The key factor, however, was the visible deterioration of areas of California's coastal environment due to increasing development pressures from a growing population. In 1976, the California legislature passed the Coastal Act, establishing a permanent statewide coastal management program. Administrative regulations enabling the California Coastal Commission to carry out the provisions of the Coastal Act were approved in 1977. These regulations are regularly revised and can be found in Division 5.5 of Title 14 of the California Code of Regulations (previously the California Administrative Code).

The Coastal Act creates a unique partnership between the state (acting through the California Coastal Commission) and local governments (61 cities and 15 counties) to manage shoreline public access, recreation, terrestrial and marine habitats, views of the coast and scenic coastal areas, agricultural lands, and other resources by regulating

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proposed development within the Coastal Zone through its comprehensive planning and regulatory program.

COASTAL ZONE GOALS & POLICIES

With the Coastal Act, the legislature established the following goals for future activity in the Coastal Zone (Coastal Act Section 30001.5):

- (1) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.*
- (2) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.*
- (3) Maximize public access to and along the coast and maximize recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.*
- (4) Assure priority for coastal-dependent and coastal-related development over other development on the coast.*
- (5) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.*

The policies established by the Coastal Act focus on the protection of coastal resources and the regulation of development in the Coastal Zone. Topics covered by Coastal Act policies include: coastal access, recreation, marine environment, environmentally sensitive habitat areas, agriculture, visual resources, and coastal-dependent energy and industrial development, among other topics.

The Coastal Act establishes that the preservation and protection of natural resources (including environmentally sensitive habitats), agricultural production, public access to and along the coast, and development of coastal-dependent uses shall have priority over visitor serving, private residential, general industrial, and general commercial development.

LOCAL COASTAL PROGRAMS

The Coastal Act requires all local governments located within the Coastal Zone to prepare a Local Coastal Program (LCP). An LCP is defined as “a local government’s land use plans, zoning ordinances, zoning district maps, and, within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of [the Coastal Act] at the local level” (Coastal Act Section 30108.6). LCPs regulate future development in the Coastal Zone and define where public access and urbanization will occur, where industrial facilities will be placed, and how sensitive species and habitats, open spaces, and recreational areas will be protected.

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An LCP consists of two parts: a Coastal Land Use Plan (LUP), which details the kinds, locations, and intensity of land uses, and resource protection and development policies in the Coastal Zone; and a Coastal Implementation Plan (IP), which includes land use zoning and other implementing ordinances that conform with and carry out LUP policies.

After Coastal Commission certification of an LCP, the review authority for new development in most areas of the Coastal Zone is transferred from the Coastal Commission to the local jurisdiction. The standard of review for new development, including state government proposals within a local government jurisdiction (city or county), is the LCP. However, the Coastal Commission retains sole permitting authority in specific geographic areas. The standard of review for issuance of a Coastal Development Permit (CDP) in the Commission's retained jurisdiction is Chapter 3 of the Coastal Act.

To approve a development with a CDP, local decision-makers must make written findings that a proposed development conforms to the LCP. Any proposed amendments to the LCP require review and approval by the Coastal Commission prior to becoming effective.

Coastal Development Permits for certain types of development and development within specific geographic areas approved by the City after certification of the LCP are appealable to the Coastal Commission as declared in Coastal Act Section 30603. These include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea, or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance;*
- (2) Developments approved by the local government not included in paragraph (1) that are located on tidelands, submerged lands, and public trust lands; within 100 feet of any wetland, estuary, or stream; or within 300 feet of the top of the seaward face of any coastal bluff;*
- (3) Developments approved by the local government not included within paragraph (1) or (2) that are located in a sensitive coastal resource area;...*
- (4) [Not applicable to City]... and*
- (5) Any development which constitutes a major public works project or a major energy facility.*

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1.2 SANTA BARBARA'S LOCAL COASTAL PROGRAM

PHOTO: SANTA BARBARA'S COASTAL BLUFFS

1981 COASTAL LAND USE PLAN & 1986 COASTAL IMPLEMENTATION PLAN

The Coastal Land Use Plan (LUP) of Santa Barbara's Local Coastal Program (LCP) was originally certified by the Coastal Commission in 1981. As the first application of the Coastal Act in the City of Santa Barbara, the original LUP included assessments of coastal resources and identified and addressed key coastal issues. The LUP incorporated existing City General Plan policies and established new coastal-specific policies. Several of these new policies required subsequent implementation actions, including establishment of new land use designations and zone district changes for certain areas.

The Coastal Implementation Plan (IP) of the LCP was certified by the Coastal Commission in 1986. The 1986 IP provided a series of zoning changes and Municipal Code amendments directed by the LUP. Those zone districts and ordinance provisions in the Coastal Zone that were not amended by the 1986 IP continued to be defined by the 1980 Zoning Ordinance and Zoning Map.

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LCP Amendments

Since original certification in 1981 through 2015, there have been 29 amendments to the LCP. Major amendments over that period include the Harbor Master Plan, policies addressing development of Highway 101, and establishment of the Ocean-Oriented Commercial land use designation. The approved Highway 101 policies are included in Chapter 6.2 *Highway 101*, and the Ocean-Oriented Commercial land use designation is discussed further in Chapter 2.1 *Land Use & Development*.

Harbor Master Plan

The Harbor Master Plan (HMP) was prepared in the 1990s and certified by the Coastal Commission in 1996 as an appendix to the 1981 LUP.



SANTA BARBARA COASTAL ZONE

The goals of the HMP were to provide for both primary ocean-dependent¹ uses, such as commercial fishing to maintain the existing “working harbor” nature of the area and recreational boating, and for secondary uses, such as coastal-related and visitor-serving uses. A Needs Assessment was prepared prior to completion of the HMP. Specific recommendations from the Needs Assessment were incorporated as policies and actions in the HMP, and the majority of the improvements identified in the HMP have been completed. The portions of the approved Harbor Master Plan that are still applicable for issuance of coastal development permits in the Coastal Zone are incorporated as policies into this Coastal LUP.

Major Public Improvements Since 1986

Since the original LCP certification, major public improvements were completed in the Coastal Zone, including parks and open space acquisitions and expansions, creek restoration projects, and public access improvements.

¹ The City’s 1981 Local Coastal Plan and 1996 Harbor Master Plan, and other plans/reports certified by the California Coastal Commission, use the terms “ocean-dependent” and “ocean-related.” With the certification of this Coastal LUP, the terms have been changed to “coastal-dependent” and “coastal-related.”

Parks and open space acquisitions and expansions include public acquisition of the Wilcox Property parcels (now Douglas Family Preserve) and a portion of lower Arroyo Burro corridor (formerly Veronica Meadows project area), and expansion of Chase Palm Park north of Cabrillo Boulevard.

Creek projects include the Arroyo Burro Estuary and Mesa Creek restoration project, which included daylighting a section of Mesa Creek, fish passage enhancements, estuary expansion, and new trails and a pedestrian bridge for access to the Douglas Family Preserve. Construction of the Lower Mission Creek Flood Control project began in 2009.

Significant public access improvements were also completed during this period. These improvements include:

- Highway 101 undercrossings and interchange projects.
- Local street extensions and widening.
- Significant new sidewalks.
- The multipurpose Beachway path.
- New and improved bike lanes and bike parking.
- Inexpensive and frequent shuttle and bus service.
- Many new public parking lots.
- Cliff Drive roundabout.
- Significant rehabilitation and upgrade of the historic Railroad Depot and associated buildings, including a new Greyhound Bus Station.

OTHER COASTAL LAND USE PLANS

The City of Santa Barbara's Coastal Zone includes both the Santa Barbara Airport and Santa Barbara City College, which are not subject to this Coastal LUP. Santa Barbara City College is governed by a Coastal Commission-certified Public Works Plan, known as its Long Range Development Plan (LRDP), that serves as its physical development and land use plan. Every revision to Santa Barbara City College's LRDP must be consistent with the City's certified Coastal LUP policies. The Santa Barbara Airport is regulated by a separate segment of the LCP that includes a Coastal Land Use Plan certified in 1982 and amended in 2003. The Airport LCP was effectively certified by the Coastal Commission in 1991.

COASTAL LAND USE PLAN UPDATE

In January 2014, the City was awarded grant funding from the California Coastal Commission (CCC) for a comprehensive update to the LCP, including both the Coastal LUP and a targeted portion of the IP. Grant requirements included the initial consideration of the projected effects of sea level rise in the Coastal LUP and development of coastal adaptation strategies. Due to data delays and various complexities surrounding sea level rise modeling and adaption strategies, the City received subsequent grant funding in 2017

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for public outreach and to prepare a Sea Level Rise Adaptation Plan. Subsequent sea level rise adaptation policies and development standards will be considered in the future as an amendment to the Coastal LUP.

This comprehensively updated Coastal LUP was developed in direct consultation with CCC staff, an interdepartmental City staff team, and a subcommittee comprised of members of the City’s Planning Commission, Parks and Recreation Commission, and Harbor Commission. The City conducted significant public outreach for the Coastal LUP, including a 60-day public comment period and ten public outreach meetings.

A summary of key City adoption and CCC certification dates for this Coastal LUP are found below:

| | |
|---------------------------|---|
| March 1 and June 21, 2018 | The Planning Commission reviewed the Coastal LUP and recommended that City Council adopt the plan. |
| August 7, 2018 | The City Council adopted the Coastal LUP and directed staff to submit the plan to the CCC for certification. |
| May 9, 2019 | The CCC certified the Coastal LUP with suggested modifications. |
| July 16, 2019 | The Planning Commission reviewed the CCC’s suggested modifications to the Coastal LUP and recommended that City Council accept them. |
| June 20, 2019 | The City Council adopted a resolution accepting the CCC’s suggested modifications to the Coastal LUP. |
| August 9, 2019 | The CCC confirmed that the City’s actions to accept the suggested modifications were legally adequate and subsequently filed a Notice of Certification with the Secretary of the State of California Resources Agency, thereby finalizing certification of the Coastal LUP. |

COASTAL LUP ORGANIZATION AND INTERPRETATION

The Coastal LUP is structured around the coastal resources and Coastal Act policies specific to the City of Santa Barbara and is organized into five sections:

- Land Use & Development.
- Public Access & Recreation.
- Coastal Resource Protection.
- Coastal Hazards & Adaptation.

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- Public Services & Facilities.

The Coastal Act addresses additional land uses that are not applicable to the City's Coastal Zone and therefore are not discussed in this Coastal LUP, including agriculture, forestry, and mining.

Each section of the Coastal LUP is further divided into chapters that address specific topics and begin with the Coastal Act policies that are germane to the topic, relevant to the City, and serve as guidance for the Coastal LUP. The Coastal Act policies are followed by text providing background information and the Coastal LUP policies relating to the topic. The Coastal LUP policies are divided into three categories:

1. "City Planning Efforts & Programs," which include policies to be implemented by the City, either as City initiatives, through regulations, or other City programs;
2. "Development Review Policies" that provide standards for the review of development proposals through a coastal development permit process; and
3. "Definitions & Procedures" that provide detailed guidance in the interpretation of terms and procedures to be taken in the development review process.

A coastal development permit can only be approved if the development is consistent with the City's Local Coastal Program, including the Coastal LUP and Implementation Plan (Zoning Ordinance and other implementing guidelines). Where needed, relevant Coastal Act policies, including all of the public access and recreation policies of Chapter 3 of the Coastal Act, have been incorporated as policies of this Coastal LUP. While the other portions of the Coastal Act provide guidance on the interpretation of Coastal LUP policies, findings of consistency with all of the policies of the Coastal Act are not required for the City to issue coastal development permits within the City's permitting jurisdiction.

Where the City finds it necessary to require development proposals to include project alternatives and/or mitigation measures to ensure compliance with LCP requirements, such alternatives or mitigation measures shall be included as conditions/exactions of the approved coastal development permit. Such conditions/exactions must have a logical nexus with impacts caused by the proposed development and the magnitude of the condition/exaction must be roughly proportional in nature and extent to the impacts of the proposed development.

SANTA BARBARA'S LOCAL COASTAL PROGRAM POLICIES

DEVELOPMENT REVIEW POLICIES

- Policy 1.2-1** Coastal Act. The Chapter 3 policies of the Coastal Act (Sections 30210 through 30265.5) provide the guiding policies of the Coastal Land Use Plan (LUP).
- Policy 1.2-2** Resolution of Policy Conflicts. Where policies within the Coastal LUP overlap, the policy which is most protective of resources, i.e., land, water, air, etc., shall take precedence.
- Policy 1.2-3** Property Takings.
- A. The Local Coastal Program (LCP) is not intended, and shall not be construed as authorizing the City acting pursuant to the LCP or the Coastal Act, to exercise its power to grant or deny a permit in a manner which will take or damage private property for public use without the payment of just compensation therefore. The LCP and Coastal Act are not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or the United States.
 - B. Where full adherence to all LCP policies and standards would preclude a reasonable use of a lawfully created property as a whole, the City may allow the minimum use and development of the property necessary to avoid an unconstitutional taking of private property without just compensation. An applicant who requests such a takings override must provide, as part of any coastal development permit application, evidence sufficient to support its request and to make the findings required pursuant to subsection C. below. There is no taking that needs to be avoided if the proposed development constitutes a nuisance or is otherwise prohibited pursuant to other background principles of property law (e.g., public trust doctrine). Continued use of an existing structure, including with any permissible repair and maintenance, may provide a reasonable use. If development is allowed pursuant to this policy, it must be consistent with all policies and standards of the LCP to the maximum extent feasible.

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- C. A Coastal Development Permit that allows a deviation from a policy or standard of the LCP to provide a reasonable use of property may be approved or conditionally approved only if the City makes the following findings:
- i. Based on detailed economic, ownership, and land use information provided by the applicant, as well as any other relevant evidence, each use allowed by the policies and standards of the LCP would not provide reasonable use of the applicant's lawfully created property;
 - ii. Application of the policies and/or standards of the LCP would unreasonably interfere with the applicant's reasonable investment-backed expectations;
 - iii. The use proposed by the applicant is consistent with the City's Zoning Ordinance;
 - iv. The use and development design, siting, and size are the minimum necessary to avoid a taking;
 - v. The project is the least environmentally damaging feasible alternative and is consistent with all policies and standards of the LCP other than the provisions for which the deviation is requested; and
 - vi. The development will not be a public nuisance or violate other background principles of the state's law of property (e.g., public trust doctrine). If it would violate any such background principle of the state's law of property, the development shall be denied.
- D. The City's Zoning Ordinance should be amended to incorporate the findings listed above for coastal development permits that involve a takings override.

Policy 1.2-4 Agreements. Memorandums of Agreements, Development Agreements, or other similar agreements shall not replace or supersede any policy or provision of the Coastal LUP. If the agreement would alter any policy or provision of the Coastal LUP, it shall require a Local Coastal Program amendment prior to implementation.

Policy 1.2-5 City Powers. No provision of the Local Coastal Program or the Coastal Act is a limitation on any of the following:

- A. On the power of the City to declare, prohibit, and abate nuisances;
- B. On the right of any person to maintain an appropriate action for relief against a private nuisance or for any other private relief; or
- C. Except as otherwise limited by state law, on the power of the City to adopt and enforce additional regulations, not in conflict with the Local Coastal Program or the Coastal Act, imposing further conditions, restrictions, or limitations with respect to any land or

water use or other activity which might adversely affect the resources of the coastal zone.

Policy 1.2-6 Relationship with General Plan. Where there are conflicts between the policies set forth in the Coastal LUP and those set forth in any other element in the City's General Plan or regulations, the policies of the Coastal LUP shall take precedence.

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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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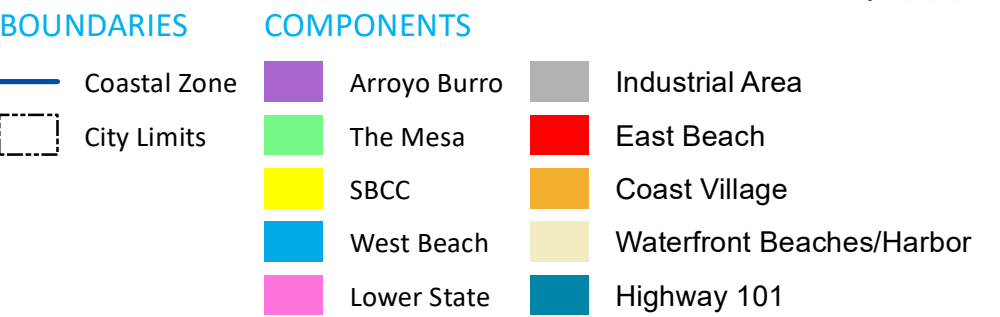
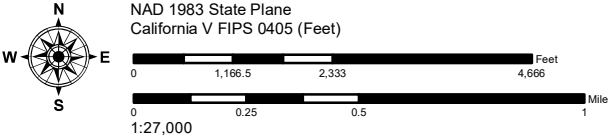
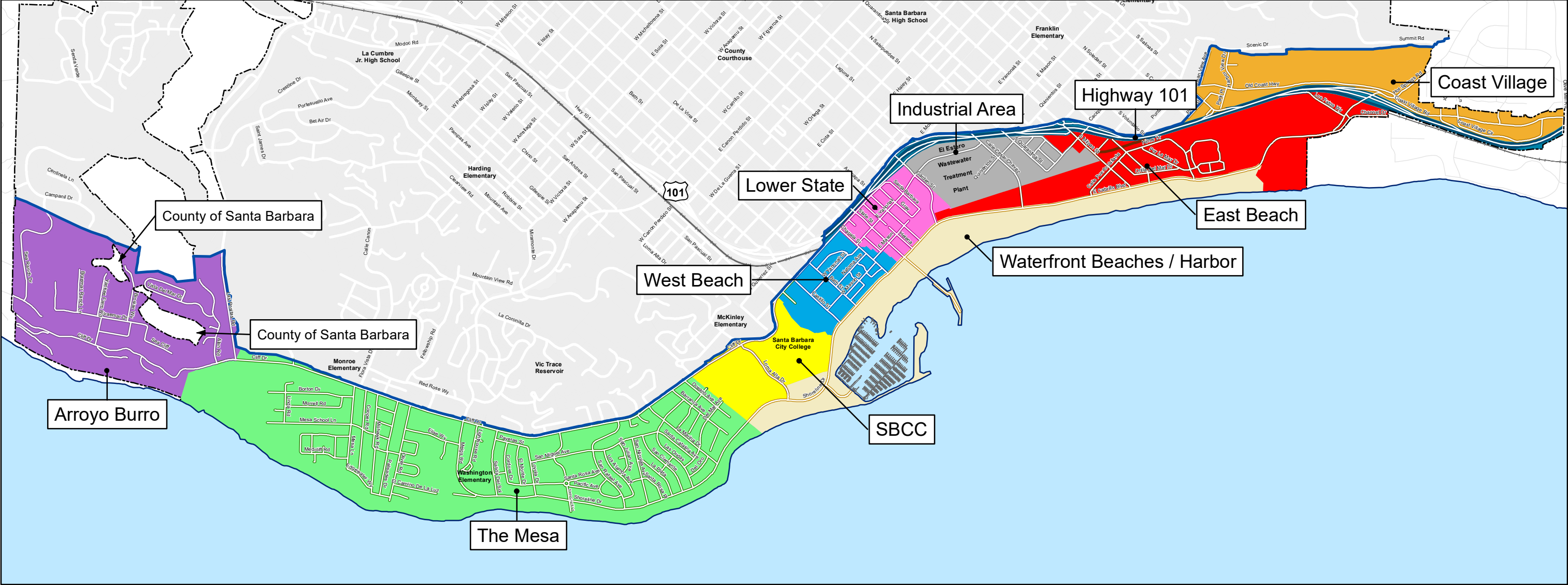
NEIGHBORHOODS / COMPONENT AREAS OF THE COASTAL ZONE

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



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

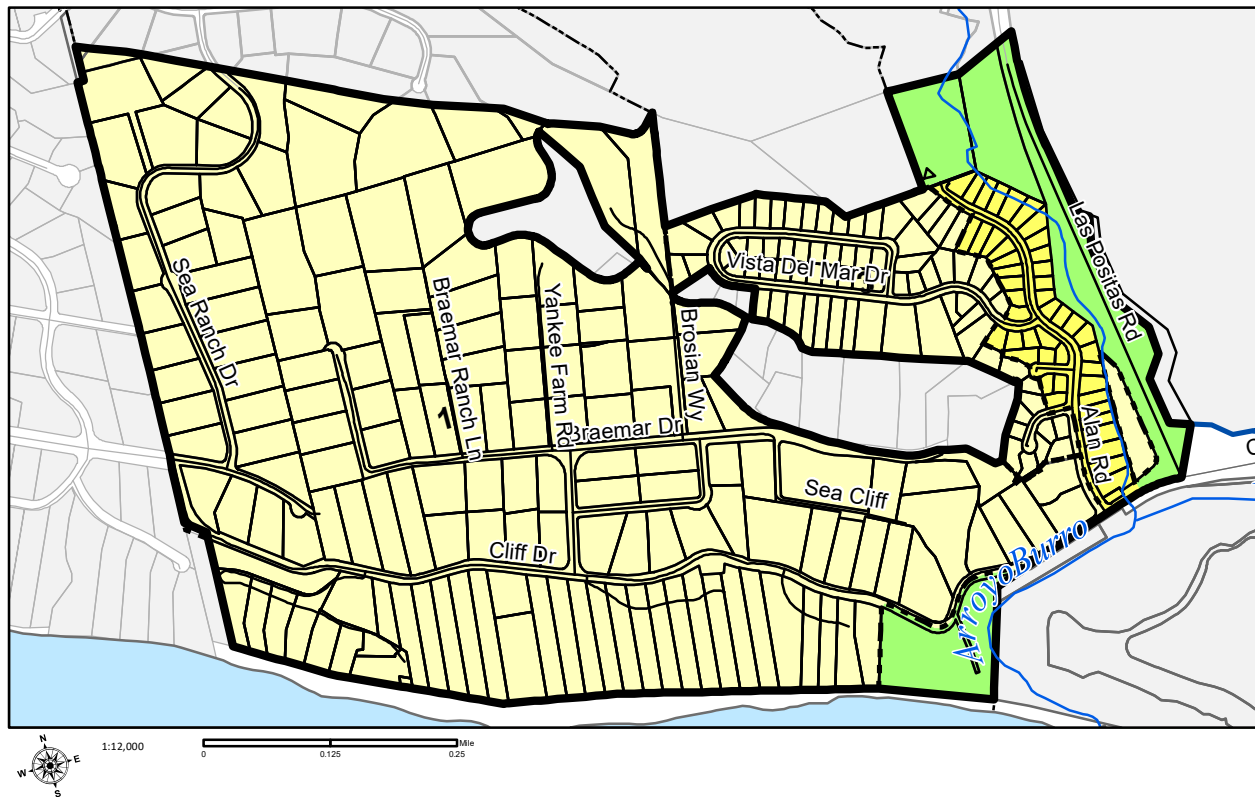
The 304-acre Arroyo Burro Component Area stretches from the City's westerly boundary, adjacent to Hope Ranch, east to Arroyo Burro Beach (also known as Hendry's Beach) and Las Positas Road, and extends inland 1,000 yards. Characteristic of this region, and the entire western half of the City's Coastal 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

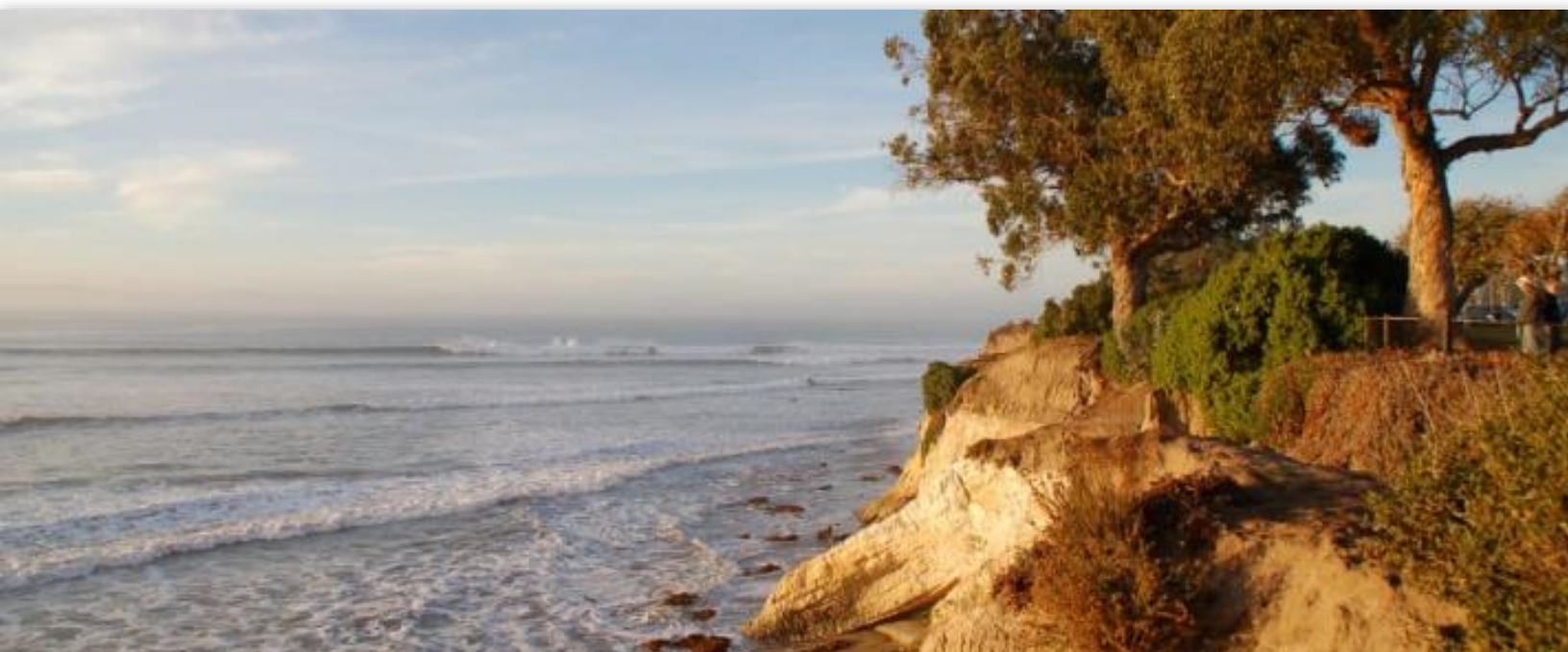
This Component Area provides beach access, recreation, sensitive habitat, and scenic views. Neighborhood compatibility and size, bulk, and scale can be challenging issues for new residential development or expansions due to scenic view issues. However, infill residential additions have rarely raised 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

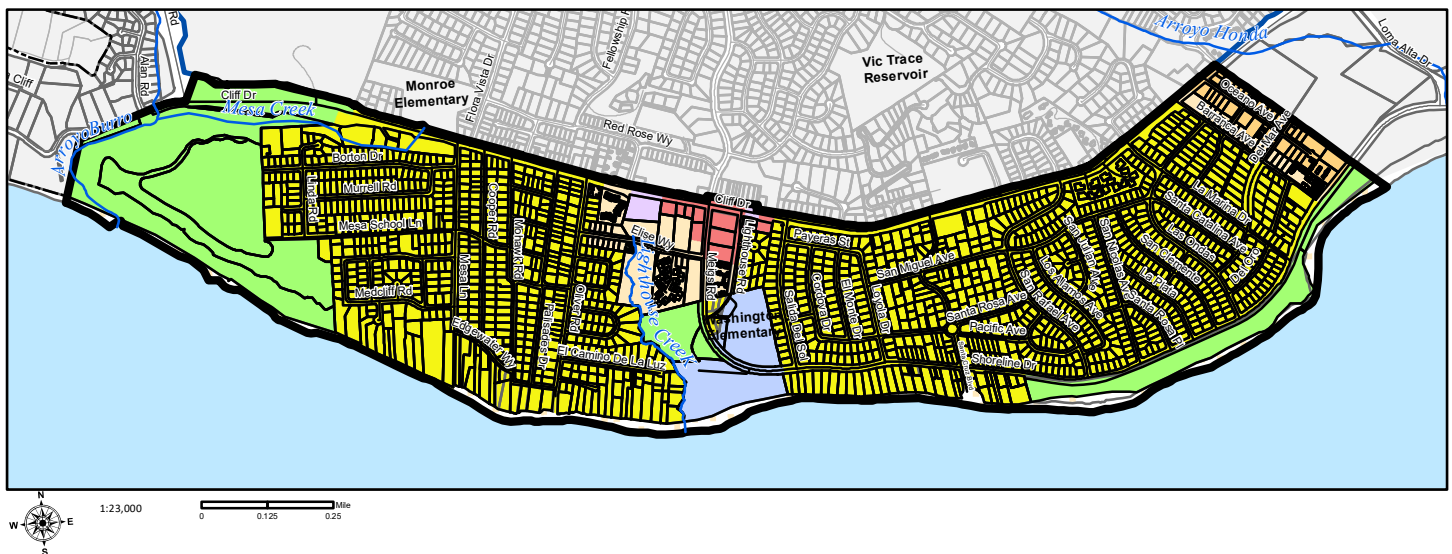
The 635-acre Mesa Component Area spans eastward from Arroyo Burro Beach to the westerly boundary of Santa Barbara City College and extends inland to Cliff Drive. This area, appropriately referred to as “the Mesa,” is situated on relatively level, continuous coastal bluffs that vary in elevation but average 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.

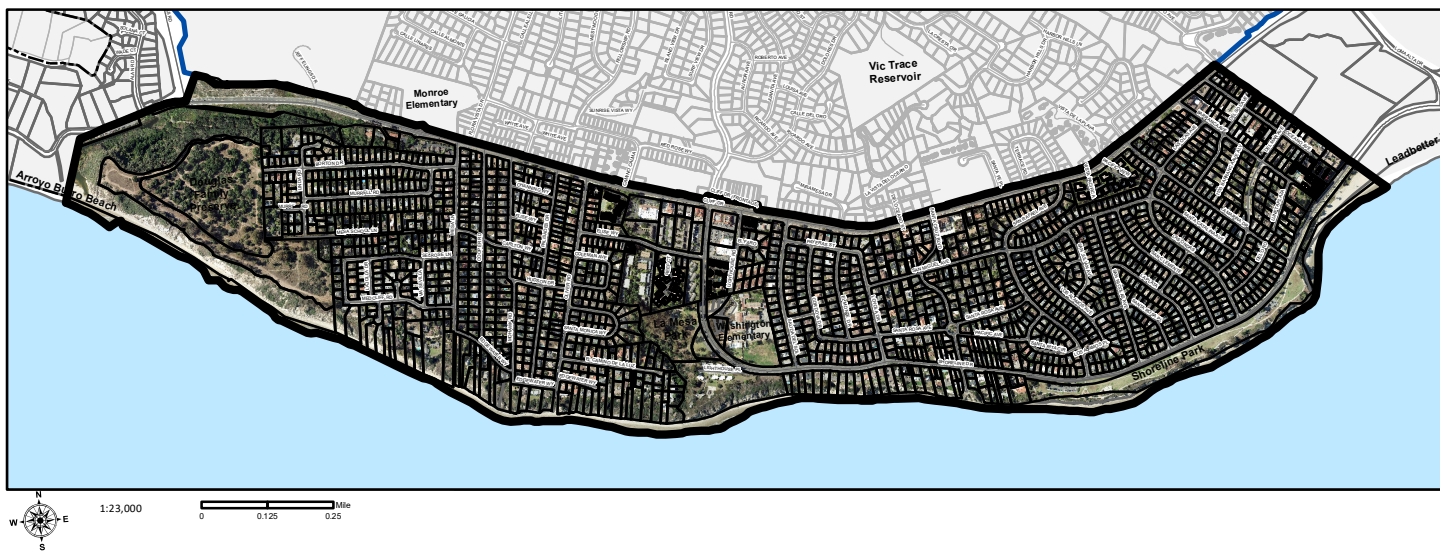
Parks/Open Space form a significant portion of the land use, including Douglas Family Preserve, La Mesa Park, Shoreline Park, and the beach areas below the bluffs.

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

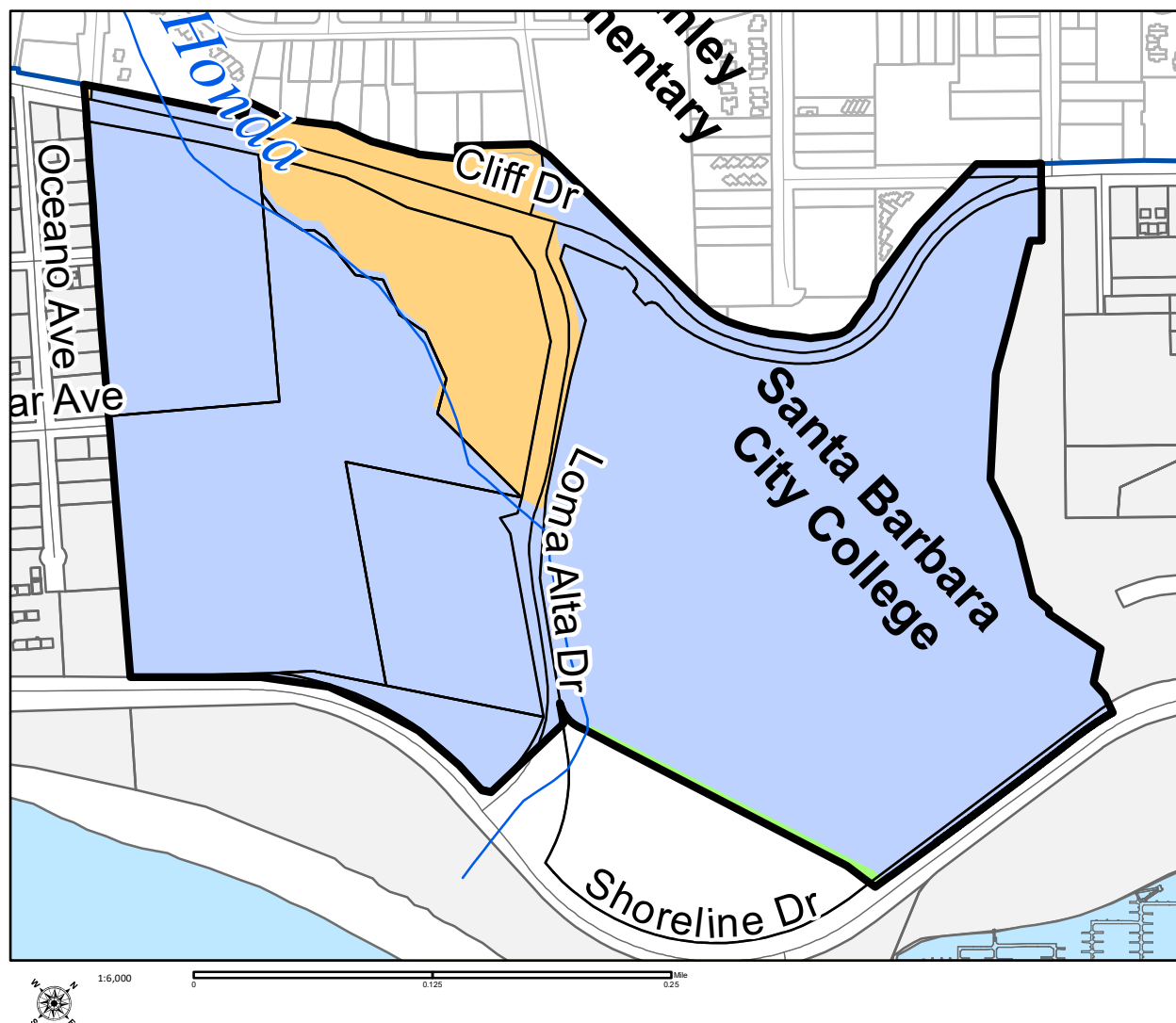
Land Use



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.

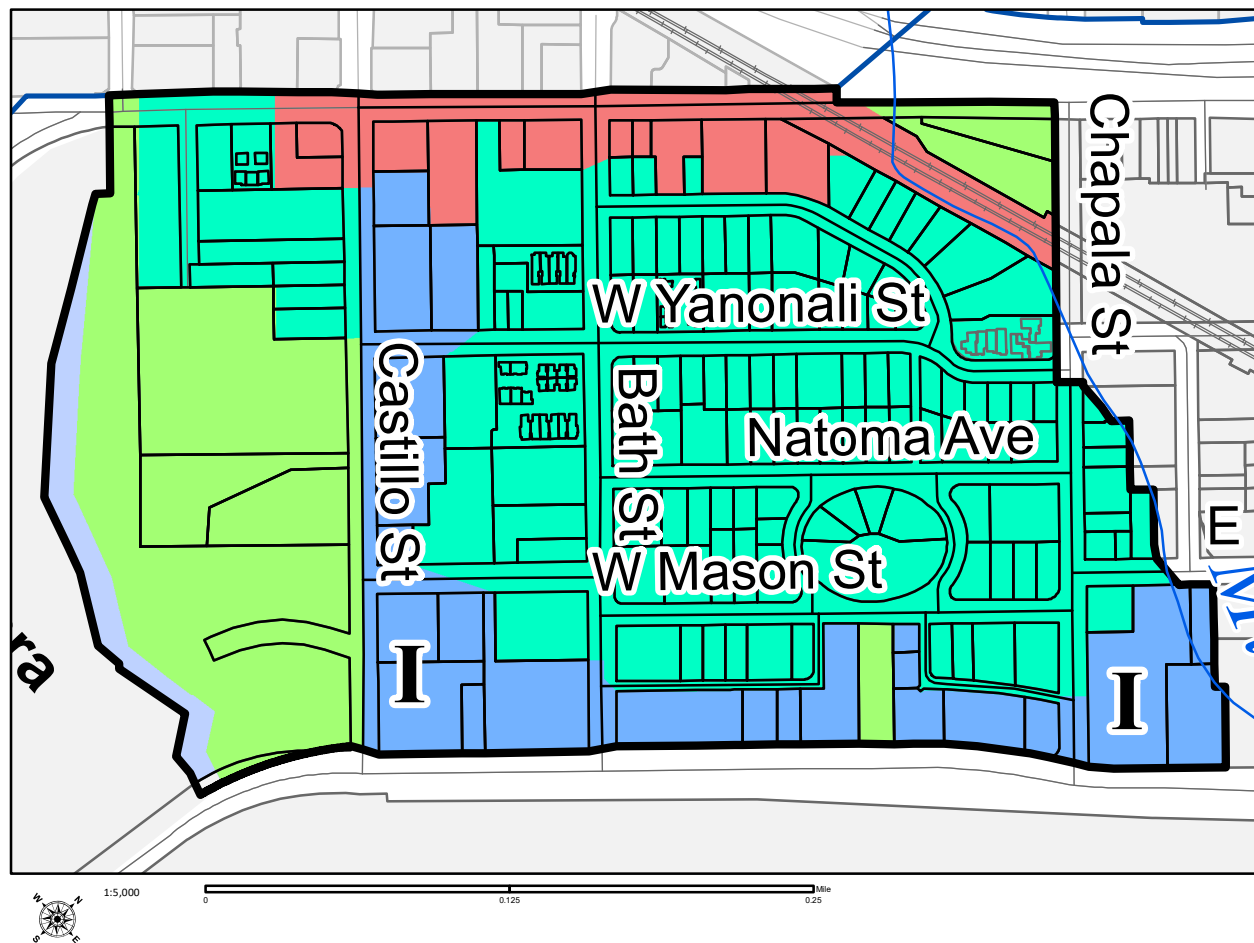


OLD SPANISH DAYS CARRIAGE MUSEUM



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.



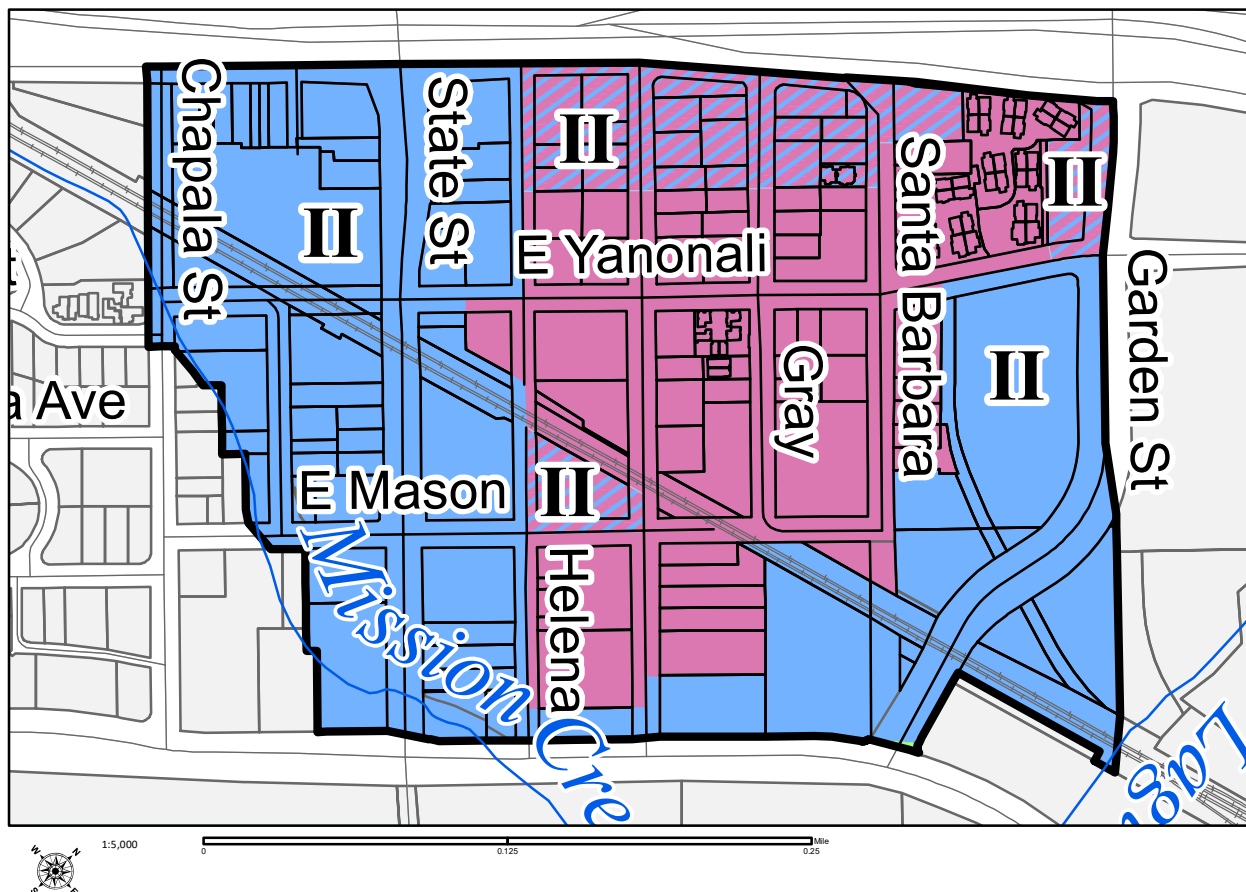
FUNK ZONE ARTWORK

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



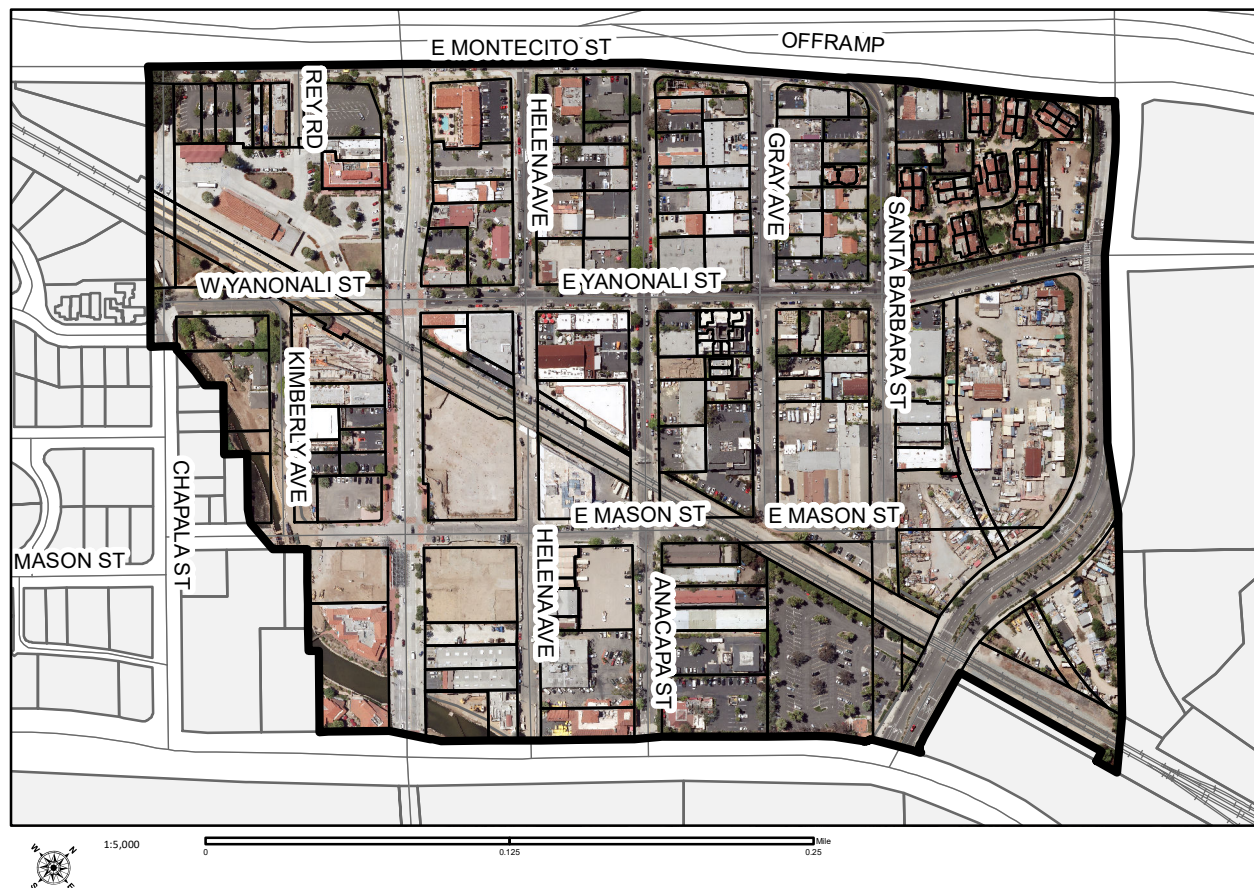
The Funk Zone area is centrally located in this Component Area, and the land use designation allows coastal-dependent and coastal-oriented uses, commercial recreational uses, arts-related uses, restaurants, and small stores. Historically, the Funk Zone was used for light industrial and restricted commercial 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.

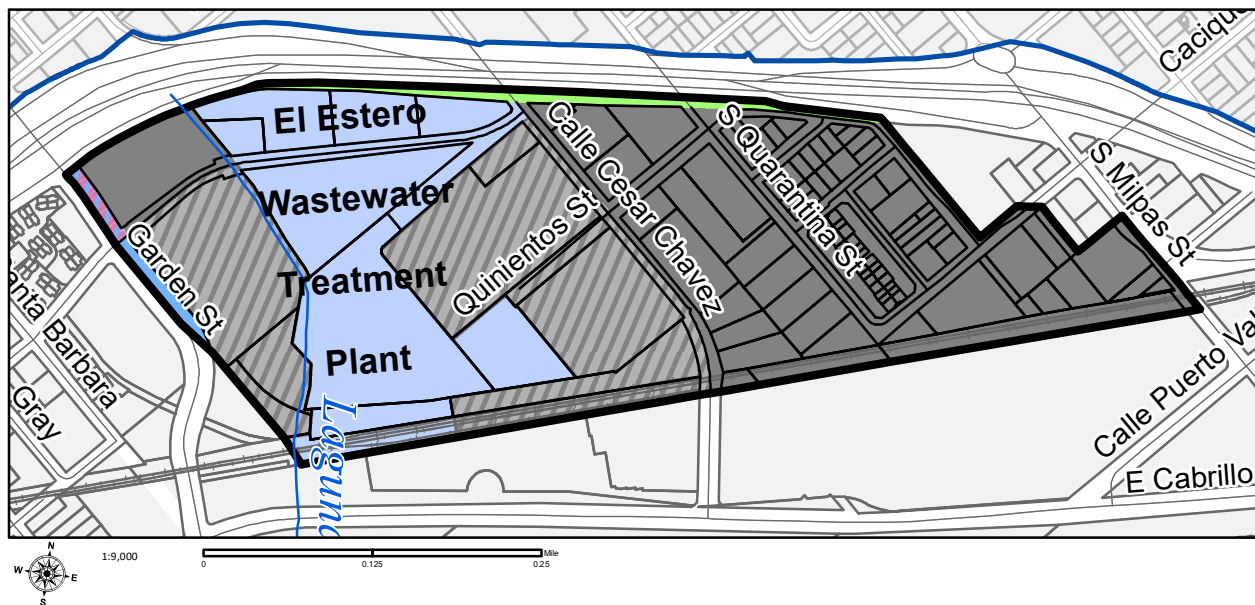


EL ESTERO WASTEWATER TREATMENT PLANT




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% |

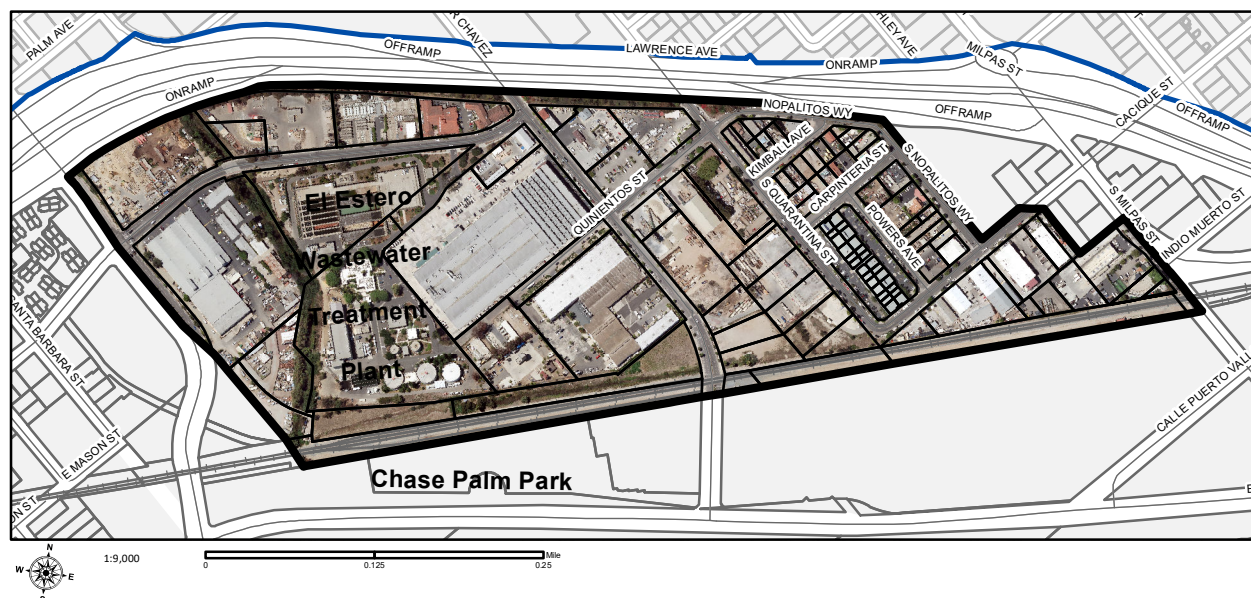
West of Calle Cesar Chavez, between the railroad and Highway 101, is designated Coastal-Oriented Industrial, Institutional, and Industrial. The Coastal-Oriented Industrial area strives to provide appropriate coastal-dependent and coastal-related industrial uses in close proximity to the Harbor and Stearns 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.



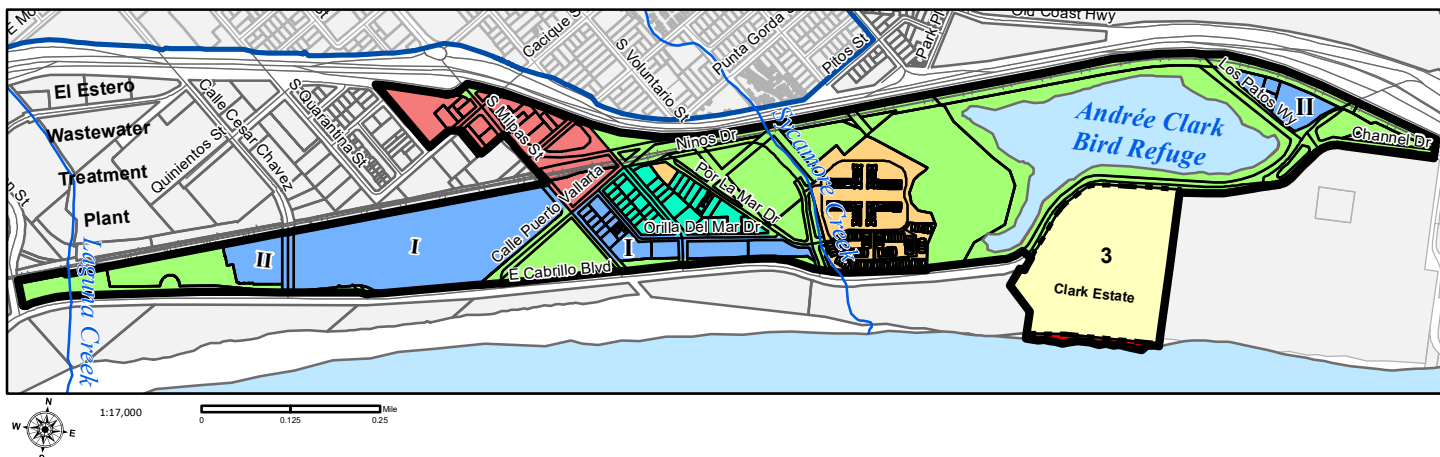
SANTA BARBARA ZOO ENTRANCE

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 Andrée 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 Andrée 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








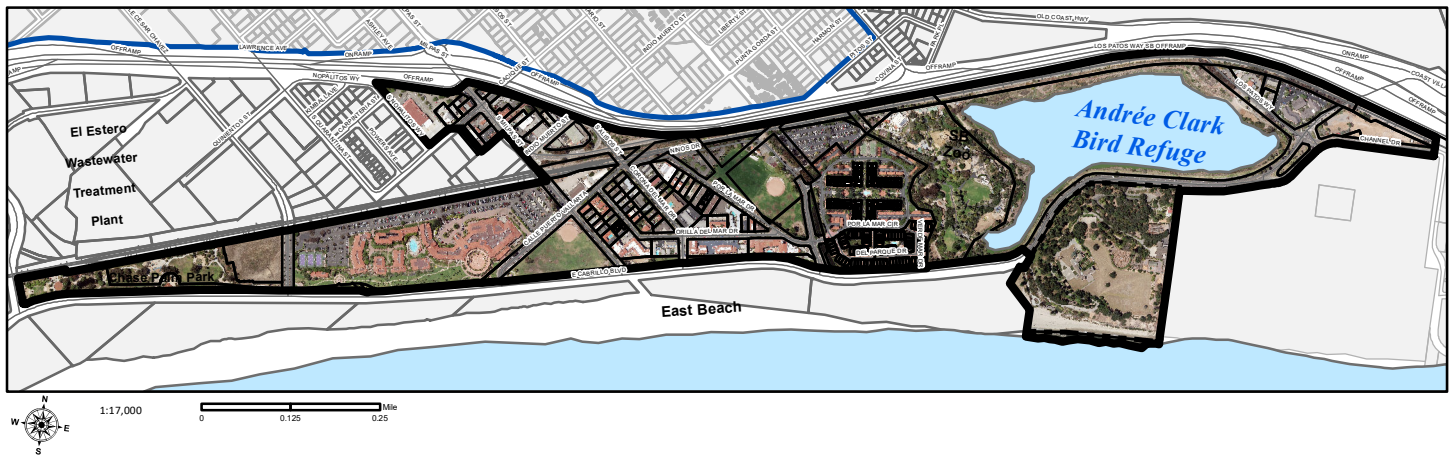
| Land Use Designation | | Residential | % |
|---|---|----------------|-----|
|  | Parks/Open Space | N/A | 52% |
|  | Residential | Max 3 du/acre | 11% |
|  | Medium High Density Residential | Max 27 du/acre | 7% |
|  | Hotel & Residential | Max 27 du/acre | 4% |
|  | Hotel & Related Commerce I | N/A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

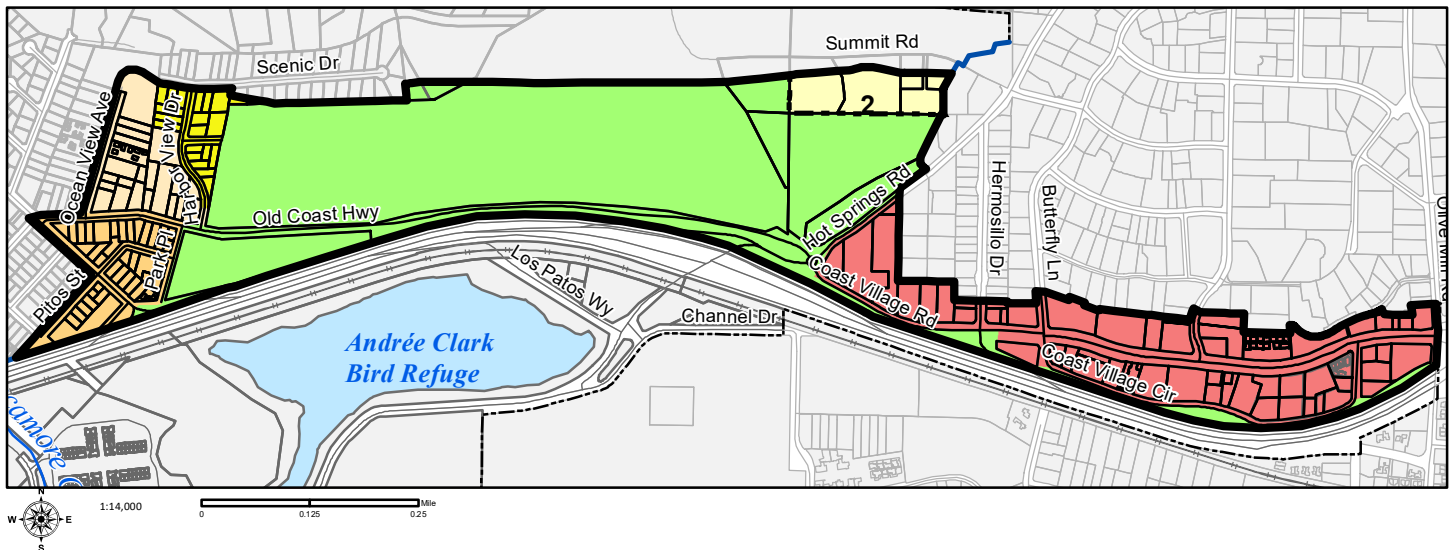
The Montecito Country Club, a private golf course and fitness club, comprises a large portion of this component. The Municipal Tennis Center is located between Highway 101 and Old Coast Highway and is the primary public open space facility in this area.

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% |

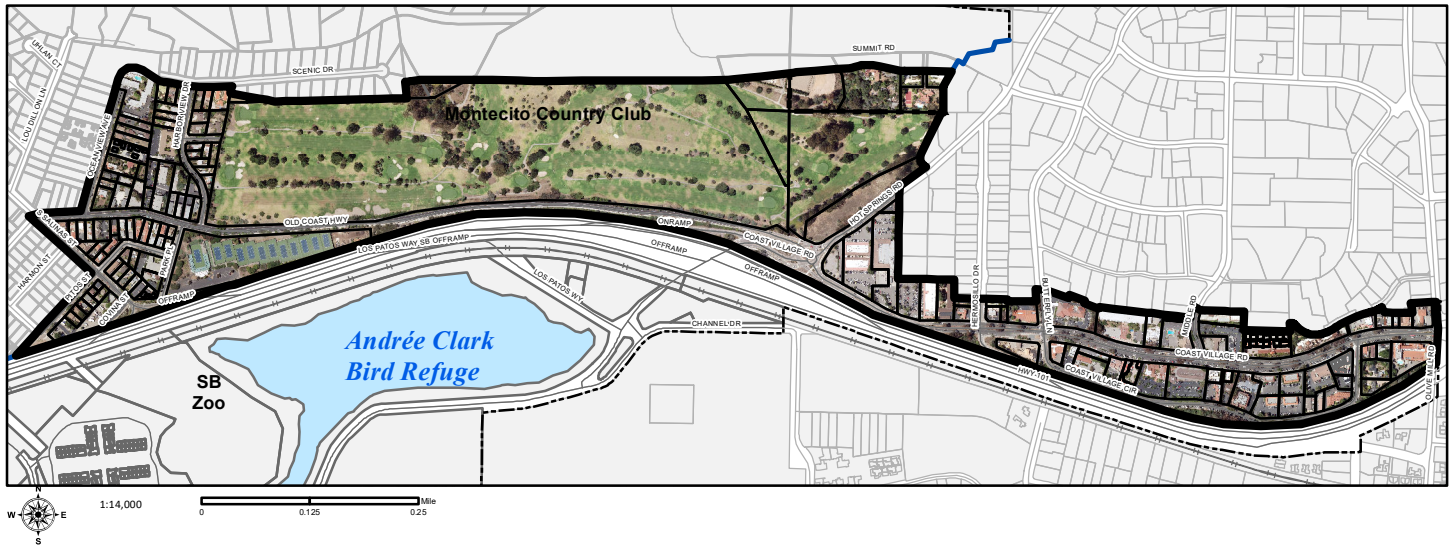
Development Potential

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.



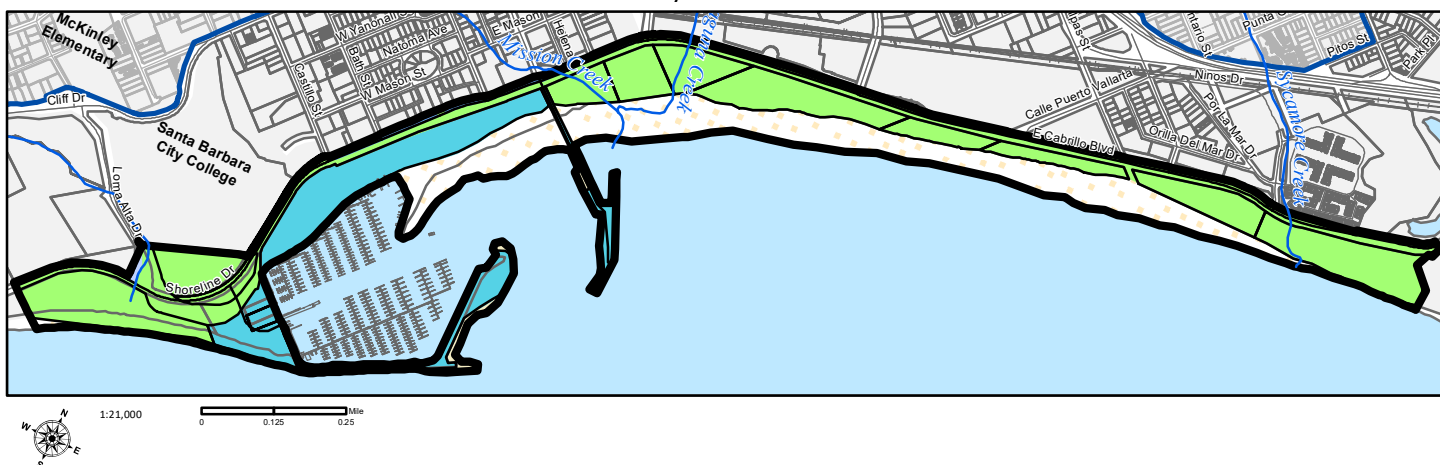
WATERFRONT DOLPHIN STATUE

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.

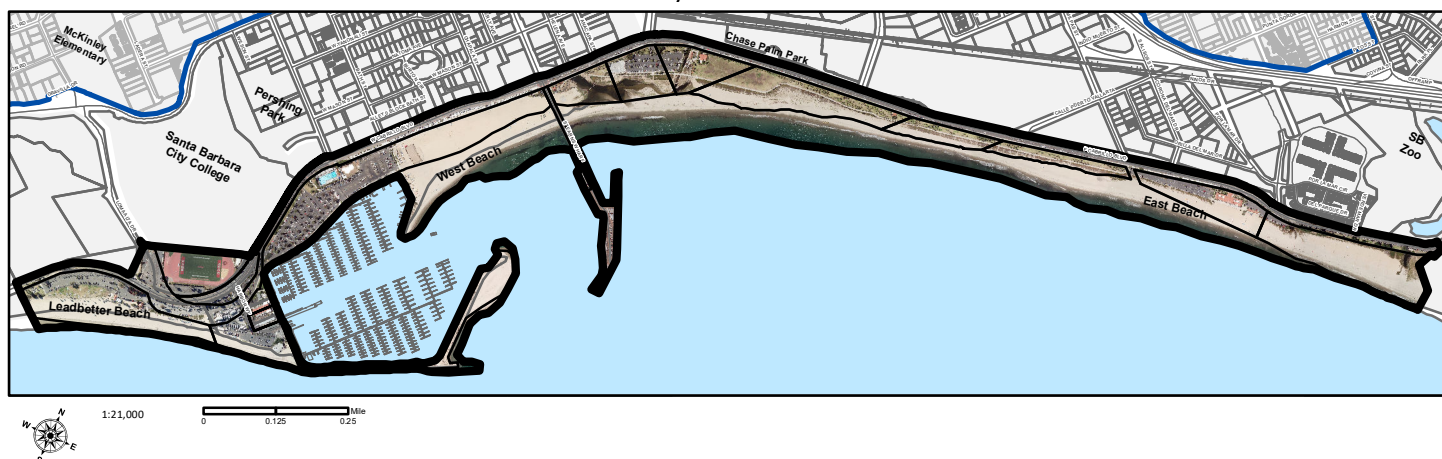
Development Potential

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.

2. LAND USE & DEVELOPMENT



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2.1 LAND USE & DEVELOPMENT

PHOTO: SANTA BARBARA COASTLINE

Coastal Act policies related to Land Use & Development that are relevant to Santa Barbara include the following:

Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30222.5. Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30250. (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253. New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division... Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

INTRODUCTION

The Coastal Act provides that all new development be located in or near existing developed areas and where adequate public services and facilities exist. The Coastal Act also requires that public access, recreation, aquaculture, coastal-dependent, and coastal-related uses be prioritized on oceanfront lands that are suitable to those purposes. Visitor-serving and recreational uses, particularly lower cost ones, shall also be protected and encouraged.

This chapter outlines how land uses have been designated and development is reviewed to achieve the policies of the Coastal Act. Visitor-serving and recreational resources are further discussed in Chapter 3.2 *Visitor-Serving & Recreational Facilities*, and coastal-dependent developments, the Harbor, and Stearns Wharf are further discussed in Chapter 2.2 *Coastal-Dependent & Related Development*. Public facilities and services are further discussed in Chapter 6.1 *Public Works & Energy Facilities*.

SETTING

The City of Santa Barbara's Coastal Zone is unique in that the land and beach on the ocean side of Cabrillo Boulevard/Shoreline Drive from East Beach to the west end of Shoreline Park is publicly owned and used for open space, park land, public access, recreation, and public uses associated with the Harbor and Stearns Wharf. Furthermore, all the beach areas at the base of the coastal bluffs are available as a public resource. The Coastal Zone also provides significant additional park land and open space areas on portions of the coastal bluffs or just inland from the shoreline, like Pershing Park, Chase Palm Park, and La Mesa Park. This clearly demonstrates the City's long-term commitment to coastal access, recreation, and preservation of a balanced use of land and resources.

The Harbor is a full working harbor supporting commercial fishing and recreational boating. The uses at the Harbor are limited to coastal-dependent, coastal-related, and visitor-serving facilities. Areas adjacent to the Waterfront are designated Coastal-Oriented Commercial and Coastal-Oriented Industrial, where coastal-dependent and related uses are encouraged. While not common in the City, aquaculture is an industry that can occur within City limits, pursuant to a Coastal Development Permit, in the designated Coastal-Oriented Commercial areas. Hotel and Related Commerce designations near the Waterfront also prioritize visitor-serving, commercial, and recreational uses, as well as hotels, motels, and other overnight accommodations.

The Coastal Zone also includes suburban neighborhoods of single- and multiple-unit dwellings as well as other areas with neighborhood shopping centers, commercial buildings, office buildings, hotels and motels, and restaurants. There are also institutional facilities, a small number of industrial and light manufacturing uses, and facilities critical for functioning of the City (e.g., wastewater treatment plant, desalination plant, water control infrastructure, and fire station).

GROWTH MANAGEMENT & RESOURCE ALLOCATION

The Coastal Land Use Plan (LUP) provides a framework within which development may be accommodated, taking into consideration the protection of coastal resources as well as avoidance or mitigation of hazards. Most of the land in the City's Coastal Zone is either dedicated open space or developed, with very little vacant land remaining. Furthermore, development on the few remaining vacant parcels is often constrained by topography, biological resources, or hazards.

The City has a longstanding commitment to affordable housing. Affordable housing is encouraged through infill development in higher density land use designations. In the Coastal Zone, affordable housing that increases density beyond that established by the underlying land use and zoning is encouraged if found consistent with all applicable policies of the Coastal LUP.

In addition, the people of Santa Barbara affirmed in the early 1980s the importance of sustainability with adoption of "Living Within Our Resources" as a central mission statement in the City's Charter. Nonresidential land use development is paced to the availability of resources and located in areas of the Coastal Zone best able to provide sustainable and efficient transportation, services, and recreation. In the pacing of nonresidential growth, priority is provided for nonresidential "Community Benefit Projects" with broad public benefit that meet a present or projected need directly related to public health, safety, or general welfare.

DEVELOPMENT REVIEW

Development in the Coastal Zone is reviewed for compliance with the Coastal Act and Local Coastal Program through either an exemption, exclusion, or Coastal Development Permit (CDP) process. The type, location, and legal status of the development determines, in part, the process needed and the policies of the Coastal LUP that are directly applicable to the project. Policies of the Coastal LUP in some cases differentiate development standards for new development versus repair and maintenance, alterations, and additions to existing structures. The policies in this chapter define these terms and also include direction for determining when an existing structure is redeveloped to a degree that is considered "substantial redevelopment" or a replacement structure. Substantial redevelopment is treated the same as new development for the purposes of complying with all the policies and provisions of the Coastal LUP. Policies in this chapter of the Coastal LUP also provide direction for legal nonconforming developments, which are existing lawfully established structures or site developments that conformed to the requirements and laws in effect at the time they were originally established, but which do not comply with all the policies of the current Coastal LUP. CDP applications are subject to the City's discretionary application review process that includes staff review of application plans and materials by Planning, Building & Safety, Creeks, Engineering, Fire,

Transportation, and Water Resources for compliance with applicable plans, policies, ordinances, and codes.

In the initial CDP application review, staff consult screening maps to determine if there are known or suspected potential hazards, scenic resources, biological resources, and/or cultural resources on or near a proposed project site, and conduct site visits as necessary. Proposed projects are evaluated to determine the types of site investigations, technical reports, or project design measures that may be necessary for development. The project is also evaluated to determine approvals and permits needed and the project's potential compliance with the Local Coastal Program, the California Environmental Quality Act, the City's General Plan, the Municipal Code, and applicable state and federal regulations.

LAND USE DESIGNATIONS

Tables 2.1-1 through 2.1-5 describe land use categories, land use designations, and maximum residential density allowed in the City's Coastal Zone. Allowable residential densities are stated as maximums that may only be increased for specific affordable housing projects as outlined in the policies of this chapter. Compliance with the other policies of the Coastal LUP (biological resources, hazards, etc.) may limit the maximum acceptable density for a specific development project. These land use designations correspond to the land use designations shown on Figure 2.1-1 *Local Coastal Program Land Use Map*.

Open Space Category

Open spaces in the City have important physical, social, aesthetic, and economic benefits for the enjoyment of the community and visitors. The Coastal Zone Open Space land use designation, which accounts for approximately 27 percent of total land use, includes the Beach and Parks/Open Space.

Table 2.1-1 Open Space Designations & Uses

| Designation | Uses |
|-------------------------|--|
| Beach | Beaches are some of the City's most significant and defining public open spaces, extending approximately six miles from the Andrée Clark Bird Refuge on the east to the bluffs near Hope Ranch on the west, and are one of the most actively used open spaces in the community. This land use designation protects and preserves publicly owned beach lands for the benefit and enjoyment of present and future generations of residents and visitors. |
| Parks/Open Space | The Parks/Open Space land use designation is established to protect and preserve park, beach, and open space lands for the benefit and enjoyment of present and future generations of residents and |

| Designation | Uses |
|-------------|--|
| | <p>visitors. All land on the ocean side of Cabrillo Boulevard from East Beach (excluding the Bellosguardo property) to the west end of Shoreline Park is designated Parks/Open Space and is owned by the City in perpetuity.</p> <p>All City parks and recreation facilities within this designation are assigned to one of nine categories of park and recreation facilities: undeveloped parkland, open space, passive park, neighborhood park, beach, community park, sports facilities, community buildings, and regional park¹.</p> <p>On the inland side of Cabrillo Boulevard, other areas with a Parks/Open Space designation include the privately owned Montecito Country Club and the Santa Barbara Zoo, and the publicly owned Andrée Clark Bird Refuge, many community and neighborhood parks, La Playa Stadium, the Douglas Family Preserve, and Highway 101. Highway 101 is classified as open space because it is open and of such scale to be significant.</p> |

Hillside Category

The hillside areas in the Coastal Zone contain three different single-unit residential designations that range in density from one dwelling unit per acre to three dwelling units per acre. In many cases, parcels in these zones are developed at lower densities than the maximum allowed due to physical slope constraints, high fire risk, and to protect open space and views. Within the Coastal Zone, the Hillside designation includes about 15 percent of the land area and mainly applies in the Arroyo Burro Component Area.

Table 2.1-2 Hillside Designations & Uses

| Designation | Uses |
|--|---|
| Residential (Max 1 du/acre) | The one dwelling unit per acre maximum density is the most restrictive land use designation in order to preserve the integrity of the hillside environment and protect private property while allowing limited residential use. |
| Residential (Max 2 du/acre) | The two dwelling units per acre designation permits slightly higher single-unit residential densities than one unit per acre, while still maintaining the hillside open space areas. |

¹ See Table 3.2-1 *Publicly Owned Park and Recreation Areas* in Chapter 3.2 *Visitor-Serving & Recreational Facilities* for the City's park and recreation facilities assigned categories within the Coastal Zone.

| Designation | Uses |
|--|--|
| Residential (Max 3 du/acre) | The three dwelling units per acre designation is the least restrictive hillside single-unit residential designation. |

Suburban Category

The Suburban land use designations reflect areas that provide a transition between lower density Hillside residential and more urban uses near Downtown and along transit corridors. The Suburban designation applies in the Arroyo Burro, Mesa, and Coast Village Component Areas and comprises about 25 percent of the land area.

Table 2.1-3 Suburban Designations & Uses

| Designation | Uses |
|---|---|
| Residential (Max 3 du/acre) | This designation is primarily designed for single-unit residential units. The three dwelling units per acre designation is the most restrictive suburban residential designation. |
| Residential (Max 5 du/acre) | The five dwelling units per acre designation is primarily designed for single-unit residential units. |
| Medium Density Residential | The 12 units per acre designation serves as a transition area between single-unit areas and higher density areas. |

General Urban Category

The General Urban land use designation includes multiple-unit, commercial, and industrial uses located on commercial corridors. The designations that include a residential component (such as Hotel & Residential or Commercial/Medium High Residential) are primarily in areas that have historically provided work, recreation, shopping, and increasingly mixed commercial/residential uses. Except for the Arroyo Burro and Waterfront Beaches/Harbor Component Areas, there is a General Urban designation in all Component Areas. This category represents about 19 percent of the total land area in the Coastal Zone.

Table 2.1-4 General Urban Designations & Uses

| Designation | Uses |
|--|--|
| Medium High Density Residential | This designation allows one-, two-, and multiple-unit dwellings with a density of 12-27 units per acre. This land use designation applies only to small areas inland of East Beach and adjacent to City College. |

| Designation | Uses |
|--|--|
| Hotel & Residential | <p>This designation allows residential uses and hotels and similar establishments (related recreational uses, conference centers, etc.), while protecting the existing housing stock and residential character of those neighborhoods that are still primarily residential².</p> <p>This land use designation applies to areas of the West Beach and East Beach neighborhoods that are currently developed with denser multiple-unit uses and a scattering of hotels. A multiple-unit density of 12-27 units per acre is allowed.</p> |
| Coastal-Oriented Commercial | <p>This designation allows coastal-dependent and coastal-oriented uses, commercial recreational uses, arts-related uses, restaurants, and residential uses in some areas with a multiple-unit density of 12-27 units per acre allowed, subject to restrictions and limitations requiring a mix of a minimum 30 percent coastal-related commercial and up to 70 percent residential. Projects comprised of entirely affordable housing units are exempt from the mixed-use requirement.</p> <p>This designation, which applies to areas between the Harbor and East Beach, strives to achieve balanced use of the Waterfront and maintain the small scale and local character that is unique to this area. Land uses that maintain and enhance the desirability of the Waterfront as a place to work, visit, and live are encouraged.</p> |
| Hotel & Related Commerce I | <p>This designation, because of its proximity to the shoreline and its location along Cabrillo Boulevard and State Street, strives to promote, maintain, and protect visitor-serving, commercial, and recreational uses. Allowed uses include hotels, motels, and tourist courts, and related recreational, conference center, and other auxiliary uses primarily for hotel guests and restaurants. This designation does not allow residential uses.</p> |
| Hotel & Related Commerce II | <p>This designation allows hotels, motels, and auxiliary uses as well as visitor-serving and commercial recreational uses.</p> <p>Based on the historical presence of residential development, limited portions of this designation allow multiple-unit development at a density of 12-27 units per acre.</p> |
| Coastal-Oriented Commercial / Hotel | <p>This designation is a mixture of two land use designations that allow a range of uses, including visitor-serving, coastal-</p> |

² A conversion permit is required to convert existing dwelling units to a hotel or similar uses.

| Designation | Uses |
|---|---|
| & Related Commerce II | <p>dependent and coastal-oriented, commercial recreational, arts-related, restaurant, and residential uses in limited areas.</p> <p>Where residential is allowed, there must be a minimum of 30 percent coastal-related commercial and up to 70 percent residential. A multiple-unit density of 12-27 units per acre is allowed.</p> |
| Office / Medium Density Residential | <p>This designation strives to preserve and protect the surrounding residential land uses and allows office and medical office uses. The Medium Density Residential designation permits 12 dwelling units per acre, consistent with historically allowed densities in the adjacent low or medium density neighborhoods.</p> |
| Commercial / Medium High Residential | <p>This designation generally applies to commercial neighborhood-serving centers historically located within residential areas. Allowed land uses include residential, office, service shops, grocery stores, restaurants, banks, dry cleaners, childcare centers, pet shops, repair shops, and various other neighborhood/commercial serving businesses. These neighborhood and commercial service centers provide easy access to goods and services and help improve the livability and sustainability in areas with a high concentration of residential uses. The designation permits a multiple-unit density of 12-27 units per acre.</p> |
| Industrial | <p>This designation allows a wide range of land uses, including general commercial, industrial, and office space. Residential use is prohibited with the exception of a caretaker's unit. Existing residential units are allowed to re-build but not increase in size.</p> <p>This area includes a variety of manufacturing, commercial, office, and industrial uses, such as warehouse, open yard, storage, auto repair, and construction-related businesses.</p> |
| Coastal-Oriented Industrial | <p>This designation strives to provide for appropriate coastal-dependent and related industrial uses in close proximity to the Harbor and Stearns Wharf. Allowed uses include, but are not limited to, boat sales, storage, construction, and/or repair; public parking lots; and seafood processing and wholesaling. Residential uses are prohibited. Existing non-coastal-oriented industrial uses are allowed to be maintained, but coastal-dependent and coastal-related industrial uses are encouraged.</p> |

Institutional & Related Category

The Institutional and Related category provides for public facilities and private and/or non-profit uses that offer public services to the community. It comprises about nine percent of the total land area.

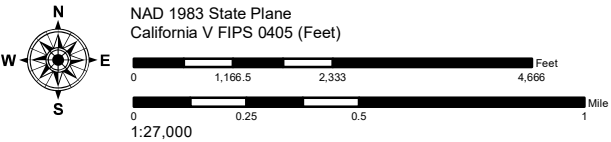
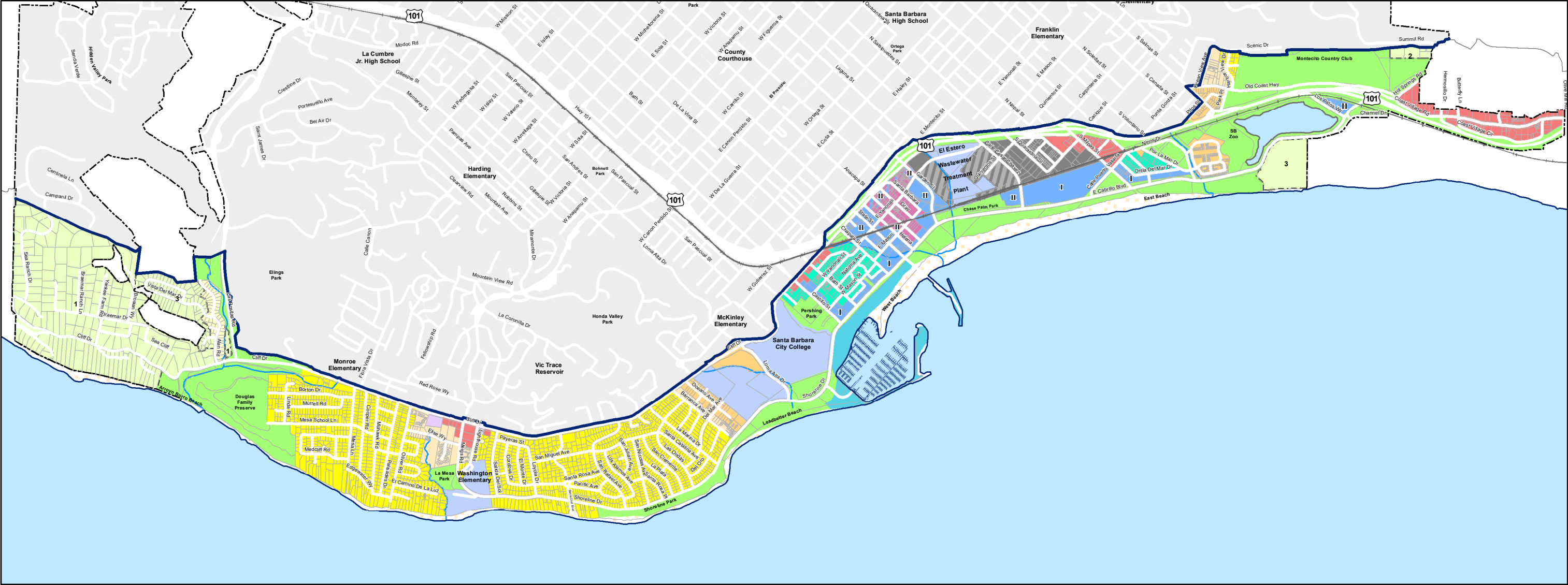
Table 2.1-5 Institutional Designations & Uses

| Designation | Uses |
|-----------------------|---|
| Institutional | This designation provides for public facilities and private and/or non-profit uses that offer public services to the community. Uses include, but are not limited to, schools, Santa Barbara City College, government facilities, U.S. Coast Guard Lighthouse, El Estero Wastewater Treatment Plant, and the Charles E. Meyer Desalination Plant. |
| Harbor- Stearns Wharf | This designation strives to assure that the Harbor will remain primarily a working Harbor with visitor-serving and coastal-related uses secondary to coastal-dependent uses, and that Stearns Wharf will consist of a mixture of visitor-serving, coastal-dependent, and coastal-related uses. Allowed uses in the Harbor include marinas, boat moorings, marine-oriented government facilities, seafood processing, museums related to the ocean, restaurants, and public parking lots. Stearns Wharf uses include the Santa Barbara Museum of Natural History Sea Center, coastal-related equipment rentals, restaurants, and specialty and gift shops. |

Land Use Map

Figure 2.1-1 *Local Coastal Program Land Use Map* depicts the land use designation for each parcel and is intended to provide a graphic representation of policies’ relation to the location, type, density, and intensity of all land uses in the Coastal Zone.

FIGURE 2.1-1 LOCAL COASTAL PROGRAM LAND USE MAP



BOUNDARIES

- Coastal Zone
- City Limits

LAND USE DESIGNATIONS

Open Space

- Creeks
- Beach
- Parks/Open Space

Hillside

- 1 Residential (Max 1 du/acre)
- 2 Residential (Max 2 du/acre)
- 3 Residential (Max 3 du/acre)

Suburban

- Residential (Max 3 du/acre)
- Residential (Max 5 du/acre)
- Medium Density Residential (Max 12 du/acre)

General Urban

- Medium High Density Residential (Max 27 du/acre)
- Hotel & Residential (Max 27 du/acre)
- Coastal-Oriented Commercial/Medium High Residential (Max 27 du/acre)*
- I Hotel & Related Commerce I
- II Hotel & Related Commerce II/Medium High Residential (Max 27 du/acre)*
- III Coastal-Oriented Commercial/Hotel & Related Commerce II (Max 27 du/acre)*
- Office/Medium Density Residential (Max 12 du/acre)
- Commercial/Medium High Residential (Max 27 du/acre)*
- Industrial
- Coastal-Oriented Industrial

* In areas where residential uses are allowed by zoning

Institutional & Related

- Institutional
- Harbor-Stearns Wharf

Note: This map shows land use designations for the General Plan and Local Coastal Program Land Use Plan. Large scale and digital versions of this figure and the data on the map are available at the City of Santa Barbara Community Development Department office. 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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LAND USE & DEVELOPMENT POLICIES

CITY PLANNING EFFORTS & PROGRAMS

- Policy 2.1-1** Increased Densities for Affordable Housing. The City may allow for increased densities beyond that established by underlying land use designations and zoning for the following types of affordable housing developments, so long as such development is found consistent with the policies of the Coastal LUP:
- Density Bonus.
 - Inclusionary Housing.
 - Lot Area Modification for affordable housing only.
- Policy 2.1-2** Accessory Dwelling Units. The City may allow accessory dwelling units, which tend to be more affordable than standard housing, so long as such development is found consistent with the policies of the Coastal LUP.
- Policy 2.1-3** Average Unit-Size Density Incentive Program. Implement measures that incentivize smaller residential unit sizes; residential units closer to transit, services and recreational opportunities; and housing opportunities by allowing reductions to certain zoning standards in order to encourage development that is consistent with these goals. In the Coastal Zone, any zoning standard reduction shall be found consistent with all applicable policies of the Coastal LUP.
- Policy 2.1-4** Sustainability through Nonresidential Growth Management. Implement nonresidential growth management measures in the Coastal Zone that pace land use development to:
- A. Match the availability of resources such as water, waste water treatment capacity, and other key infrastructure;
 - B. Utilize transportation capacity efficiently through a traffic management strategy;
 - C. Locate nonresidential development in areas best able to provide sustainable transportation, services, and recreation; and
 - D. Encourage Community Benefit Projects including:
 - i. Community priority projects that address a present or projected need directly related to public health, safety, or general welfare, and

- ii. Economic development projects that will enhance the standard of living for City and South Coast residents.

- Policy 2.1-5** Public Facilities. Pursuant to a Local Coastal Program Amendment, review zoning ordinances to include public facilities and infrastructure as permitted uses on publicly owned land where appropriate.
- Policy 2.1-6** Reserve Capacities for Higher-Priority Land Uses. If conditions in the City change in the future and existing or planned public works facilities can accommodate only a limited amount of new development, public works services to coastal-dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by residential, general commercial, light industrial, and other lower-priority uses within the Coastal Zone. New development of lower-priority uses shall not be permitted if their use of the public works capacity would preclude the development of coastal-dependent, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses.
- Policy 2.1-7** Priority of Coastal-Dependent Developments. As outlined in Coastal Act Section 30255, coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in the Coastal LUP, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.
- Policy 2.1-8** Promote Coastal-Dependent and Related Industrial Uses. Ensure any land use and/or zoning changes do not reduce land available to support coastal-dependent industrial and related facilities or coastal-oriented light manufacturing.
- Policy 2.1-9** Aquaculture. As outlined in Coastal Act Section 30222.5, oceanfront land that is suitable for coastal-dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal-dependent developments or uses.
- Policy 2.1-10** Public Land for Recreation. Public land, including rights of way, easements, and dedications, shall be used for public recreation or access purposes where appropriate and consistent with public safety and the protection of coastal resources.
- Policy 2.1-11** Water-Oriented Recreation. As outlined in Coastal Act Section 30220, coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

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- Policy 2.1-12** Protection of Oceanfront Lands for Recreation. As outlined in Coastal Act Section 30221, oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
- Policy 2.1-13** Priority of Recreational Facilities. As outlined in Coastal Act Section 30222, the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.
- Policy 2.1-14** Protection of Upland Areas for Recreation. As outlined in Coastal Act Section 30223, upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.
- Policy 2.1-15** Maintenance and Enhancement of Public Access. As outlined in Coastal Act Section 30252, the location and amount of new development or substantial redevelopment should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses, and (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.
- Policy 2.1-16** Siting of New Development. As outlined in Coastal Act Section 30250(a), new and substantially redeveloped residential, commercial, or industrial development, except as otherwise provided in the Coastal LUP, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

DEVELOPMENT REVIEW POLICIES

- Policy 2.1-17** Land Use Categories and Map Designations. The land use categories and designations in Tables 2.1-1 through 2.1-5 establish the type, density, and intensity of land uses within the City's Coastal Zone. Figure 2.1-1 *Local Coastal Program Land Use Map* depicts the land use designation for each

property and is intended to provide a graphic representation of policies relating to the location, type, density, and intensity of all land uses in the Coastal Zone. Allowable densities are stated as maximums but may be increased pursuant to an approved Coastal Development Permit that includes density bonus, inclusionary housing, or a lot area modification for affordable housing. However, compliance with the other policies of the Coastal LUP may limit the maximum allowable density of development. Accessory dwelling units are considered accessory uses and are not included as “units” when calculating allowable density.

Policy 2.1-18 Land Divisions. Land divisions, including lot line adjustments and conditional certificates of compliance subject to the provisions of the Coastal LUP, shall be designed to minimize risks to life and property in areas of high geologic, flood, and fire hazard and minimize impacts to coastal resources and public access. A land division shall only be approved if the use of the created parcel(s) is consistent with maximum densities designated by the Coastal LUP and is no smaller than the average size of surrounding parcels (e.g., 20 closest parcels). The development area of the created parcel(s), including access roads/driveways and any fuel modification areas needed for structures (new or substantially redeveloped), must be consistent with all of the policies and provisions of the Coastal LUP. If this is not feasible, lot line adjustments that increase the consistency of the subject parcels with all the policies and provisions of the Coastal LUP from the existing condition may be allowed.

Policy 2.1-19 Nonconforming Development. The following apply to development that is nonconforming with relation to the policies of the Coastal LUP:

- A. Any lawfully established structure or site development that conforms to the requirements under which it was legally established, but does not comply with any policy of the Coastal LUP, shall be considered legal nonconforming;
- B. Legal nonconforming structures or site developments may be continued, repaired, and maintained as long as these activities do not rise to the level of substantial redevelopment;
- C. The right to continue does not apply to legal nonconforming structures and site development deemed to be a public nuisance because of health or safety conditions, as determined by the Chief Building Official;
- D. Alterations to a legal nonconforming structure or site development within the existing development footprint may be permitted provided that the alteration does not increase any existing nonconformity of the structure or site development and is not considered a substantial redevelopment;
- E. Additions are considered new development. Additions to a legal nonconforming structure may be permitted if the addition conforms

with the policies of the Coastal LUP and provided that any alterations to the legal nonconforming structure or site development needed to develop the addition conform to subsection D. above. Additions to a legal nonconforming structure shall not be permitted concurrently with a substantial redevelopment unless the entire structure or site development conforms with the policies of the Coastal LUP;

- F. Substantial redevelopment is considered new development and must conform to all policies of the Coastal LUP; and
- G. Alterations or additions to a legal nonconforming structure or site development may be permitted if necessary to comply with the Americans with Disabilities Act only if the following criteria are met:
 - i. A nonconforming alteration or addition shall only be allowed if it does not exceed the minimum dimension or extent required by the Building Code and if there is no feasible conforming method for achieving the same or similar result; and
 - ii. An alternation or addition that results in substantial redevelopment of the nonconforming structure or site shall be considered new development that shall conform to all policies of the Coastal LUP.

DEFINITIONS & PROCEDURES

- Policy 2.1-20** Accessory Structure. An accessory structure is a subordinate structure, used only as incidental to the main or principal structure on the same lot. Examples of residential accessory structures include, but are not limited to, carports, garages, decks, patios, storage sheds, and swimming pools.
- Policy 2.1-21** Addition. An addition is new construction that increases the net floor area of a structure.
- Policy 2.1-22** Alteration. An alteration includes interior or exterior changes and rearrangement of the physical parts of a building, structure, or site development that does not result in an increase of floor area. Also called a remodel.
- Policy 2.1-23** Development. Development is defined as follows: On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use

of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

Policy 2.1-24 Principal Structure. A principal structure is a structure in which the primary, principal, or dominant use of a lot is conducted.

Policy 2.1-25 Repair and Maintenance. Repair and maintenance activities are those actions that preserve a development in its permitted configuration and condition. This includes routine actions typically associated with keeping such development in good condition to prevent its deterioration as well as targeted corrective actions to restore the development to a working condition adequate to continue to serve the permitted use after experiencing damage or decay. Repair and maintenance does not include: additions or alterations to any structure; replacement to a level that qualifies as substantial redevelopment as outlined in Policy 2.1-27 *Substantial Redevelopment*; changes in site development; a substitution of or a change to a nonconforming use; or an increase in area occupied by a nonconforming use.

Policy 2.1-26 Structure. A structure is anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground. "Structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Policy 2.1-27 Substantial Redevelopment³. A substantial redevelopment is defined as follows:

- A. For Areas Within: Potential Shoreline Hazards Screening Areas 1 (City-Owned Low-Lying Beach and Backshore Areas), 2 (Bluff-Backed Beaches), 3 (Coastal Bluff Faces), 4 (Coastal Bluff-Tops), and 5 (Stearns Wharf and Harbor) on Figure 5.1-1 *Interim Shoreline Hazards Screening Areas*; 35' of the top of bank of Mission Creek; 50' of the top of bank of Arroyo Burro, Sycamore Creek, or Laguna Channel; 100' from the portions of Arroyo Burro, Mission Creek, and

³ The application of the definition of substantial redevelopment contained in subsections A. or B. is dependent upon whether any portion of a structure or site development is within areas subject to potential shoreline hazards relating to erosion (from coastal bluff erosion, slope failure, and beach erosion) or wave impact hazards factoring in the effects of sea level rise, and/or from potential erosion hazards from creeks, as described in subsection A. The definition for substantial redevelopment in these hazards areas is stricter so as to achieve conformance with the hazard related policies of the Coastal LUP as soon as possible.

Sycamore Creek Estuaries south of Cliff Drive and Cabrillo Boulevard; 100' from Andrée Clark Bird Refuge; and the canyons on both sides of Arroyo Honda, Mesa Creek, or Lighthouse Creek as generally depicted on Figure 4.1-4 *Minimum Habitat Buffers for Mesa Creek, Lighthouse Creek, and Arroyo Honda*.

- i. A substantial redevelopment occurs when one of the three conditions below cumulatively takes place following the date of certification of the Coastal LUP:
 - a. More than 50 percent of the structural elements of the roof or roof framing are replaced, structurally altered, or removed;
 - b. More than 50 percent of the structural components of exterior walls (or vertical supports such as posts or columns when a structure has no walls) of a structure are replaced, structurally altered, removed, or are no longer a necessary and integral structural component of the overall structure; or
 - c. More than 50 percent of the foundation system is replaced, structurally altered, removed, or is no longer a necessary and integral structural component of the overall structure, including, but not limited to: perimeter concrete foundation, retaining walls, post and pier foundations, or similar element(s) that connect a structure to the ground and transfers gravity loads from the structure to the ground.
 - ii. Fences, patios, decks, staircases, or similar structures shall be considered to be substantially redeveloped when more than 50 percent of either the lineal feet or area of the structure is replaced, structurally altered, or removed cumulatively following the date of certification of the Coastal LUP.
- B. All other areas not described in subsection A.
- i. A substantial redevelopment occurs when a structure is either completely demolished or at least two of the three conditions below take place within any five-year period:
 - a. More than 50 percent of the structural elements of the roof or roof framing are replaced, structurally altered, or removed;
 - b. More than 50 percent of the structural components of exterior walls (or vertical supports such as posts or columns when a structure has no walls) of a structure are replaced, structurally altered, removed, or are no longer a necessary and integral structural component of the overall structure; and/or

- c. More than 50 percent of the foundation system is replaced, structurally altered, removed, or is no longer a necessary and integral structural component of the overall structure, including, but not limited to: perimeter concrete foundation, retaining walls, post and pier foundations, or similar element(s) that connect a structure to the ground and transfers gravity loads from the structure to the ground.
 - ii. Fences, patios, decks, staircases, or similar structures, shall be considered to be substantially redeveloped when more than 50 percent of either the lineal feet or area of the structure is replaced, structurally altered, or removed.
- C. The calculation for determining what percentage of a wall has been replaced, structurally altered, or removed will be based on a horizontal measurement of the perimeter exterior wall removed between the structure's footings and the structure's ceiling. The calculation for determining what percentage of the roof or foundation system has been replaced, structurally altered, or removed will be based on the lineal feet of the foundation system, count of post and piers, or overall square footage of that individual element.
- D. When any portion of a structure or site development is located within the areas described in subsection A. the entire structure or site development shall be subject to the definition of substantial redevelopment contained in subsection A.
- E. When, in the determination of the Community Development Director, there exists the potential for a project to result in a substantial redevelopment, the applicant shall submit written verification from a registered structural engineer certifying that the roof, exterior walls, and foundation shown to remain are structurally sound and will not be required to be removed or replaced for the project. Prior to issuance of a building permit, the property owner and contractor shall sign an affidavit to the City that they are aware of the City's definition of a substantial redevelopment and the penalties associated with an unlawful substantial redevelopment.

Policy 2.1-28 Other Development Standards. In the case of new development or substantial redevelopment on constrained parcels, zoning variances or modifications to general development standards (e.g., setbacks, etc.) shall be considered first where necessary to meet required coastal resource protection policies.



PHOTO: SANTA BARBARA HARBOR

Coastal Act policies related to Coastal-Dependent & Related Development that are relevant to Santa Barbara include the following:

Section 30222.5. Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30234.5. The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Section 30260. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

INTRODUCTION

The Coastal Act defines coastal-dependent development or use as any development or use that requires a site on or adjacent to the sea to be able to function at all. Coastal-related development means any use that is dependent on a coastal-dependent development or use. This chapter focuses mainly on the Harbor and Stearns Wharf as the



KAYAKS ALONG THE BREAKWATER

City's primary commercial- and recreational-oriented coastal-dependent and coastal-related development and use areas. Other critical coastal-dependent uses in the City, such as the El Estero Wastewater Treatment Plant and the Charles E. Meyer Desalination Plant, which rely on proximity to the coast for ocean intake and outfall purposes, are discussed in Chapter 6.1 *Public Works & Energy Facilities*.

The Harbor and Stearns Wharf area is managed by the City's Waterfront Department, whose mission is to provide the community with a quality waterfront for recreation and commercial use, along with mooring and

landside services for boating, consistent with Coastal Act policies encouraging and protecting commercial fishing and recreational boating. Approximately 252 acres of tidelands and submerged lands are managed by the Waterfront Department via the Tidelands Grant, as detailed below.

Tidelands Grant

The City of Santa Barbara first received title to the Tidelands Area that encompasses Stearns Wharf and part of the Harbor in 1925 via the Tidelands Grant (Chapter 78, Statutes of 1925), which included some submerged lands offshore of the City from the mean high tide line to approximately ½ mile offshore (as it existed in 1925). With the Tidelands Grant, the City has the responsibility to hold, manage, use, and preserve the tidelands "in trust" for the general public. The grant also requires that any revenue raised in the Tidelands Area can only be spent in the same area. The tidelands and submerged lands comprising the Tidelands Grant are managed by the City's Waterfront Department. The Waterfront Department's Enterprise Fund operates from revenues generated from the Tidelands Area. Tenant rents, boat slip fees, parking fees, and other sources of

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revenue are put back into improvements and services, such as preventative maintenance, capital improvements, parking services, staffing, public safety, dock repairs, special events, and public education.

Since 1925, the Tidelands Grant was amended several times to: (1) expand the area and permit public parks, parkways, highways, or playgrounds; (2) allow the United States Government to use existing structures as a naval reserve armory; and (3) allow more expanded use categories consistent with tidelands grants to other coastal cities. The Waterfront Department is now primarily responsible for the area that lies seaward of Cabrillo Boulevard between East Beach and Leadbetter Beach (also referred to as the Waterfront). However, there are facilities within this area that are managed by other departments.

History of the Harbor

In the 1920s, Max Fleischmann, a local philanthropist, offered the City \$200,000 towards construction of a harbor if the City would match the amount. A subsequent bond measure funded construction of a detached breakwater using rock quarried on Santa Cruz Island. Mr. Fleischmann contributed additional funds to complete the project in 1928. Sand began immediately accreting in the Harbor once the breakwater was constructed and subsequently, the breakwater was extended to shore to help solve the problem. Over the following years, Leadbetter Beach, West Beach, and the current Harbor Commercial area were created through sand accretion. Since its inception, dredging of the Harbor is crucial for Harbor users and for the replenishment of the downcoast beaches. The Harbor channel is typically dredged twice a year by the Corps of Engineers as authorized by the Rivers and Harbors Act, to provide safe and navigable waters.¹



BOATS MOORED AT THE HARBOR

Since the late 1950s, Marinas 1 through 4 and a launch ramp were constructed, slips have been added, and other projects were completed to improve and expand Harbor operations. In the 1990s, the Naval Reserve Center² was sold back to the City of Santa Barbara and renamed the Waterfront Center. Subsequently, the Outdoors Santa Barbara

¹ Since 1972, the Army Corps of Engineers (Corps) conducts maintenance dredging of the Federal Channel under the Rivers and Harbors Act at the Corps' sole expense. The City is responsible for dredging outside the Federal Channel.

² The building is part of a Naval Section Base at the Harbor that was built for the Navy by the Works Project Administration in the late 1930 – 1940s. The City deeded the site to the Navy and it was used during World War II for port security and other uses.

Visitor Center, the Santa Barbara Maritime Museum, and two restaurants opened in the Waterfront Center.

Today, maintaining the existing working nature of the Harbor is of primary importance, balanced with recreational use. Most planned improvements to the Harbor are complete, and new development in this area is anticipated to mainly encompass replacement or redevelopment of outdated facilities.

History of Stearns Wharf

In 1872, construction was completed on what had just become the longest deep-water pier between Los Angeles and San Francisco. Named for its builder, local lumberman John



CONSTRUCTION ON STEARNS WHARF

P. Stearns, Stearns Wharf served the passenger and freight shipping needs of California's South Coast for over a quarter century. Later, a 1,450 foot wye was built onto the Wharf to carry a railroad spur. The wye proved too expensive to maintain, and after being battered by storms, it was abandoned. A small portion of the wye remains, housing the Santa Barbara Museum of Natural History's Sea Center.

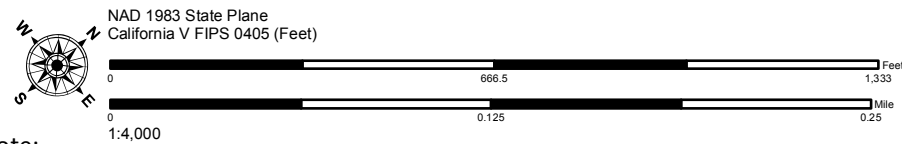
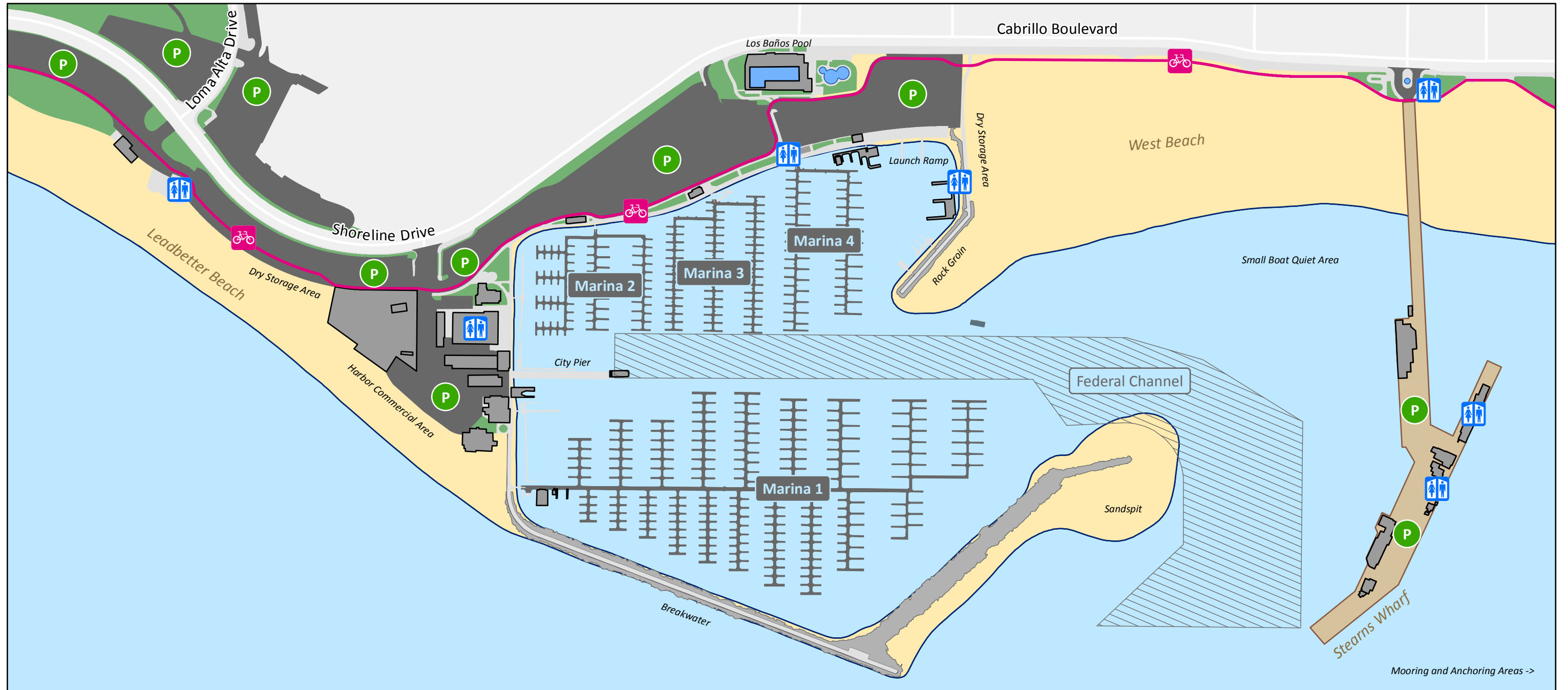
In the 1940s, the Harbor Restaurant was built on the Wharf, marking an end to the use of the Wharf primarily for transportation, shipping, and service to oil platforms. Now, small scale, low-intensity commercial development and

maintaining public open space and recreation is the primary goal. A serious fire on the Wharf in 1973 and subsequent litigation resulted in its closure until 1981. Since then, several large storms and fires have caused temporary closures and rebuilding. Currently, new development on the Wharf is primarily minor additions and alterations to the originally approved buildings.

History of West Beach

As noted above, West Beach was created when the Harbor breakwater was constructed and extended in the 1920s. Since then, dredging and storm activity has modified its width. In the 1980s, West Beach was dredged back to half its previous width. As sand continues to accrete, West Beach was again dredged back about halfway in the 1990s to replenish downcoast beaches and provide what is known as the "Small Boat Quiet Water Area" for recreational boating. This quiet water area is important to maintain as it keeps small, non-motorized craft a safe distance from the federal navigation channel.

FIGURE 2.2-1 HARBOR AND STEARNS WHARF AREA



Note:
-All representations are approximate and intended for illustrative purposes only.

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HARBOR USES & FACILITIES

Figure 2.2-1 *Harbor and Stearns Wharf Area* shows the location of the main coastal-dependent, coastal-related, and other area facilities discussed below. To ensure the Harbor remains a working harbor, the extent and nature of the uses in the Harbor Commercial (HC) Zone are reviewed by the City's Harbor Commission and Planning Commission every five years. Coastal-dependent uses in support of the working nature of the Harbor include boat slips and moorings, boatyard repair facility, and a marine fuel dock.

Harbor Coastal-Dependent Uses

Slips

The Harbor contains four marinas with 1,143 slips. Of those, 42 slips are exclusively designated for commercial fishing. There are also 44 side and end ties (Table 2.2-1 *Harbor Slip Sizes & Facilities*). Each slip space is provided with a storage box, hose spigot, and an electrical outlet. Boat owners, slip permittees, and their guests have access to the marinas and restrooms with gate access cards. Due to high demand, typically the Harbor slips are fully occupied. The Waterfront Department handles slip permit transfers and waiting lists for new slip permittees.

Generally, visiting boat demand can be accommodated throughout the year. During peak periods, however, all available visitor slips are used. Additional demand is handled through an open water free anchorage east of Stearns Wharf.

Table 2.2-1 Harbor Slip Sizes & Facilities

| Slip Size | # of Facilities |
|----------------------------|-----------------|
| 20' | 73 |
| 25' | 243 |
| 28' | 161 |
| 30' | 131 |
| 35' | 232 |
| 40' | 87 |
| 43' | 33 |
| 45' | 22 |
| 50' | 69 |
| 51' | 19 |
| 60' | 29 |
| End ties | 28 |
| Side ties | 16 |
| Fish Float North and South | 24 |

Source: City of Santa Barbara Waterfront Department 2014

Mooring & Anchoring Areas

Offshore of East Beach, the City provides 44 permanent mooring spaces for permitted vessels adhering to rules and regulations of the Mooring Permit Program. Moorings are secured to the sea floor, owned by individual permittees, and inspected annually by City-approved inspectors, with the cost borne by the permittees, who also pay annual permit renewal fees.

West of the permitted mooring area, visitors unable to find room in the Harbor, or not wishing to pay the Harbor's daily slip fees, can anchor in a seasonal anchoring area (April 1 to October 31) within 300 feet of Stearns Wharf. The seasonal anchoring area, which



EAST BEACH MOORING AREA

can handle up to 45 boats, is the most convenient place for visitors to anchor due to its proximity to Harbor facilities.

East of the permitted mooring area, year-round anchoring is allowed for permanent, temporary, or visiting vessels. Most boaters using the anchoring system use the seasonal anchorage during the summer and then move to the year-round anchorage during the winter.

Dry Storage of Vessels

Dry storage of vessels is on-land storage of vessels in open or enclosed rack structures, on trailers, cradles, boat stands, or by other means. Commercial dry storage facilities are provided at the Harbor and other locations. The City provides public dry storage areas at Leadbetter Beach and West Beach. From April to October, catamarans can be stored in a designated area of Leadbetter Beach. On West Beach, small vessels can be placed within a designated area. There are also renewable annual permits for West Beach storage racks for outrigger club activities and sailboats.

Harbor Support Facilities

Harbor support facilities are uses, equipment, and vessels that provide repair, maintenance, new construction, parts and supplies, fueling, waste removal, cleaning, and related services to vessels berthed in or visiting the Harbor. Harbor support facilities are considered essential to maintaining a working harbor.

The Harbor has approximately nine boat repair and marine supply businesses, including yacht sales, fuel supplies, and marine gear and supply. The Harbor Patrol has four patrol vessels and coordinates operations with the U.S. Coast Guard, Santa Barbara Police, Santa Barbara Fire, California Department of Fish and Wildlife, and the County Sheriff.

Piers & Docks

The Harbor supports several piers and docks as follows:

- The City Pier (formerly Navy Pier) has a fuel dock with space to fuel two vessels simultaneously, an Ice House providing hundreds of tons of ice every year for commercial fishing vessels and the fish market, and four hoists. A Coast Guard Cutter is docked at this pier. The majority of offloading from commercial fishing vessels also occurs at the City Pier.
- The Accommodation Dock, south of the City Pier, is where the Harbor Patrol boats are berthed. Boaters using the travel lift tie up at this dock to load and unload their boats, and visiting boats come here to the dock to check in with the Harbor Patrol before proceeding to their assigned visitor space or mooring.
- The Travel Lift Pier is a short pier used for launching and hauling out of boats. Boaters also tie up at this pier to load, unload, and rig their boats. The Santa Barbara Yacht Club's hoist, also used by Santa Barbara Sailing Club members, is located on this pier.

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- The Cabrillo Landing Dock is located in the northwestern corner of the Harbor near the Breakwater Restaurant. Commercial fishing boats are berthed on the north side of the dock, which is also used by Harbor cruise boats and other commercial boats.

Breakwater

The breakwater protects the marinas and other Harbor facilities and is also a public walkway that features flags representing prominent organizations in Santa Barbara. The wide walkway offers views of the Harbor and City and is used for recreational fishing. In 2005, a “Lost at Sea” memorial consisting of whale tail benches, dolphin statue, and compass rose was placed at the end of the breakwater. The area along the south side of the sandspit is a recognized surfing spot during occasional strong swells, and the sand spit is a popular spot to haul out kayaks.

Boat Launch Ramp & Rock Groin

The Boat Launch Ramp is in the northeast area of the Harbor, with eight launching lanes and three boarding floats. Two of the lanes and one boarding float are reserved for non-motorized boat use, and there is a pump-out and boat wash station and parking for trailers nearby. Adjacent to the Launch Ramp, commercial boat charters and rentals are available, including kayaks and stand-up paddle boards. The rock groin houses a commercial boat charter business and University of California Santa Barbara’s sailing facility. Cruise ship passengers disembark in this area.



CITY PIER

Commercial Fishing

The Harbor is an important commercial fishing center in the south central coastal region of California. Approximately 87 commercial fishing vessels are permanently berthed at the Harbor, with an additional 20 transient vessels located here on a semi-permanent basis. Annually, catches of sea urchin, lobster, seabass, rock crab, sea cucumber, and other species totaling millions of pounds are unloaded. Revenue earned by fishermen from those and other species typically averages over 11 million dollars annually.

Harbor Coastal-Related Uses

Coastal-related uses are considered secondary uses that aid in assuring the Harbor remains a working harbor, as well as providing a desirable environment for the public. Coastal-related uses in the Harbor include the Santa Barbara Maritime Museum, a retail dive gear shop, and coastal-related offices (i.e., Santa Barbara Fish Market headquarters). Boater amenities include mini-marts, postal services, restrooms, and showers.

STEARNS WHARF

Stearns Wharf is Santa Barbara's most visited attraction and produces revenue for the Waterfront Department. Stearns Wharf typically attracts over one million pedestrian visitors and over 250,000 cars annually. Development on Stearns Wharf is governed by a Coastal Development Permit from 1980 that provides a comprehensive plan to rehabilitate the Wharf and limits the number and types of businesses and buildings to be constructed to establish an appropriate balance of public open space, coastal-dependent and related uses, recreation, and visitor-serving retail and restaurants.

The Wharf currently supports 17 businesses including restaurants, the Sea Center, gift and retail shops, a bait and tackle shop, and a water taxi service between the Harbor and the Wharf. Stearns Wharf is also a popular fishing destination, providing a low-cost recreational opportunity.

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COASTAL-DEPENDENT & RELATED DEVELOPMENT POLICIES

CITY PLANNING EFFORTS & PROGRAMS

Harbor

- Policy 2.2-1** Harbor Development. The Harbor shall be a working harbor with priority given to coastal-dependent uses, such as commercial fishing and recreational boating, for all users and income groups. The Harbor shall be developed and maintained as a resource for residents and visitors.
- Policy 2.2-2** Harbor Operations. Continue to operate and maintain the Harbor in a manner that ensures the viability of coastal-dependent uses, coastal-related uses, and lower cost visitor-serving uses.
- Policy 2.2-3** Harbor Support Uses. Protect, and where feasible, enhance existing Harbor support uses serving the needs of existing Waterfront uses, recreational boaters, the boating community, and visiting vessels.
- Policy 2.2-4** Restrooms. Continue to provide restrooms at the Harbor and Stearns Wharf to serve slipholders and the public.
- Policy 2.2-5** Sandspit Surfing. Continue to provide and protect the existing surfing area located at the end of the Harbor breakwater adjacent to the sandspit.

Harbor Commercial Area

- Policy 2.2-6** Harbor Commercial Area Uses. In the Harbor Commercial area, coastal-related and visitor-serving uses shall be subordinate to coastal-dependent uses but shall be provided in adequate amounts to serve visitors to the area. These uses should be evaluated during the Harbor Commission's five-year review of uses. Modest expansion of existing coastal-related and visitor-serving facilities and uses shall be encouraged in order to support coastal-dependent uses and activities.

Policy 2.2-7 Harbor Commercial Area Policies. The following types of visitor-serving and coastal-related uses shall be provided and maintained in the Harbor Commercial area to the extent feasible:

- A. Public offices that relate to the Harbor and Wharf area;
- B. Public meeting room and small offices and storage areas for nonprofit marine related groups;
- C. Maritime museum/exhibits and gift shop;
- D. Laundromat for the use of slip holders and boaters visiting the Harbor;
- E. Maintenance facility;
- F. Visitor center;
- G. Mail service;
- H. Chandlery; and
- I. Other boating related services.

Policy 2.2-8 Harbor Commercial (HC) Zone Area Uses Review. The extent and nature of uses in the Harbor and shoreline area of the Harbor Commercial (HC) Zone shall be reviewed by the Harbor Commission at least once every five years in order to ensure the Harbor remains a working harbor. The Harbor Commission shall prepare a report summarizing existing uses, lease changes, marina slip uses, commercial fishing, and other harbor area business uses. The Harbor Commission shall make a recommendation to the Planning Commission regarding the adequacy of coastal-dependent uses (Harbor primary uses) in relation to coastal-related and visitor-serving uses (Harbor secondary uses).

Boating & Fishing

Policy 2.2-9 Protection of Harbor Commercial Fishing and Recreational Boating Facilities. As outlined in Coastal Act Section 30234, facilities serving the commercial fishing and recreational boating industries shall be protected, and where feasible, upgraded. Existing berths and mooring sites shall not be reduced unless the demand for those facilities no longer exists, or adequate substitute space has been provided. Recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Policy 2.2-10 Services for Fishing Industry. Retain the informal fishing gear repair area near the boat launch ramp or in another appropriate location near the Harbor.

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- Policy 2.2-11** Services for Berthed and Visiting Vessels. Protect, and where feasible, enhance facilities and services for berthed and visiting vessels, including public mooring and docking facilities, guest docks, boat haul-out facilities, and pump-out stations. Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading, and rigging of visiting vessels.
- Policy 2.2-12** Variety of Berthing Opportunities. Provide a variety of berthing opportunities reflecting state, regional, and local demand for a variety of slip sizes and affordability throughout the Harbor.
- Policy 2.2-13** Offshore Moorings and Anchorages. Continue to designate offshore mooring and anchorage areas as an important source of lower cost public access to the water and Harbor, consistent with the resource protection policies and provisions of the Coastal LUP.
- Policy 2.2-14** Operable Vessels. Continue to require moored and docked vessels to be operable.
- Policy 2.2-15** Dry Boat Storage. Maintain existing dry boat storage areas at West Beach, Leadbetter Beach, and in the Harbor Commercial area.
- Policy 2.2-16** Small Watercraft Protected Area. Continue to provide a quiet-water area for small, non-motorized watercraft between the Harbor and Stearns Wharf by periodically dredging West Beach (pursuant to a valid Coastal Development Permit) back to approximately the top of the boat launch ramp and maintaining that water area for recreational boating and other recreational use.

Stearns Wharf

- Policy 2.2-17** Stearns Wharf Use. The primary use of Stearns Wharf shall be public open space for the public to recreate and to view the Harbor, ocean, and shoreline, and maintained as a resource for residents and visitors.

DEVELOPMENT REVIEW POLICIES

Harbor

- Policy 2.2-18** Harbor Area Policies. Development in the Harbor shall be found consistent with at least one of the following:
- A. Provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, commercial shipping, enforcement, and rescue vessels;
 - B. Provide operation and maintenance of the Harbor;

- C. Provide recreational and visitor-serving opportunities for the enjoyment of the general public; and
- D. Provide an opportunity for marine-oriented nonprofit individuals, groups, and associations to benefit from use of the Harbor.

In any event, the following leases and uses shall be precluded: those which provide supplies or services tending towards a carnival atmosphere, non-marine sports, non-marine oriented business offices, or public services that can equally be served outside of the Tidelands Area.

Stearns Wharf

Policy 2.2-19 Stearns Wharf Development. Development on Stearns Wharf shall consist of a mixture of visitor-serving, coastal-dependent, and coastal-related uses. Recreational fishing shall be maintained in designated areas.

Policy 2.2-20 Stearns Wharf Pedestrian Access. Stearns Wharf was designed to be and continues to be primarily a pedestrian environment, and vehicles on the Wharf shall be secondary to pedestrians. The protection and ease of pedestrian access shall be reviewed in all applications for new development and substantial redevelopment on the Wharf, and enhanced and improved, where feasible. The existing perimeter public walkway shall be maintained to provide maximum public viewing opportunities of the Harbor and shoreline, break up the massing of the structures on the Wharf, and to provide quiet and intimate settings for the public to move outside of the main flow of pedestrian traffic on the Wharf.

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3. PUBLIC ACCESS & RECREATION



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3.1 PUBLIC ACCESS

PHOTO: VIEW FROM BRAEMAR VISTA POINT

Coastal Act policies related to Public Access that are relevant to Santa Barbara include the following:

Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212(a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Section 30212(c). Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30214. (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
 - (2) The capacity of the site to sustain use and at what level of intensity.
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253. New development shall... minimize energy consumption and vehicle miles traveled.

Article X, Section 4 of the California Constitution reads as follows:

No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay, inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people thereof.

Section 30500(a). ...Each local coastal program prepared pursuant to this chapter shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided.

Section 30604(c). Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

INTRODUCTION

One of the fundamental goals of the Coastal Act is to provide maximum public access to the shoreline, along the coast, and to public recreation areas, including protecting existing and providing new public access. Per the Coastal Act, public access to the coast is facilitated with the provision of transit service, commercial facilities within or near residential areas, non-automobile circulation, adequate parking, and by correlating development with the provision of parks or on-site recreation. The Coastal LUP facilitates public access through:



EAST BEACH SUNRISE

- a. Maintaining and improving existing accessways to the shoreline;
- b. Promoting new public access where physically feasible to the shoreline, along the coast, and to public recreation areas;
- c. Encouraging sustainable transportation modes;
- d. Accommodating access for persons with special needs where feasible in compliance with the Americans with Disabilities Act;
- e. Providing public parking for access to the shoreline and coastal recreation areas including preserving existing Key Public Access Parking areas; and
- f. Maximizing parking efficiency and supply.

In addition, Chapter 3.2 *Visitor-Serving & Recreational Facilities* provides policies and development standards protecting and promoting coastal park and recreation facilities.

PUBLIC ACCESS COMPONENT

The City's public access component prepared pursuant to Coastal Act Section 30500 is intended to assure maximum public access to the coast and public recreation areas. The public access component is comprised of the following elements:

- a. Coastal LUP Public Access Policies (Chapter 3.1);
- b. Coastal LUP Visitor-Serving & Recreational Facilities Policies (Chapter 3.2);
- c. Figure 3.1-1 *Public Access* (Chapter 3.1);
- d. Figure 3.1-2 *Key Public Access Parking Areas* (Chapter 3.1); and
- e. Figure 3.2-1 *Recreation and Support Facilities* (Chapter 3.2).

SHORELINE ACCESS

Public access to the shoreline can be described in terms of lateral and vertical access. Lateral coastal access parallels the shoreline, generally providing access along the beach or coastal bluff top. Vertical coastal access is located perpendicular to the shoreline, generally providing access from the first public road to the shoreline or coastal bluff top from trails and stairs, and/or streets and parking lots to the beach. Most locations in Santa Barbara provide both types of access. There are no encroachments, gated public roads, or other similar impediments to access the City's beaches.

LATERAL SHORELINE ACCESS

Of the approximately six miles of shoreline in the City's Coastal Zone, more than half is in public ownership, including the land and beach between Cabrillo Boulevard and the mean high tide line from the western boundary of Shoreline Park through East Beach. The beach



EAST BEACH SHORELINE

seaward of the mean high tide line is available to the public at all times. There are tidelands and submerged lands that were granted to the City of Santa Barbara in a Tidelands Grant originating in 1925 (Chapter 78, Statutes of 1925), as discussed further in Chapter 2.2 *Coastal-Dependent & Related Development*.

Under California law, the mean high tide line is a feature of the natural landscape that may vary in location or “ambulate” as a result of changes in sand location and supply, and the public has the right to use all lands seaward of the ambulatory mean high tide line. In the coastal bluff area, private property is generally “construed to reach mean high water” (Assessor's Parcel Book notation referring to

Board of Supervisors minutes of September 2, 1930), and most parcels lining the coastal bluffs include some portion of the beach area seaward of the toe of the bluff.

Historically, the City's beaches, including those at the base of the coastal bluffs, have been used as a public resource. As confirmed and explained by the California Supreme Court in *Gion vs. City of Santa Cruz* (1970), the public can develop the right of access through use.¹ That is, under the doctrine of “implied dedication,” the public can acquire the right to use property by using the property as if it were public for a minimum prescriptive period of five years. All along the beach at the base of the coastal bluffs, from the bluff toe seaward,

¹ The method of resolving a dispute and obtaining a determination whether the City has acquired an access and/or use easement on behalf of the public is through the filing of a lawsuit to “quiet title.”

the consistent historic usage by the general public points clearly to the establishment of prescriptive rights. While high tides occasionally cover the entire beach to the base of the coastal bluffs, at low tides the receding ocean exposes areas of smooth-packed sand, ideal for walking. Since the early 1970s, City planning documents have included policies to protect the bluff-backed beaches as a community resource and prohibit any improvements that would change the nature of these tidal beaches.

California Coastal Trail

The California Coastal Trail (CCT) is a network of interconnected public trails along the California coastline, designed to foster appreciation and stewardship of the scenic and natural resources of the coast and to implement aspects of Coastal Act policies promoting non-automobile circulation. The CCT system can be located on a variety of terrains, including the beach, coastal bluff near the edge and on hillsides that provide scenic vantage points, and within road rights-of-way. The types of paths within the system include unpaved footpaths, paved sidewalks, and separated bicycle paths.

Within the City limits, the CCT is continuous as lateral access along the beach. There is also a continuous inland alignment (shown on Figure 3.1-1 *Public Access*) that is located on: the first public road paralleling the sea; the coastal bluffs where the property is in public ownership; and the shoreline on public sidewalks and bike paths. Segments of the trail are identified with a Coastal Conservancy CCT emblem incorporated onto City signs. The inland segments of the trail provide an alternative to beach access when high tides temporarily inundate the beach up to the base of the coastal bluffs. In Santa Barbara, the Juan Bautista de Anza National Historic Trail traverses roughly the same route as the CCT.

VERTICAL BEACH ACCESS

The approximately three miles of City-owned beach area from Shoreline Park to the coastal bluffs near the eastern City limits is a relatively wide sandy beach area with a high level of recreational use. This low-lying area provides direct access to the beach with no impediments. In the bluff areas, the portions of the steep coastal bluffs of up to 150 feet high that are lined with residential development present an impediment to direct beach access. However, there are several public parks along the bluffs and public vertical access ways to the beach from these steep coastal bluff areas that do provide direct beach access. The following are the public vertical access areas from west to east, also identified on Figure 3.1-1 *Public Access*:

- Arroyo Burro County Beach Park, located between coastal bluffs to the east and west, provides public access to Arroyo Burro Beach (also known as Hendry's Beach) and along the beach. The beach park portion is owned and managed by Santa Barbara County and has over 200 off-street parking spaces. Access to this beach is also available from the adjacent Douglas Family Preserve via a trail on the north side of the preserve down a bluff and across Arroyo Burro Creek to the beach.
- Mesa Lane Stairs are located at the end of Mesa Lane near the junction with Edgewater Way. They were constructed in 1982 to provide safe beach access from the coastal bluffs for pedestrians. Improvements have been made since construction, including handrails and a full reconstruction of the lowest section of stairs in 2012. On-street parking is available.



MESA LANE STAIRS

- Thousand Steps (also known as Camino al Mar) provides access from the coastal bluffs to the beach approximately one mile east of Mesa Lane Stairs at the seaward end of Santa Cruz Boulevard near Shoreline Drive. The steps were constructed in 1924, prior to development of the Mesa. These concrete stairs are located in a natural seep, with surrounding bluff subject to erosion. On-street parking is available.

- Shoreline Park is a popular 14.6-acre coastal bluff park, with multiple paved bluff top walkways along the entire length of the park

providing sweeping views of the Santa Barbara coastline, the City, Channel Islands, and Santa Ynez Mountains. A stairway to the beach is located within Shoreline Park about 0.5 miles east of Thousand Steps. The wooden stairway was reconstructed in 1998, is in good condition, and is usable by persons of almost any age. There is also a trail from the eastern end of Shoreline Park that leads to Leadbetter Beach. Parking is provided by two off-street parking lots within Shoreline Park, and on-street parking near Shoreline Park is also available.

Future Shoreline Access

Consistent with the Coastal Act, new development and substantial redevelopment is evaluated for provision of public access to the shoreline and along the coast, except where adequate access exists nearby. As noted above, public access is fully provided from Leadbetter Beach to East Beach; therefore, this provision is particularly applicable to the coastal bluff areas between Leadbetter Beach and the western City limits. While there are three public access stairways to the beach from the coastal bluffs now, the provision of additional public access trails or stairways to the beach has been evaluated over the years, including during the development of the 1981 LUP. Thus far, new public stairways or trails directly on the coastal bluff face to the beach have been deemed infeasible due to geologic and coastal resource issues including highly eroded areas, known landslides, and the presence of sensitive habitat.

The beaches below the coastal bluffs are already narrow and are routinely impassable during high tides. As this beach area narrows further due to increased erosion and permanent inundation from anticipated sea level rise, the location of stairways and trails from the coastal bluffs to the beach should be re-evaluated. For example, pocket beaches may form between headlands, and access to those areas could be considered if feasible.

SUSTAINABLE TRANSPORTATION

The City's vision for sustainable transportation notes that "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 so attractive that use of an automobile is a choice, not a necessity." To that end, a variety of sustainable transportation modes are available and used to maximize public access to the shoreline and coast, including transit, bicycling, and walking. Transit access is promoted with regular service on the most heavily traveled routes, short headways, and frequent, lower cost Waterfront and Downtown shuttle service. Bicycle access is facilitated by a network of Class I Bikeways (Bike Paths separate from automobile traffic), Class II Bikeways (on-street painted Bike Lanes), and Class III Bikeways (on-street Bike Routes designated by signs). Walking is encouraged via the California Coastal Trail (CCT) and elsewhere along coastal bluff parks and open space trails, pedestrian crossings, benches, and sidewalks to and within a majority of the Coastal Zone.

Highway 101 traverses the Coastal Zone, serving as a vital regional and statewide transportation link through Santa Barbara. Highway 101, however, forms a circulation barrier between the coastal portion of the City and the inland areas. Where appropriate, Highway 101 development should incorporate measures to increase access and prevent or remove barriers to coastal areas by pedestrians and bicyclists. More information about Highway 101 is included in Chapter 6.2 *Highway 101*.



SHORELINE PARK WALKING PATH

Public Transit

The Santa Barbara Metropolitan Transit District (MTD) is the local transit provider for public transportation services throughout the City and to neighboring jurisdictions.



WATERFRONT SHUTTLE

Multiple transit lines serve the Coastal Zone from the Mesa to Coast Village Road, all beginning at the downtown Transit Center.

The Waterfront and Downtown Shuttles, operated by MTD and partially funded by the City, provide frequent lower cost service along Cabrillo Boulevard between the Harbor and the Santa Barbara Zoo and along State Street to Downtown.

Other transit systems that provide service to the coastal areas of the City include:

- Vista Coastal Express—commuter service between Oxnard, Ventura, Carpinteria, Santa Barbara and, during peak hours, Goleta and UCSB.
- Amtrak—regional and nationwide rail service with the train station located along lower State Street.
- Greyhound—regional and nationwide bus service with the terminal located adjacent to the train station.

In addition, there is a privately operated water taxi service between Stearns Wharf and the Harbor.

Bicycle Access

Bicycle access to and along the coast is facilitated by a network of bicycle routes included on most of the major roads parallel and perpendicular to the coast, shown on Figure 3.1-1 *Public Access*. The multipurpose Beachway path (a shared use facility between bicyclists, pedestrians, and other users) is part of the regional Coast Bicycling Route from Goleta to Carpinteria and the CCT, separated from automobile traffic from the Harbor to Andrée Clark Bird Refuge. In addition to the Beachway path, bicycle access along the coast is provided with Class II bike lanes along portions of Cliff Drive, Shoreline Drive, Cabrillo Boulevard, Old Coast Highway, and Coast Village Road. Class II bike lanes are also present on many of the roads from Downtown and inland Santa Barbara neighborhoods to the coast. Class III bike routes are also established in portions of the Coastal Zone.

A new 2.6 mile-long separated multiuse pathway for bicyclists and pedestrians is approved along Las Positas Road to Cliff Drive. Consistent with the policies in the Coastal LUP, this project will provide key connections among the City's regional Cross-town and Coastal Bike Routes and to Arroyo Burro Beach County Park.

Pedestrian Access & Trails

In addition to vertical and lateral access along the coastal bluffs and beaches as described above, pedestrian access to and along the coast is provided by sidewalks and trails in key locations.

State Street is a primary access point for most visitors and residents from Downtown Santa Barbara to the coast. Between Highway 101 and Cabrillo Boulevard, State Street includes wide sidewalks and pedestrian amenities, similar to the inland design of State Street Plaza.

Between State Street and Garden Street, the Funk Zone has many pedestrians and bicyclists visiting the restaurants and other attractions. From this area, Anacapa and Garden Streets are the main points of access to Cabrillo Boulevard and the coast. Inland from the Funk Zone, there are three Highway 101 undercrossings with sidewalks that connect Santa Barbara's Eastside neighborhoods to the coast, and an underpass at Cacique Street to better connect walkers to Milpas Street and the beach.

To the east of the Andrée Clark Bird Refuge, Cabrillo Boulevard passes under the railroad tracks at the Union Pacific Bridge, leading to Coast Village Road. Pedestrian and bicyclist improvements were recently constructed just north of the Union Pacific Bridge as part of a Highway 101 Operational Improvements Project. However, due to budget and time constraints, the project did not include necessary vehicle capacity, sidewalk, and bike lane improvements on Cabrillo Boulevard under the Union Pacific Bridge, where pedestrians and bicyclists are forced in the narrow vehicle lane shoulders. Preliminary engineering designs are underway to reconstruct the Union Pacific Bridge, which include a multipurpose path and bike lanes, as a separate but parallel project to the South Coast 101 High Occupancy Vehicle (HOV) Lanes project (described in Chapter 6.2 *Highway 101*).

ACCESS FOR PERSONS WITH SPECIAL NEEDS

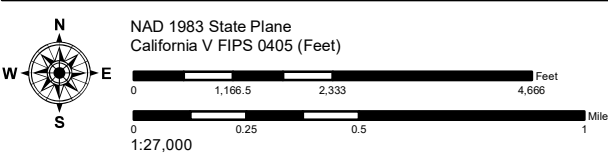
People with limited mobility require special improvements to be able to access coastal resources. The City ensures that persons with special needs have access to coastal areas through the retrofitting of existing public facilities or when designing new facilities. The City develops new or retrofitted curb ramps at high priority locations each year as funding allows. The program commonly overlaps with other pedestrian projects, such as the Sidewalk Infill Program.

The City's coastal access and recreational areas provide accessible parking spaces in all public parking lots and accessible restrooms in many locations. Coastal access for people with limited mobility is facilitated by wide paved walkways and overlooks, such as those at Shoreline Park, that provide panoramic views of the coast. Plaza del Mar, Pershing Park, and the Harbor provide parking spaces and restrooms for people with special needs. Hard surface sidewalk access is available from the parks to the beach area, and pedestrian

crosswalks provide access across Cabrillo Boulevard to the beach. Chase Palm Park has accessible parking, restrooms, and picnic tables, and Andrée Clark Bird Refuge has accessible parking and three wooden viewing platforms. The paths leading to the viewing platforms, however, are made of wood chips, limiting wheelchair access.

Along the waterfront, the Beachway path is accessible from the Harbor to the Andrée Clark Bird Refuge. Accessible bridges cross the mouths of Mission Creek, Laguna Channel, and Sycamore Creek. All-terrain wheelchairs are available to the public free of charge at East Beach, and an accessible boardwalk onto the beach is planned.

FIGURE 3.1-1 PUBLIC ACCESS



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. This map does not depict transit routes, proposed bikeways, or pedestrian sidewalks. The California Coastal Trail (CCT) within the City of Santa Barbara includes a continuous lateral beach route and a continuous inland route along the coastal bluffs and shoreline. This map depicts the continuous coastal bluff and shoreline segments of the CCT, including dirt trails, streets, and multi-use paths. CCT route and existing bikeway trails are also depicted on adjacent Santa Barbara County jurisdiction for continuity. Sources: City of Santa Barbara Public Works, City of Santa Barbara Pedestrian Master Plan and State Coastal Conservancy (<http://www.arcgis.com/home/item.html?id=4516aae6a64b4a03aa0c7149df3617ec>)

BOUNDARIES

- Coastal Zone
- City Limits

SUSTAINABLE TRANSPORTATION & SHORELINE ACCESS FEATURES

- Beach Access
- Other Transportation Features
- Existing Coastal Zone Pedestrian Paseo
- Proposed Coastal Zone Pedestrian Paseo
- California Coastal Trail
- Multi-Use Beachway
- Class 1 Bikeway (Bike Paths Separated From Auto Traffic)
- Class 2 Bikeway (On-street Painted Bike Lanes)
- Class 3 Bikeway (On-street Bike Routes)

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PUBLIC PARKING FOR ACCESS TO THE SHORELINE & COASTAL RECREATION AREAS

Overview

The provision of sufficient and convenient public parking facilities can maximize public access to the shoreline and coastal recreation areas. Throughout the City's Waterfront area, public parking is appropriately distributed via eleven public parking lots with over 2,400 public parking spaces. In addition, on-street parking is available along much of Cabrillo Boulevard and nearby streets. Along coastal bluffs and beaches to the west, public parking is available in lots at Shoreline Park and Arroyo Burro Beach, and public on-street parking is available to access Thousand Steps, Mesa Lane Stairs, and Douglas Family Preserve. The City's Key Public Access Parking Areas are shown on Figure 3.1-2 *Key Public Access Parking Areas*. The City's goal is to preserve the supply of existing public access parking in the Key Public Access Parking Areas.



SBCC & LEADBETTER BEACH PARKING LOTS

In general, the public parking supply for access to the shoreline and recreation areas is sufficient to meet demand. Within the Coastal Zone, the Waterfront area has the greatest parking demand, particularly during summer weekends, holidays, and special events.

There is little ability for the City to significantly increase parking supply for public access beyond what already exists, particularly in the area seaward of Cabrillo Boulevard, where scenic resources and other constraints inhibit the development of additional public parking lots or structures. However, periodic and short-term deficits in the public parking capacity do not significantly affect general accessibility of the public to the shoreline, coastal recreation, Stearns Wharf, the Harbor, and other visitor-serving amenities, particularly because there are other options, such as transit and bike and pedestrian paths, to access the shoreline and coastal recreation areas. There are also opportunities to manage on-street parking for more turnover in appropriate areas to facilitate access for additional users.

Joint Use & Other Parking Arrangements

Two of the Key Public Access Parking Areas have shared parking arrangements due to unique circumstances as described below.

Stearns Wharf

Development on Stearns Wharf is governed by a Coastal Development Permit (CDP) granted to the City in 1980, when there was a comprehensive plan to rehabilitate Stearns Wharf and limit the number and types of businesses and buildings to be constructed. The purpose was to establish an appropriate balance of public open space, ocean-related and dependent uses, recreational opportunities, visitor-serving retail, and restaurants. The CDP limited the number of parking spaces on the wharf to provide a pedestrian environment not dominated by the automobile, and a fee-based parking management program was required to eliminate non-user vehicle circulation on the wharf. The limited wharf parking spaces were allotted to principally serve the two major restaurants originally permitted, and additional off-site parking spaces at the west corner of Cabrillo Boulevard and Garden Street were required for patrons of the wharf and greater Waterfront area. While no additional parking has been built on the wharf, the City and the Municipal Transit District (MTD) worked to increase the availability of public transportation to and from the Waterfront and wharf area.

Santa Barbara City College (SBCC)

The City and SBCC share specific parking resources subject to the terms of a Joint Use Agreement and subsequent Five-Year Supplemental Parking Agreements. In addition to other terms, the agreements establish fees and seasonal use of the Waterfront Department's Leadbetter and Harbor West parking lots (Leadbetter lots) and SBCC's La Playa West and East parking lots (La Playa lots).

In an effort to reduce traffic and parking congestion, SBCC began implementing a sustainable transportation incentive program in 2015, which includes shuttle service for off-campus parking, campus bike shop and bike sheds, and car share options. In the longer term, planned pedestrian and bicyclist improvements in the area, including a proposed Pershing Park connection to the Beachway path, could further address congestion and parking impacts.

Opportunities to Improve Parking Efficiency & Supply

As already noted, there is little opportunity to increase public parking supply for access to the shoreline and coastal recreation areas due to long-standing restrictions on further parking lot development on the ocean side of Cabrillo Boulevard to preserve the area for recreational use and protect ocean views, as well as lack of vacant land elsewhere in the Coastal Zone. The City may explore several public and private mechanisms to improve overall parking efficiency and supply throughout the Coastal Zone, as explained below.

Parking and Business Improvement Area & Zone of Benefit

The City's Parking and Business Improvement Area (PBIA), established in 1970, is an assessment mechanism that enables the City to provide affordable parking rates by using hourly parking revenues and PBIA assessments to finance the operation and maintenance of parking lots and to offset the cost of offering a free parking period in the City-operated Downtown parking lots, currently set at 75 minutes. In the Coastal Zone, this is only applicable in the Railroad Depot Lot, where the PBIA boundary extends to the area bounded by Chapala Street, Cabrillo Boulevard, and Santa Barbara Street.

Related to the PBIA, properties in the City's Central Business District (CBD) outside the Coastal Zone are allowed parking reductions based on their proximity to public parking lots, commonly referred to as a Zone of Benefit. The Zone of Benefit has not been extended to the Coastal Zone, and as a result, businesses that contribute to the PBIA in the Coastal Zone do not currently have the same Zone of Benefit reduction in on-site parking spaces as in the CBD north of Highway 101. Both the PBIA and Zone of Benefit could be considered for expansion in non-residential areas around lower State Street to maintain and possibly expand parking supply and support visitor-serving businesses. With PBIA funding, there may be opportunities to construct small new lots or increase parking supply and efficiency in the lots inland of Cabrillo Boulevard.

Off-site Parking Facilities Agreements

In most instances, required off-street parking spaces are either located on the same lot as the use served or within a short walking distance. In some areas however, agreements for off-site parking facilities could be encouraged to consolidate parking resources and encourage people to access a variety of services and stores without moving their cars, and to promote shared parking for uses that operate at different time periods, similar to the arrangement already in place between the City and Santa Barbara City College. Shared parking could include restaurants, offices, or use of peripheral parking lots for special events as long as an adequate number of required spaces are allocated to each use relying on the lot.

Pricing Strategies

Free and lower cost parking is a significant public access benefit in the Key Public Access Parking Areas. However, there are other parking areas where long-term free or lower cost parking leads to overuse or abuse, including all-day employee parking. By appropriately pricing parking in these areas, travel may shift to more sustainable modes and parking turnover could increase. Valet parking is another option that could be considered, as long as the valet parking operations cause no substantial adverse impacts to public access to the shoreline, coastal recreation, Stearns Wharf, and the Harbor.

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FIGURE 3.1-2 KEY PUBLIC ACCESS PARKING AREAS



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. This map depicts key public access parking areas for access to the shoreline, coastal recreation, Stearns Wharf and the Harbor in specific locations for illustrative purposes. The parking areas depicted on this map serve multiple areas and purposes and are not reserved solely for public access to specific locations.

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TEMPORARY EVENTS

The City's coastal areas have long been a venue for temporary events, including but not limited to volleyball tournaments, rowing, sailing, running, swimming, bike events, concerts, art shows, and other similar events. Some events are planned (e.g., parades, athletic events, festivals, filming productions) and recur each year (e.g., Fiesta, Semana Nautica, Harbor Seafood Festival, and Fourth of July celebrations). While the nature and frequency of such events can raise concerns relating to their impacts to coastal resources, public access, and adjacent residential areas, temporary events are generally allowed as long as the City has determined there is no adverse effect on public access, consistent with Coastal Act policy to mitigate against overcrowding by the public of any single area and/or sensitive coastal resources. The City requires a Coastal Development Permit (CDP) for temporary events that meet all of the following criteria: (1) held between Memorial Day weekend and Labor Day, (2) occupy all or a portion of a sandy beach area, and (3) involve a charge for general public admission or seating where no fee (not including booth or entry fees) is currently charged for use of the same area. In addition, a CDP can also be required where the City determines that there is the potential for the temporary event to have adverse effects on sensitive coastal resources.

CIRCULATION ELEMENT

The City of Santa Barbara's 1997 Circulation Element was a stand-alone document certified by the Coastal Commission in 1998. The policies from the Coastal Zone portion of the Circulation Element were updated and incorporated into the Coastal Land Use Plan as the City's Circulation Element policies for the Coastal Zone. Consistent with the Circulation Element, the Coastal Land Use Plan policies provide for a transportation system that supports economic vitality, achieves equality of convenience and choice among all modes of transportation, and increases walking, bicycling, and transit as transportation modes.

Complete Streets Act

The California Complete Streets Act (Assembly Bill 1358) requires cities and counties to plan for the development of multimodal transportation networks when making any substantial revision to the Circulation Element. This requirement went into effect in January 2011. Multimodal networks should allow all users to travel effectively by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. Although the 1997 Circulation Element was certified prior to the Complete Streets Act requirement, it, and the Coastal Land Use Plan, contain multimodal transportation goals and associated policies in compliance with the Act.

PUBLIC ACCESS POLICIES

CITY PLANNING EFFORTS & PROGRAMS

Coastal Access

- Policy 3.1-1** Maximum Public Access. As outlined in Coastal Act 30210, in carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
- Policy 3.1-2** Lateral Access Along the Coast. Lateral access along the beach is a public right. Public access opportunities along the coast shall be maximized consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. No attempts to prohibit or interfere with the public's lawful use of the beach area shall be allowed.
- Policy 3.1-3** Vertical Access to the Shoreline. Existing City-owned coastal bluff stairways to the beach (Shoreline Park, Thousand Steps [Camino al Mar], and Mesa Lane) shall be maintained and, as necessary, improved to provide public vertical access to the shoreline and along the coast. Public access opportunities shall be maximized consistent with the protection of coastal resources, public safety, private property rights, and to protect the public's right to lawfully access the shoreline. City-owned vertical access ways shall continue to receive trash collection services.
- Policy 3.1-4** California Coastal Trail. Segments of the California Coastal Trail within the City limits shall be continued, and where feasible, expanded or improved consistent with the policies of the Coastal LUP to maximize public access opportunities consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Consider coordinating with Coastwalk, the Coastal Conservancy, community groups, and non-profits to assist in efforts to acquire easements, maximize connections to other local trail systems, public parking areas, and transit stops, and provide an educational experience where feasible through interpretive programs, kiosks, and other similar facilities.
- Policy 3.1-5** Signage for Coastal Access. Coastal access signage shall be used where appropriate to direct visitors and residents to public access parking, beach and coastal bluff access points, and to identify segments of the California Coastal Trail with the State Coastal Trail emblem. Where

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appropriate, coastal access signage should include information advising the public of natural resources, safety hazards, and to respect adjacent private property.

- Policy 3.1-6** Public Access Funding. Continue to seek funding from the California Coastal Conservancy, State Department of Parks and Recreation, State Department of Fish and Wildlife, Caltrans, and other agencies to develop and improve public areas suitable for vista points, pedestrian access to the coast, public parking, and bikeways.

Sustainable Transportation

- Policy 3.1-7** Encourage Sustainable Transportation. Encourage use of sustainable transportation, (i.e., pedestrian, bicycle, and transit) to the shoreline, along the coast, and throughout the Coastal Zone.

- Policy 3.1-8** Market Sustainable Transportation. Continue to work with Visit Santa Barbara, Chamber of Commerce, and other organizations to market and promote sustainable transportation and tourism to and within Santa Barbara through methods such as:

- A. Marketing improvements to the transportation system that make the City more attractive to residents, tourists, and companies seeking to locate in Santa Barbara; and
- B. Encouraging and marketing the use of walking, bicycling, and transit by residents and visitors, especially between the Railroad Depot, Airport, and Waterfront.

- Policy 3.1-9** Public Transit Facilities and Services. The extension of public transit facilities and services, including shuttle programs, to maximize public access to the shoreline and coastal recreation areas shall be encouraged, where feasible.

- Policy 3.1-10** Regional Bikeway Connections. Connect and expand the Class I Coast Route and Beachway path, consistent with the protection of coastal resources, to Douglas Family Preserve, Arroyo Burro County Beach, and Elings Park with a link to the regional bikeway system for a continuous Class I route from the Obern Trail (at University of California Santa Barbara) to the Andrée Clark Bird Refuge.

- Policy 3.1-11** Harbor Gateway. Encourage the use of the Harbor as a gateway to the Channel Islands National Park, Channel Islands Marine Sanctuary, and regional Marine Protected Areas.

- Policy 3.1-12** Water Taxi Service. Encourage continued water taxi service in the Wharf and Harbor areas.

Policy 3.1-13 Santa Barbara City College Parking and Transportation Demand. Continue to work with Santa Barbara City College (SBCC) to reduce the impacts of student, staff, and faculty traffic and parking congestion at SBCC through programs such as:

- A. Increased online and off-campus courses, concurrent enrollment, and off-peak class times to reduce traffic and parking generation;
- B. Operational improvements, educational information, and incentives to increase use of sustainable transportation modes (e.g., transit passes, carpool/vanpool programs, carshare, parking for motorcycles and scooters, and promotion of mass transit and ride sharing); and
- C. Maintenance and improvements to facilities for bicyclists and pedestrians such as bike lanes, bike parking, repair and storage, showers, pedestrian paths, landscaping, and benches.

Manage Parking

Policy 3.1-14 Requirements for New City Parking Programs. New City programs for management of on-street parking (e.g., preferential parking programs, priced parking, etc.), significant reductions in on-street parking, or amendments to Zoning Ordinance off-street parking requirements shall not result in a significant increased use of any Key Public Access Parking Area (see Policy 3.1-35 *Locations of Key Public Access Parking Areas*). Any mitigation proposed as part of the project or required as a condition of approval to avoid significant increased use of Key Public Access Parking Areas (e.g., addition of public access parking, supplemental methods of public access, etc.) shall be implemented prior to or concurrent with implementation of the new city parking program.

Policy 3.1-15 Coastal Access Parking. Maximize, maintain, improve, and promote efficient use of the parking supply for public access to the shoreline, coastal recreation areas, Stearns Wharf, and the Harbor. Where appropriate and feasible, continue to provide public parking facilities that are distributed throughout the Coastal Zone so as to provide convenient access to the shoreline and to avoid the impacts of overcrowding or overuse of any single area.

Policy 3.1-16 Parking Supply and Management. Improve parking supply and optimize existing parking resources to ensure adequate parking is available for coastal access and other purposes. The following methods shall be considered, consistent with the protection of coastal resources:

- A. Extend the Central Business District, Parking and Business Improvement Area, and Parking Zones of Benefit where appropriate and feasible to maximize visitor access and parking resources;

- B. Allow offsite (shared use) private parking facilities for new development and substantial redevelopment to consolidate parking resources where appropriate and feasible;
- C. Manage public parking supplies to increase visitor access to the Coastal Zone; and
- D. Amend off-street parking requirements for development.

Policy 3.1-17 Public Parking Aesthetics and Signage. Improve public parking lot aesthetics and provide signage regarding location and transportation linkages between public parking lots and points of interest.

Policy 3.1-18 Harbor Way Circulation. Ensure Harbor Way continues to accommodate vehicle, pedestrian, bicycle, and transit use including but not limited to:

- A. Retaining adequate areas on and near the City Pier for use by commercial fishermen for catch unloading;
- B. Providing a clear path for boats from the Yacht Club parking lot and the Boat Yard to the hoists and Travel Lift Pier;
- C. Accommodating shuttles and buses;
- D. Avoiding displays of merchandise and eating areas that impede access on public walkways or vehicle lanes; and
- E. Constructing a continuous pedestrian and bicycle facilities to link the Beachway path along Cabrillo Boulevard to the bike path and sidewalk at Leadbetter Beach.

Policy 3.1-19 Long Term Parking in the Harbor Lots. Long-term parking of vehicles that are primarily used for storage shall be discouraged and not displace coastal access parking within the Harbor lots.

Policy 3.1-20 Stearns Wharf Parking. To minimize congestion at the entrance to Stearns Wharf, provide signs or other means to direct drivers to alternate public parking areas when parking on Stearns Wharf is full.

DEVELOPMENT REVIEW POLICIES

Public Access

Policy 3.1-21 Public Access and Development. As outlined in Coastal Act Section 30211, development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Policy 3.1-22 New Development and Public Access. As outlined in Coastal Act Section 30212, public access from the nearest public roadway to the shoreline

and along the coast shall be provided in new development and substantial redevelopment projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; or (2) adequate access exists nearby. A dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Policy 3.1-23 Mitigation Required for Traffic Impacts Affecting Public Access. New development and substantial redevelopment which would result in project specific, potentially significant adverse traffic impacts affecting public access to and along the shoreline and coastal recreation areas shall provide mitigation measures as a condition of development including, if appropriate: provisions of bikeways and bike facilities, pedestrian walkways, street circulation improvements, or other appropriate means of mitigation.

Policy 3.1-24 Accessible Public Access. As feasible, provide public coastal access accommodations in compliance with the Americans with Disabilities Act (ADA) standards for accessible design where topographical and environmental constraints allow. Coastal access amenities that are ADA accessible shall be conspicuously posted with coastal access signage, linking coastal access parking to trails or other amenities.

Policy 3.1-25 Minimize Impacts of Temporary Events. Coordinate and selectively schedule temporary public events to minimize impacts to public access, coastal recreation, and coastal resources, and ensure parking and circulation and coastal recreational resources are not overburdened by two or more large events occurring at the same time.

Sustainable Transportation

Policy 3.1-26 New Development and Sustainable Transportation. As outlined in Coastal Act Section 30253 (d), new development and substantial redevelopment shall minimize energy consumption and vehicle miles traveled.

Policy 3.1-27 Maintain, Improve, and Maximize Sustainable Coastal Access. New development and substantial redevelopment shall maintain and, where appropriate and feasible, improve and maximize safe walking, bicycling, and transit use to and within the Coastal Zone, consistent with the protection of coastal resources, through such methods as:

- A. Using dedication, acquisition of property or easements, and other applicable methods to connect bicyclists and pedestrians to public parking areas and points of interest;
- B. Improving and providing additional bicycling and walking routes and facilities such as public bicycle racks and lockers for bicyclists and seating and resting areas for pedestrians;

- C. Improving sustainable transportation connections from existing public parking lots to the Coastal Zone;
- D. Working with Metropolitan Transit District (MTD), or other appropriate transit agencies, to maximize use of transit by improving bus and shuttle service, routes, turnouts, and shelters;
- E. Working with commuter rail operators to improve rail service;
- F. Improving the Beachway path to increase safety for all users;
- G. Improving street lighting to provide safe pedestrian access along pedestrian corridors, especially between State Street, Stearns Wharf, the Harbor, and visitor-serving accommodations;
- H. Converting excess vehicle capacity at the State Street underpass of Highway 101 to a more pedestrian- and bicyclist-friendly space; and
- I. Improving and maximizing safe walking, cycling, and transit use to and within the Coastal Zone at Santa Barbara City College.

Policy 3.1-28 Expansion of the Pedestrian Paseo Network. New development and substantial redevelopment in the Lower State Component Area shall be evaluated for opportunities to expand the City's pedestrian paseo network² toward the Waterfront and the interior portions of the Lower State Component Area, especially along Helena, Gray, East Montecito, and State Streets towards Cabrillo Boulevard to improve pedestrian circulation and attract visitors to these interior areas. Pedestrian paseos shall include landscaping and pedestrian amenities.

Manage Parking & Circulation

Policy 3.1-29 Off-Street Parking for New Development and Substantial Redevelopment.

- A. Parking standards in the Zoning Ordinance are designed to ensure sufficient off-street parking is provided for new development and substantial redevelopment so as to avoid significant adverse impacts to public access to the shoreline and coastal recreation areas. Off-street parking for new development and substantial redevelopment, therefore, shall be consistent with the Zoning Ordinance.
- B. Zoning modifications to allow reduced off-street parking in the West Beach, Lower State, and East Beach Component Areas shall only be approved if a project specific evaluation of parking demand shows that the reduced parking will provide for the anticipated parking demand generated by the development. In determining parking demand, the following may be considered: proximity to transit facilities; mix of uses in the immediate area; offsite parking

² The City's pedestrian paseo network is a series of connecting private and public walkways joined to streets, open plazas, courtyards, cafes, and shops.

agreements; and provisions of a transportation demand management plan where it is demonstrated that the plan's measures will sufficiently reduce the demand for parking.

- Policy 3.1-30** Preserve Existing Key Public Access Parking. Preserve public parking in existing Key Public Access Parking Areas (see Policy 3.1-35 *Locations of Key Public Access Parking Areas*) where safe, appropriate, and feasible. Permanent restrictions or reductions of public parking in Key Public Access Parking Areas (including seasonal restrictions) shall only be allowed if the restriction or reduction does not result in a significant adverse impact to public access to the shoreline and coastal recreation areas. Mitigation required to avoid a significant adverse impact to public access shall include the provision of 1:1 replacement parking or a comparable mitigation measure such as providing facilities for active transportation. The evaluation of impact(s) of a restriction or reduction of public parking may include public access mitigation measures proposed as part of the project (e.g. bus stop enhancements, bicycle parking, etc.). Mitigation shall be implemented prior to or concurrent with implementation of the restriction or reduction of public parking.
- Policy 3.1-31** Public Use of Key Public Access Parking Areas. Public parking lots in the Key Public Access Parking Areas (see Policy 3.1-35 *Locations of Key Public Access Parking Areas*) shall only be for public use, except as allowed by the City for temporary special events consistent with Policy 3.1-25 *Minimize Impacts of Temporary Events*, for Harbor coastal-dependent and Harbor coastal-related uses, for existing lease space (tenant and use can change) on City owned property in the Waterfront Beaches/Harbor Component Area and County owned property at Arroyo Burro County Beach Park, and under existing agreements with Santa Barbara City College. Use of Key Public Access Parking Areas to accommodate parking for an expansion of or substantial redevelopment of lease space on City owned property in the Waterfront Beaches/Harbor Component Area and County owned property at Arroyo Burro County Beach Park may be allowed if the new lease area will not result in a net increase parking demand in Key Public Access Parking Areas that results in a significant adverse impact to public access to the shoreline and coastal recreation areas.
- Policy 3.1-32** Ocean-side Public Parking Lots. To protect public scenic views, the existing public parking lots on the ocean-side of Cabrillo Boulevard shall remain as surface parking lots. No new parking lot shall be constructed on City-owned property on the ocean-side of Cabrillo Boulevard or Shoreline Drive from eastern boundary of East Beach on the east, to La Marina Drive on the west. However, this policy shall not prohibit the alteration, repair, substantial redevelopment, or relocation of any existing parking lot.

- Policy 3.1-33** SBCC and City Shared Parking. SBCC and City shared public parking lots shall be managed to provide adequate capacity available for public access to the shoreline, coastal recreation areas, the Harbor, and existing lease space on City owned property in the Waterfront Beaches/Harbor Component Area.
- Policy 3.1-34** Valet Parking Program. The City may permit on-street valet parking pick-up and drop-off stations that do not utilize Key Public Access Parking Areas for valet operations or vehicle storage.

DEFINITIONS & PROCEDURES

- Policy 3.1-35** Locations of Key Public Access Parking Areas. The following are Key Public Access Parking Areas (public parking lots and on-street parking), as shown on Figure 3.1-2 *Key Public Access Parking Areas*, that provide public access to the shoreline, coastal recreation areas, Stearns Wharf, the Harbor, and existing lease space on City owned property in the Waterfront Beaches/Harbor Component Area and County owned property at Arroyo Burro County Beach Park:
- A. On-street parking in the pull-out along Cliff Drive from the westerly City boundary to 350 feet east towards Sea Ledge Lane (for access to Cliff Drive Overlook);
 - B. Arroyo Burro County Beach Park public parking lot (for access to Arroyo Burro Beach and Douglas Family Preserve);
 - C. On-street parking along Alan Road from Cliff Drive to Wade Court (for access to Arroyo Burro Beach and Douglas Family Preserve);
 - D. On-street parking along Borton Drive from its terminus at Douglas Family Preserve to Linda Road, Linda Road from Borton Drive to Mesa School Lane, Mesa School lane from its terminus at Douglas Family Preserve to Linda Road, Medcliff Road from Balboa Drive to Selrose Lane, Selrose Lane from Balboa Drive to La Jolla Drive, and La Jolla Drive (for access to Douglas Family Preserve);
 - E. On-street parking along Mesa Lane from Edgewater Way to Selrose Lane and Medcliff Road from Mesa Lane to Via Sevilla (for access to Mesa Lane Stairs);
 - F. La Mesa Park public parking lot (for access to La Mesa Park);
 - G. On-street parking along Santa Cruz Boulevard from its terminus at Thousand Steps to Pacific Avenue (for access to Thousand Steps);
 - H. Shoreline Park public parking lots (for access to Shoreline Park);
 - I. On-street parking along Shoreline Drive from La Marina Drive to 300 feet west towards Las Ondas and La Marina Drive from Shoreline Drive to Del Oro (for access to Shoreline Park and Leadbetter Beach);

- J. La Playa and Leadbetter public parking lots (for access to Leadbetter Beach);
- K. Harbor public parking lots (Main, Boat Launch Ramp, Commercial/90 Minute, and West) and on-street parking along West Cabrillo Boulevard (for access to the Harbor and West Beach);
- L. Palm Park and Garden Street public parking lots (for access to East Beach and Stearns Wharf);
- M. Stearns Wharf public parking lots (for access to Stearns Wharf);
- N. On-street parking along Calle Puerto Vallarta from East Cabrillo Boulevard to South Milpas Street, South Milpas Street from Calle Puerto Vallarta to East Cabrillo Boulevard, and East Cabrillo Boulevard (for access to East Beach);
- O. Casa Las Palmas, Fess Parker Hotel public parking lot adjacent to South Milpas Street and Calle Puerto Vallarta, Cabrillo West, and Cabrillo East public parking lots (for access to East Beach); and
- P. Andrée Clark Bird Refuge public parking lot (for access to the Andrée Clark Bird Refuge).

Policy 3.1-36 Evaluation of Permanent Reductions or Restrictions of Parking in Key Public Access Parking Areas.

- A. An evaluation of impacts to public access to the shoreline and coastal recreation areas shall be required as part of a coastal review process if any of the following permanent restrictions or reductions of public parking in Key Public Access Parking Areas are proposed:
 - i. New parking agreements or alterations of Key Public Access Parking Areas that change a Key Public Access Parking Area to a use other than access to the shoreline, coastal recreation areas, Stearns Wharf, the Harbor, or existing lease space on City owned property in the Waterfront Beaches/Harbor Component Area and County owned property at Arroyo Burro Beach County Park;
 - ii. New parking time regulations that would limit the public's ability to park at or near a coastal access area to less than four consecutive hours. The coastal access areas referred to in this policy include: Cliff Drive Overlook, Arroyo Burro Beach County Park, Douglas Family Preserve, Mesa Lane Stairs, La Mesa Park, Thousand Steps, Shoreline Park, Leadbetter Beach, Santa Barbara Harbor, West Beach, Stearns Wharf, East Beach, and Andrée Clark Bird Refuge;
 - iii. New parking time regulations that would permit long-term parking (defined as greater than 72 consecutive hours) in public parking lots within a Key Public Access Parking Area other than the Harbor Main lot; or

- iv. New substantial increases in hourly parking fees in any Key Public Access Parking Area (defined as more than a \$0.50/hour increase in a five year period).
- B. An evaluation of impacts to public access to the shoreline and coastal recreation shall not be required for actions taken to meet the required minimum driveway access for use of a property or to comply with the minimum requirements of the Americans with Disabilities Act.
- C. Should any permanent restrictions or reductions of public parking in Key Public Access Parking Areas not listed above in Subsection A. have the potential to result in adverse impacts to public access to the shoreline and coastal recreation areas, then the Environmental Analyst may require an evaluation of impacts to public access to the shoreline and coastal recreation areas as a part of a coastal review process.
- D. If the City determines, based upon its review of the evaluation completed pursuant to Subsections A. and C. above, that an adverse impact to public access to the shoreline or coastal recreation areas would occur, then the proposed project shall be considered development that requires either an exemption determination or a Coastal Development Permit. In no case shall the project be considered exempt from a Coastal Development Permit if it would result in a substantial adverse impact to public access to the shoreline or coastal recreation.

Policy 3.1-37 Implementation of Public Access Policies. As outlined in Coastal Act Section 30214, the following shall be considered when implementing the public access policies of the Coastal LUP:

- A. The public access policies of the Coastal LUP shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
 - i. Topographic and geologic site characteristics;
 - ii. The capacity of the site to sustain use and at what level of intensity;
 - iii. The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses; and
 - iv. The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to

protect the aesthetic values of the area by providing for the collection of litter.

- B. It is the intent of the City that the public access policies of the Coastal Act and the Coastal LUP be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in the Coastal LUP or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution; and
- C. In carrying out the public access policies of the Coastal LUP the City shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.



3.2 VISITOR-SERVING & RECREATIONAL FACILITIES

PHOTO: LEADBETTER BEACH PARK

Coastal Act policies related to Visitor-Serving & Recreational Facilities that are relevant to Santa Barbara include the following:

Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30240(b). Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30250(c). Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by... (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253. New development shall... (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254. ...Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

INTRODUCTION

Visitor-serving and recreational activities are an important part of the character and economy of Santa Barbara. Because of the attractiveness of the shoreline, a great proportion of the City's visitor-serving and recreational opportunities are concentrated



ARROYO BURRO BEACH

on the coast. Within the Coastal Zone alone, over 200 acres of land are publicly owned and recreationally used, including local, regional, and open space parks and sport facilities, beach parks, Stearns Wharf, and the Harbor. According to a year-long (2012-2013) Santa Barbara South Coast visitor profile survey, Santa Barbara received 5.5 million visitors, many of whom were day visitors for leisure. Within the South Coast, the beaches and Stearns Wharf were visited by 40 percent of visitors. The visitor industry supports over 12,000 jobs, mostly in restaurants and hotels, and visitor spending generates over 45 million dollars in tax revenues for communities in the region.

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The Coastal Act requires lower cost visitor and recreational facilities to be protected, encouraged, and where feasible, provided. Santa Barbara is fortunate in that a high diversity of local and visitor-serving experiences are available at low or no cost, such as:

- Passive and active recreation at public beaches, parks, and playgrounds.
- The Arts and Crafts Show and other free annual events (e.g., Fourth of July Sparkle Celebration, Santa Barbara Harbor & Seafood Festival, etc.).
- Channel and boat viewing at the Harbor.
- Fishing on Stearns Wharf and the Harbor Breakwater.
- Bicycling and walking along the Beachway path (multipurpose path along the shoreline).
- Bird watching at the Andrée Clark Bird Refuge.
- Parks, fields, and beaches for sports and active recreation such as soccer, baseball/softball, tennis, and sand volleyball.
- Meandering through small shops and art galleries along State Street, the Funk Zone, and Coast Village Road.

These uses represent an integral part of Santa Barbara's shoreline experience, which should be preserved to meet both the intent of the Coastal Act and to provide visitor and resident recreational opportunities. These uses can be preserved, in part, by ensuring that the Coastal LUP policies prioritize visitor-serving and recreational facilities and preserve unique opportunities, such as the Arts and Crafts Show and boat viewing in the Harbor.

VISITOR-SERVING ACTIVITIES & RECREATIONAL FACILITIES

Santa Barbara is a major regional provider of park and recreation services, and the Coastal Zone offers an extensive variety of both public and private recreational opportunities. The existing public recreational facilities in the Coastal Zone are summarized in Table 3.2-1 *Publicly Owned Park and Recreation Areas* and Table 3.2-2 *Publicly Owned Special Facilities*, and shown on Figure 3.2-1 *Recreation and Support Facilities*.

The beach below the coastal bluffs from approximately the eastern end of Shoreline Park to the western City limits is not City-owned beach property but is historically used as a public resource as described in more detail in Chapter 3.1 *Public Access*. Dogs are allowed off-leash on the beach in this area from the Shoreline Park stairway west to the eastern edge of the Arroyo Burro Estuary.

A more detailed description of key recreational and visitor-serving facilities and services follows the tables.

Table 3.2-1 Publicly Owned Park and Recreation Areas

| Name | Category ¹ | Acreage | Amenities |
|---|-----------------------|---------|--|
| Ambassador Park | Passive Park | 0.5 | Grassy area, Burton Mound historic marker (site of a former Chumash village) |
| Andrée Clark Bird Refuge | Passive Park | 42.4 | Bicycle and walking paths, interpretive signs, viewing platforms, passive stretching equipment, wildlife viewing, parking lot |
| Arroyo Burro County Beach Park² (County park and beach) | Beach Park | 13.8 | BBQ grills and picnic tables, grassy area, restrooms, sandy beach, seasonal lifeguard, viewing area, restaurant and snack bar, Watershed Resource Center, parking lot |
| Cabrillo Ball Field | Sports Facility | 4.4 | Ball field, grassy area, restrooms, bleachers, public art sculpture (Chromatic Gate) |
| Chase Palm Park | Community | 25 | North of Cabrillo Boulevard: Playground, BBQ grills and picnic tables, walkway, grassy area, fountain, outdoor concerts, public art (sculpture, play structures, bridge, compass), restrooms South of Cabrillo Blvd: Sunday/Holiday Arts and Crafts Show, walkway, Beachway path, soccer field, grassy area, restrooms, parking lot |
| Douglas Family Preserve | Open Space | 70 | Trails, off-leash dog area (within areas posted by the Parks and Recreation Director), viewing areas along bluff |
| Dwight Murphy Field | Sports Facility | 10.5 | Softball field, soccer field, bleachers, fitness circuit training course, playground, grassy area, restrooms, parking lot |

¹ Santa Barbara City Council designates or assigns all City parks and recreation facilities to categories and the uses permitted by category are defined in the Municipal Code.

² This park is within City limits but owned and operated by Santa Barbara County.

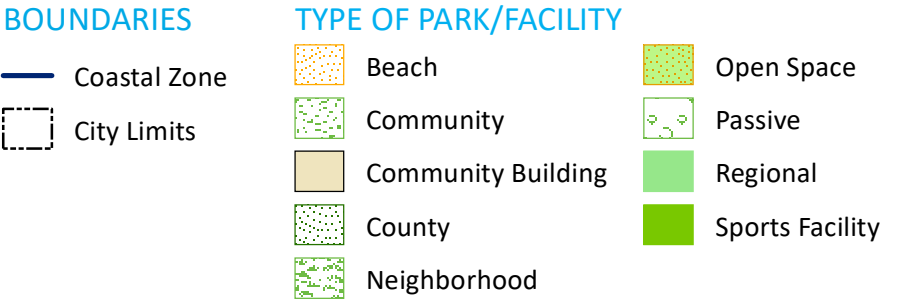
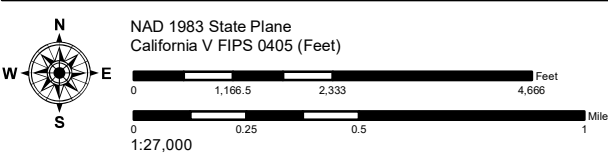
| Name | Category ¹ | Acreage | Amenities |
|--|-----------------------|---------|---|
| East Beach (City park and beach) | Beach Park | 12 | Picnic tables, sand volleyball courts, playground, sandy beach, seasonal lifeguard, outdoor showers, parking lots. Adjoins Cabrillo Bathhouse with restaurant, restrooms, gym, and beach wheelchair rental. |
| La Mesa Park | Neighborhood | 8.9 | BBQ grills and picnic tables, grassy area, walking paths, playground, restrooms, parking lot |
| La Playa Stadium³ | Sports Facility | 8 | Sports track, bleachers, artificial turf, football/soccer field, restrooms, parking lot |
| Leadbetter Beach Park (City park and beach) | Beach Park | 24 | BBQ grills and picnic tables, outdoor showers, restrooms, grassy areas, restaurant, sandy beach, seasonal lifeguard, public art sculpture (Orama II), parking lots |
| Moreton Bay Fig Tree | Open Space | 0.5 | Historic tree, grassy area |
| Pershing Park | Sports Facility | 6 | Softball and baseball fields, tennis courts, restrooms, parking lot. The Carriage and Western Art Museum of Santa Barbara is located within the Park. |
| Plaza del Mar | Community | 4.5 | Grassy area, band shell, restrooms |
| Shoreline Park | Community | 15 | BBQ grills and picnic tables, playground, grassy areas, restrooms, benches, walking paths, Torii Gate and Japanese garden, stairway to beach |
| West Beach | Beach Park | 13 | Sand volleyball courts, sandy beach, Beachway path, walkway, public art mosaic tile installations |

³ The bleachers are on Santa Barbara City College (SBCC) property; the track operates under a Joint Use Agreement between the City and SBCC.

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FIGURE 3.2-1 RECREATION AND SUPPORT FACILITIES



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. Per SBMC 6.080.020, dogs may be exercised off-leash in the following areas:

- Douglas Family Preserve, within the area posted by the Parks and Recreation Director in accordance with the resolution adopted by the City Council.
- On the beach from the Shoreline Park Staircase west to the eastern edge of the Arroyo Burro Estuary.

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Table 3.2-2 Publicly Owned Special Facilities

| Name | Type | Amenities and Uses |
|--|----------------------------|---|
| Cabrillo Pavilion and Bathhouse Arts Center | Rental/ Sports Facility | Meetings, parties, art shows, wedding receptions, sports camps and classes, shower/locker facilities |
| Carousel House | Rental Facility | Meetings, parties, wedding receptions |
| Casa Las Palmas | Rental Facility | Meetings, parties, wedding receptions |
| Chase Palm Park Center | Rental Facility | Meetings, parties, wedding receptions |
| Los Baños del Mar/West Beach Wading Pool⁴ and playground | Sports Facility | 50-meter lap pool, restrooms, lockers, showers, lifeguards, playground, camps and clinics |
| Santa Barbara Harbor | Working Harbor | Boating, fishing, walking, restaurants, restrooms, Maritime Museum, ocean viewing, Lost at Sea memorial sculpture |
| Skater's Point | Skate Park | Skateboarding and camps |
| Stearns Wharf | Municipal Wharf | Walking, fishing, ocean viewing, restaurants, restrooms, Sea Center (museum), Dolphin Fountain |
| Municipal Tennis Center | Tennis Courts | Tennis, restrooms, camps and classes |

Arroyo Burro County Beach Park

The County-owned and operated Arroyo Burro County Beach Park provides access to beaches along the City's western boundary and has an array of facilities and recreational and educational programs, such as a Junior Lifeguard program during the summer and an Ecology Explorers summer camp.

⁴The West Beach Wading Pool is in need of refurbishment and was closed in 2014 until further notice.

Tidepools are revealed at low tides on the beach in this area and support invertebrates such as anemones, mollusks (e.g., limpets, snails), and crustaceans (e.g., mussels, crabs). Proper signage and public education at key locations within beaches and parks may assist in the long-term preservation of these habitats.

The City owns 22 acres of open space just upstream of the Arroyo Burro Estuary, a portion of which is in the Coastal Zone. This land will be used for creek restoration and open space.

Douglas Family Preserve

The 70-acre Douglas Family Preserve is on the coastal bluff next to Arroyo Burro Beach and is designated an open space park, intended to be protected and managed as a natural environment with passive recreational value and minimal development. The trails within the preserve form a portion of the California Coastal Trail.

Shoreline Park

Shoreline Park is a large community park that serves a wide geographic area. It includes paths, playgrounds, picnic and BBQ areas, off-street parking, and a stairway to the beach. The location, views, access to the beach, and recreational opportunities have contributed to Shoreline Park becoming one of the City's most popular parks.

Stearns Wharf & the Harbor

Both Stearns Wharf and the Harbor provide low-cost recreational fishing opportunities, viewing areas, and a quiet water area for recreational boating. More details about Stearns Wharf and the Harbor boating and fishing facilities are provided in Chapter 2.2 *Coastal-Dependent & Related Development*.



THE POPULAR STEARNS WHARF

Stearns Wharf is one of the most visited attractions in Santa Barbara, heavily used by pedestrians, particularly on weekends. The Wharf provides predominately visitor-serving commercial uses including restaurants, a fish market, a bait and tackle store, retail shops, the Santa Barbara Museum of Natural History Sea Center, and office space. Harbor and other boat tours embark and disembark from a ramp near the end of the Wharf.

The Harbor also attracts and serves visitors. Visitor-serving facilities are important to the Harbor because they provide revenue to offset costs for the boating public and for the related facilities that ensure a working harbor. To that end, the Harbor has restaurants

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and retail shops, ocean sports equipment rentals, the Santa Barbara Maritime Museum, and entertainment and excursion vessels.

Waterfront Beaches & Parks

The City's beach parks have public parking lots, restrooms, beach showers, BBQ facilities, sand volleyball courts, and seasonal lifeguard services. The segment of Cabrillo Boulevard adjacent to West Beach has a paved walkway with public art, viewing plazas, and historical and interpretive signage. East Beach includes the 1926 Cabrillo Pavilion and Bathhouse, with restrooms, showers, lockers, a gym, beach wheelchairs, and a restaurant.

Major recreational, sporting, charitable, and other special events occurring in this area include:

- Fourth of July fireworks celebration.
- Semana Nautica sports festival.
- Harbor and Seafood Festival featuring seafood caught by local commercial fishermen.
- Sandcastle Festival on East Beach.
- Summer Concerts in the Park at Chase Palm Park.
- Santa Barbara Triathlon.
- Wet Wednesdays sailboat races.
- Nite Moves and Reef and Run summer weekly fitness series.
- Various charitable walks and runs.
- Amgen Tour of California, a Tour de France-style cycling road race that is occasionally hosted by the City of Santa Barbara on Cabrillo Boulevard.
- Open Streets, which closes Cabrillo Boulevard for one day to cars so that it may be used as public open space.

Santa Barbara Arts & Crafts Show

The Arts and Crafts Show has been a fixture at the Waterfront since 1966. On Sundays and major holidays, approximately 200 Santa Barbara County resident artists set up temporary booths and displays along the ocean side of Cabrillo Boulevard from Stearns Wharf eastward. It is a popular attraction and is the only continuous, non-juried arts festival of original drawings, paintings, graphics, sculpture, crafts, and photography in the world. The show is unique in that each artist lives in Santa Barbara County and personally produces each piece for sale.



ARTS AND CRAFT SHOW

Chase Palm Park

Chase Palm Park is on both sides of Cabrillo Boulevard. The north side is a large community park with many facilities, including the Carousel House rental facility that formerly housed the Allan Herschell Carousel. In July and August, up to 5,000 people come



CONCERT IN THE PARK

to Chase Palm Park on Thursday evenings for the Concerts in the Park series. There is also the Casa Las Palmas rental facility available for small private or non-profit events. Chase Palm Park on the south side of Cabrillo Boulevard is a linear grassy park from Stearns Wharf to East Beach. Skater's Point skateboard park and the Chase Palm Park Center are within this portion, and a Beachway path along the park separates the grassy area from the sandy beach. There is also a wide paved walkway along Cabrillo Boulevard. East of Chase Palm Park, on the north side of Cabrillo Boulevard, the grassy area and sidewalk on the property frontage of the Fess Parker Hotel is public space per a condition of project approval. It provides a link between Chase Palm Park and the Cabrillo Ball Field.

Santa Barbara Zoo & Andrée Clark Bird Refuge

The 80-acre Santa Barbara Zoo is a private, non-profit corporation located on land owned by the City. The Zoo offers educational programs (camps, classes, and field trips) and special events. The 42-acre Andrée Clark Bird Refuge, adjacent to the Zoo, is a passive park with a lake and artificially modified estuary. There is a small off-street parking lot, bike racks, viewing platforms, benches, and a 500 square foot area of outdoor fitness stretch equipment. The California Coastal Trail borders the Refuge, where recreational use is balanced with habitat protection.



VISITING CRUISE SHIP

Cruise Ships

The City has become a popular port for cruise ships in recent years, typically part of a Pacific Coast cruise that embarks from Los Angeles and stops here and other destinations such as San Francisco, Catalina Island, and Ensenada, Mexico. Cruise ships frequent Santa Barbara during the non-peak seasons from April to May and late September to November, providing an important component of the local business economy. The total number of passengers on visiting cruise ships varies between 1,500 and

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4,000 depending on the size of the ship. In 2016, the City hosted 29 cruise ships with a total of over 80,000 passengers on board. The City averages between 25–30 ships per calendar year.

Passengers disembarking in Santa Barbara take a tender to Sea Landing in the Harbor, where they are greeted by a hospitality team. Hospitality tents are located along Cabrillo Boulevard, and pre-arranged shore excursions depart from this location. A survey commissioned by Visit Santa Barbara in 2016 indicates that, on average, cruise ship passengers spend approximately \$109 each while onshore for excursions, meals, and shopping. Sightseeing (62 percent) and shopping (61 percent) are the most popular Santa Barbara activities, each reported by approximately two-thirds of Santa Barbara cruise passengers. Approximately 42 percent dined in restaurants, 19 percent visited the Harbor, and 15 percent visited Stearns Wharf. The low-cost Waterfront and Downtown Shuttles were the most common modes of transportation while on shore.

Visitor Information Services

In addition to the visitor attractions listed above, the Coastal Zone hosts several visitor centers: the Santa Barbara Visitor Center on Cabrillo Boulevard at Garden Street, the Outdoors Santa Barbara Visitor Center at the Harbor, and a planned new Visitor Information Center on lower State Street. The visitor centers have information about overnight accommodations, attractions, events, recreation, and dining options.

The Santa Barbara Waterfront Sign Program includes wayfinding signage, decorative signage, and monument signage geared towards pedestrian and bicycle traffic. The wayfinding signage consists of 13 signs from the top of Shoreline Drive to Los Patos Way by the Andrée Clark Bird Refuge. These signs aid residents and visitors in finding destinations. Finally, the Parks and Recreation Department has published a map, podcasts, and videos to encourage education and exploration of Santa Barbara’s scenic coastline. The Santa Barbara Coastal Trail pocket map highlights eleven points of interest along the coast from Arroyo Burro Estuary to the Andrée Clark Bird Refuge.

OVERNIGHT ACCOMMODATIONS

The Coastal Act requires public access to be protected, provided, and maximized for all and specifically requires lower cost visitor facilities to be protected, encouraged, and where feasible, provided. Overnight accommodations are an important component of visitor-serving facilities, allowing the public to access and recreate at the coast. Within the Coastal Zone, overnight accommodations are in areas zoned for such use, located in the West Beach, lower State Street, East Beach, and Coast Village areas. Overnight

accommodations are also provided for recreational boaters via the City's mooring and anchoring areas described in Chapter 2.2 *Coastal-Dependent & Related Development*.

As of 2017, there are 34 overnight establishments in the Coastal Zone (with an additional three hotels under construction), with an estimated 1,794 rooms (Table 3.2-3 *Overnight Accommodations*). Coastal Zone overnight accommodations represent over half of the City's total inventory of overnight accommodations—over 2,960 rooms are available citywide.

Table 3.2-3 Overnight Accommodations

| Area | Establishments | Rooms |
|---------------|----------------|-----------|
| West Beach | 18 (53%) | 679 (38%) |
| Lower State | 4 (12%) | 204 (11%) |
| East Beach | 10 (29%) | 822 (46%) |
| Coast Village | 2 (6%) | 89 (5%) |
| Total* | 34 | 1,794 |

Source: City of Santa Barbara Finance Department

*Includes several hotels that were remodeling or under construction.

The Santa Barbara hotel lodging market is highly seasonal. In the colder winter months, occupancy dips to the 50-60 percent level. Warmer summer months traditionally have occupancies of nearly 90 percent. Occupancies and average room rates are noticeably higher during the weekends than the weekdays. Overall, the average occupancy rate is increasing. According to Visit Santa Barbara 2016 Travel Outlook, occupancy rates citywide increased from 74 percent in 2013 to 80 percent in 2015.

The cost of overnight accommodations varies in the Coastal Zone, with an annual average daily rate (ADR) ranging from \$100 to \$300, based on proprietors' self-reported annual average daily rate for purposes of collecting Tourism Business Improvement District and Transient Occupancy Tax assessments.

Lower Cost Overnight Accommodations

Providing and encouraging a portion of overnight accommodations at a lower cost helps ensure that lower income members of the public, including those that live further from the coast, can stay at the coast. The policies of the Coastal LUP require new hotel and motel development, where feasible, to provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged. The policies also prohibit removal or conversion of existing lower cost visitor-serving uses and overnight accommodations unless the use will be replaced by a facility offering comparable visitor-serving opportunities.

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VISITOR-SERVING & RECREATIONAL FACILITIES POLICIES

Please see Chapter 2.2 Coastal-Dependent & Related Development for policies related to overnight accommodations for recreational boaters via the City's mooring and anchoring areas and Chapter 3.1 Public Access for policies related to temporary events.

CITY PLANNING EFFORTS & PROGRAMS

- Policy 3.2-1** Beach Volleyball. Continue to provide recreational sand volleyball courts on West and East Beach, consistent with the policies and provisions of the Coastal LUP.
- Policy 3.2-2** Interpretive Signage in Parks. Continue to provide interpretive signage at recreation sites to educate the public about coastal resource protection.
- Policy 3.2-3** Cruise Ships. Continue to work with cruise ship companies to visit Santa Barbara primarily during the non-peak business seasons including spring, fall, and winter, conditional upon compliance with Policy 4.2-15 *Cruise Ships*.
- Policy 3.2-4** Lower Cost Visitor-Serving Accommodations Program. The City shall develop a detailed program to ensure that lower cost visitor-serving accommodations are protected, encouraged, and where feasible, provided consistent with Section 30213 of the Coastal Act. The program shall include background research and data collection, special studies (economic analysis, etc.), and public outreach and stakeholder involvement. The program shall look at the issue from a City and regional perspective, define lower cost accommodations, including on and off-site replacement, or in-lieu fees. A LCP Amendment shall be processed to incorporate policies and provisions to implement the program into the certified LCP.

DEVELOPMENT REVIEW POLICIES

- Policy 3.2-5** Range of Recreation Activities. As outlined in Coastal Act Section 30210, recreational opportunities shall be provided for all the people consistent with public safety needs, and the need to protect public rights, rights of property owners, and natural resource areas from overuse.

- Policy 3.2-6** Recreational Facilities. As outlined in Coastal Act Section 30213, recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.
- Policy 3.2-7** Protect Coastal Recreation. Protect coastal areas suited for ocean- and water-oriented recreational use and facilities. Support opportunities for low-intensity, ocean-dependent recreational uses and encourage increased recreational boating use of coastal waters.
- Policy 3.2-8** Public Facilities Distribution. As outlined in Coastal Act Section 30212.5, wherever appropriate and feasible, public recreational facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social or otherwise, of overcrowding or overuse of the public of any single area.
- Policy 3.2-9** Development Adjacent to Parks and Recreation Areas. Development in areas adjacent to parks and recreation areas shall be sited and designed to prevent impacts that would significantly degrade these areas and to be compatible with the continuance of these areas.
- Policy 3.2-10** Increased Recreational Demand Evaluation. New development and substantial redevelopment shall be evaluated for potential new user demand generated by the development and associated circulation impacts on nearby coastal park and recreation facilities.
- Policy 3.2-11** Mitigation of Impacts on Coastal Park and Recreational Facilities. New development or substantial redevelopment that results in substantially increased user demand for coastal park and recreational facilities shall be required to provide on-site recreational open space for new users generated by the development.
- Policy 3.2-12** Lower Cost Visitor and Recreational Facilities. As outlined in Coastal Act Section 30213, lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- The City shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.
- Policy 3.2-13** Protection of Public Amenities. Public amenities that provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

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- Policy 3.2-14** New Hotel and Motel Development. New or substantially redeveloped hotel/motel development within the Coastal Zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants that provide a wide range of prices, are encouraged.
- Policy 3.2-15** Preservation of Lower Cost Visitor-Serving Uses. Removal or conversion of existing lower cost visitor-serving uses and overnight accommodations in areas designated Hotel & Related Commerce I, Hotel & Related Commerce II, Hotel & Residential, Coastal-Oriented Commercial/Hotel & Related Commerce II, and Coastal-Oriented Commercial where these uses are allowed shall be prohibited unless the use will be replaced by a facility offering comparable visitor-serving opportunities.
- Policy 3.2-16** Cruise Ships. Offloading areas, hospitality areas, designated shoreward excursion boarding locations, and any other associated uses required to accommodate cruise ships shall be located to minimize impacts on coastal access and coastal resources.

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4. COASTAL RESOURCE PROTECTION

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4.1 BIOLOGICAL RESOURCES

PHOTO: EAST BEACH BIRDS

Coastal Act policies related to Biological Resources that are relevant to Santa Barbara include the following:

Section 30107.5. “Environmentally sensitive area” means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Section 30121. “Wetland” means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Section 30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation,

maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (6) Restoration purposes.
- (7) Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary...

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Section 30607.1. Where any dike and fill development is permitted in wetlands in conformity with Section 30233 or other applicable policies set forth in this division, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided, however, that if no appropriate restoration site is available, an in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or the replacement site shall be purchased before the dike or fill development may proceed. The mitigation measures shall not be required for temporary or short-term fill or diking if a

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bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.

INTRODUCTION

The Coastal Act protects and limits development in especially rare or valuable habitats, including environmentally sensitive habitat areas (ESHAs), creeks, and wetlands. In addition, the Coastal Act provides that new development must protect the biological productivity and quality of coastal waters (offshore ocean and marine intertidal areas), streams, wetlands, estuaries, and lakes. The Coastal LUP achieves these goals through: 1) providing methods for identification of ESHAs and wetlands; 2) establishing development buffers to protect biological resources; 3) restricting allowed uses within and adjacent to protected biological resources; and 4) providing development standards and management techniques to avoid impacts to biological resources. In addition, Chapter 4.2 *Water Quality* provides policies to protect water quality and prevent polluted runoff from entering coastal waters, streams, wetlands, estuaries, and lakes.

ESHAS, CREEKS, & WETLANDS

Although largely built out and urban in character, the City's Coastal Zone contains several natural habitats populated by a wide variety of animals and plants. The Coastal Act sets high standards for the protection of habitats that are especially rare or valuable, referred to as ESHAs. While not all plant communities and habitats in the Coastal Zone are considered ESHAs, they still in many cases can be important for their benefits to wildlife, visual resources, water quality, air quality, open space, and as buffers to neighboring sensitive habitat areas.

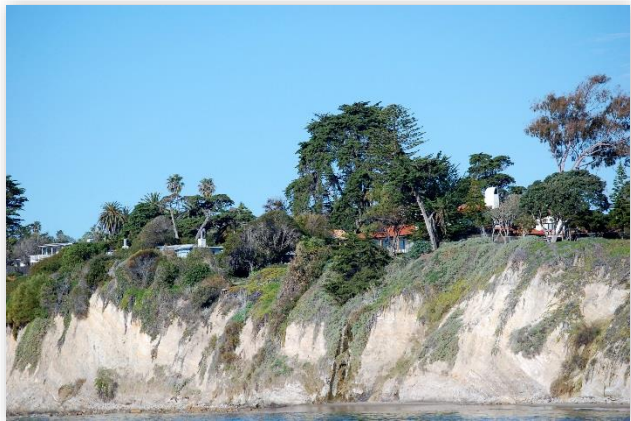
All but a few parcels in the Coastal Zone have already been developed. The largest undeveloped habitat areas in the Coastal Zone are under public ownership and preserved as open space and parks. These include the Andrée Clark Bird Refuge, beaches, estuaries, portions of the Santa Barbara City College (SBCC) campus, La Mesa Park, Douglas Family Preserve, and open space lands bordering Arroyo Burro (including the former Veronica Meadows property). However, private and public development, primarily in the form of redevelopment or infill development, still has the potential to encroach upon and impact biological resources. The following section describes the types of habitats in the City's Coastal Zone and how the policies of the LUP protect sensitive biological resources.

Local Resources & Issues

Terrestrial Habitats

As of 2018, the City's Coastal Zone includes a range of upland habitats, including grassland, oak woodland, and scrub communities, some of which may be considered ESHAs. It is possible that in the future, other types of communities considered ESHA may be present in the City's Coastal Zone or that the status of a habitat type or species could change.

Oak woodlands consist of stands of coast live oak trees (*Quercus agrifolia*), with or without understory vegetation. Oaks are slow-growing trees that do not recover quickly from removal or disturbance. Oak trees provide shelter, food, and space for many animals, and oak woodlands commonly qualify as ESHAs. Oak woodlands are often found in upland areas near streams or on north-facing upland slopes. Within the City's Coastal Zone, they are generally found adjacent to Arroyo Burro, Arroyo Honda, Mesa and Lighthouse Creeks, on the SBCC campus, and in the Douglas Family Preserve.



MESA BLUFF VEGETATION

The bluffs along the Mesa and west of Arroyo Burro are intermittently vegetated with annual and perennial shrubs, including coastal sage scrub and chaparral. Some bluff areas are now totally dominated by non-native plants, such as

iceplant. However, there are also areas of southern coastal bluff scrub, dominated by native saltbush species, which are considered rare and could qualify as ESHAs.

Generally, the City's large, contiguous stands of coastal sage scrub and chaparral are found outside of the Coastal Zone. The federally threatened California gnatcatcher (*Polioptila californica*), which is found in coastal sage scrub communities in other areas south of Santa Barbara, is not known to occur in the vicinity of the City. Therefore, coastal sage scrub and chaparral areas within the City's Coastal Zone would not be considered ESHAs unless they are found to support sensitive species or are within or adjacent to creeks, riparian, or wetland ESHAs and are important components in the functioning of these habitats. There are also a few specific types of scrub (e.g. southern coastal bluff scrub and stands of lemonade berry) that are considered sensitive by the California Department of Fish and Wildlife Service (USFWS) due to their ranking in the California Natural Diversity Database and NatureServe as critically imperiled (G1; S1), imperiled (G2; S2), and vulnerable (G3; S3). "G" ranking indicates the status of the community at a global scale. "S" ranking indicates the status of the community at a subnational (i.e., state, province, municipal) scale. Occurrences of these specific types of scrub that are considered viable and meet the conditions and requirements necessary for the health and sustainability of the habitat would be considered ESHAs.

The majority of grasslands in the City's Coastal Zone are annual non-native grasslands that are not considered particularly rare. However, there are small remnant areas of native

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perennial grasslands, dominated by purple needlegrass (*Nasella pulchra*), that would likely be considered ESHAs. Grassland areas with at least 10 percent cover of natives are typically identified as native grassland. Native perennial grasslands provide a high-quality habitat for small mammals and birds. These grasslands were once a prevalent habitat in the Santa Barbara area; however, their abundance has been greatly reduced due to the pressures of urbanization and introduction of invasive plants. There are only small remnants of this habitat left. Native grassland can generally only recover with active restoration efforts.

Monarch butterflies (*Danaus plexippus*) migrate to the coast of Santa Barbara County in the autumn of each year. They aggregate in large numbers in groves of trees near the coast and remain there during the passage of winter. In Santa Barbara County, monarch butterfly aggregation habitat is now primarily dominated by eucalyptus trees, an introduced species. A number of threats are posed to monarch butterfly populations that overwinter in Santa Barbara County, including loss of habitat, increased predation, degradation of sites by human visitation and disturbances, droughts, and climate change.

Monarch butterfly aggregation sites, including autumnal and winter roost sites, are considered locally important and are usually considered ESHAs. The California Natural Diversity Database ranks monarch butterfly wintering sites as vulnerable in the state due to restricted range (rank S3). Regionally, the County of Santa Barbara Local Coastal Program considers monarch butterfly trees to be ESHAs. The USFWS is also currently undertaking a status review of the species for consideration of protection of butterfly trees under the Federal Endangered Species Act.

While the City's Coastal Zone does not contain highly active aggregation sites, like those found on Ellwood Mesa in Goleta, potential monarch butterfly habitat exists at the Douglas Family Preserve, La Mesa Park, and on Arroyo Honda between Shoreline Drive and Cliff Drive.

White-tailed kite (*Elanus leucurus*), a California Fully Protected Species, use trees for perching or nesting that are adjacent to open areas, such as grasslands. While there are currently no known areas where white-tailed kite are repeatedly nesting or communally roosting in the City's Coastal Zone, there are nesting habitat for white-tailed kite nearby at More Mesa and other sites within the County of Santa Barbara. If white-tailed kite nesting or communal roosting habitat were found in the City, it would be considered an ESHA and foraging habitat in the same vicinity would also likely be considered ESHA due to its importance to the success of nesting and species survival.

Beaches & Marine Resources

Nearshore marine habitats in the City include estuaries, rocky shores, beaches, sand flats, open ocean water, kelp beds, and reefs. ESHAs in intertidal and marine areas of the City remain under the California Coastal Commission's Coastal Development Permit jurisdiction. However, most development on the City's beaches above the mean high tide line (with the exception of estuaries and other tidelands, submerged lands, and other public trust lands) is under the jurisdiction of the City and the Coastal LUP.

The City's beaches are heavily used for recreation and do not currently have substantial native coastal strand or dune habitats suitable for nesting by shorebirds, such as the federally endangered western snowy plover (*Charadrius alexandrinus nivosus*). However, the beaches, despite heavy use, still provide habitat for sand-dwelling



BIRDS AND BEACH RECREATION

invertebrates, grunion, and foraging and roosting habitat for many shorebirds. Overwintering western snowy plovers have been documented roosting and foraging on City beaches, primarily in the vicinity of East Beach. East Beach has been designated critical habitat for the western snowy plover by the USFWS due to the presence of overwintering plovers. While in 2005 one western snowy plover nest was found on the Harbor sand spit, monitoring since then has not shown any other occurrences of nesting or regular presence of western snowy plover during the nesting season on Waterfront beaches. The City conducts year-round surveys and implements avoidance and protection measures for the western snowy plover and its

habitat prior to and during beach grooming and other waterfront activities on the beach. Policies in the Coastal LUP also require temporary events, beach volley ball courts, and other similar potential disturbances to avoid the areas where the western snowy plover are regularly roosting in the overwintering time period. While not known to currently occur within the City, if southern foredune or nesting habitats for the western snowy plover were found or established in the future, those habitats would be considered ESHAs.

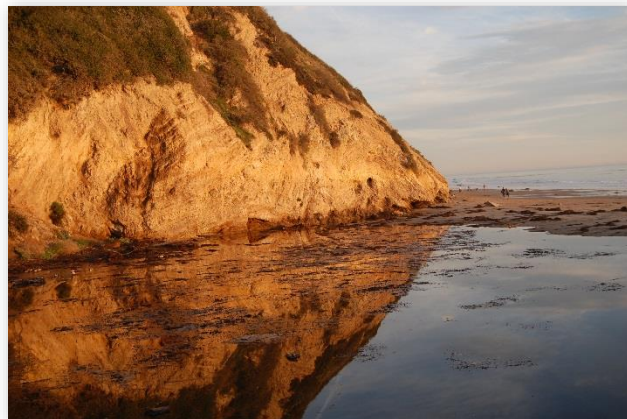
The City also restricts the use of mechanized equipment, including beach grooming equipment, to ten feet above the mean high tide line or wrack line and leaves deposits of tide-cast wrack on City beaches. Beach wrack refers to the mounds of seaweed and other loose organic material that is brought ashore and accumulates by the natural processes of tides and waves. It provides a micro-habitat for a variety of organisms, supports many marine and terrestrial invertebrates and shorebirds, and contributes to the establishment of coastal strand and dune habitats. The tidal area of the beach is also important to protect in order to avoid impacts to the California grunion (*Leuresthes tenuis*), which is a species of fish that comes ashore in the spring and summer to reproduce.

Creeks & Riparian Areas

Creeks provide important habitat, open space, and wildlife movement corridors. The creeks in the City's Coastal Zone include Arroyo Burro, Arroyo Honda, Mesa Creek, Lighthouse Creek, Mission Creek, Laguna Channel, and Sycamore Creek, and other minor tributaries. Tidally influenced estuaries at the mouths of Arroyo Burro, Mission Creek, Laguna Channel, and Sycamore Creek provide marsh habitat used by many wildlife species and fish. Riparian habitats occur along the City's creeks, ranging from low-growing herbaceous and scrub areas to woodlands supporting native trees such as oaks, sycamores, cottonwoods, alders, and willows. The City's creeks and associated riparian and estuarine habitats are considered ESHAs.

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Arroyo Burro is a natural bottom creek flowing west of Las Positas Road. An estuary with regular tidal influence is present at the end of the creek at Arroyo Burro Beach. A riparian woodland borders the creek and supports a number of wildlife species. Short segments of concrete walls or sackrete have been placed to stabilize portions of the creek banks, which are highly erosive. The western bank of Arroyo Burro along Alan Road is closely bordered by single-unit residences until it reaches open space (formerly the Veronica Meadows property), which was recently acquired by the City. The eastern bank of Arroyo Burro along Las Positas Road is also owned by the City. Mesa Creek, a tributary to Arroyo Burro, flows along the southern side of Cliff Drive and is bordered by a large oak woodland area.



ARROYO BURRO OUTLET

The aboveground, daylighted portion of Lighthouse Creek extends from an apartment complex near Cliff Drive, through La Mesa Park, and then empties into the ocean. No lagoon is present at the creek mouth. The creek is highly ephemeral and deeply incised. Much of the east bank of the creek is within La Mesa Park; however, residential development borders the creek to the west. The creek has a dense willow thicket and some riparian woodland along its banks.

Arroyo Honda is a highly eroded ephemeral creek that flows from Arroyo Honda Park, passes under Cliff Drive, daylights for a section, passes under Loma Alta Drive and Shoreline Drive, and empties into the ocean at Leadbetter Beach. A lagoon is not present at the creek mouth. The portion of creek between Cliff Drive and Loma Alta Drive is dominated by eucalyptus canopy and coast live oak woodland.

Mission Creek winds through heavily urbanized areas until it reaches the ocean east of Stearns Wharf. A tidal estuary is present at the creek mouth and is usually connected to the lagoon at the mouth of Laguna Channel. Mission Creek is closely bordered by development throughout its entire length within the Coastal Zone. Its channel banks are armored in most places and support little riparian vegetation. The portion of Mission Creek within the Coastal Zone is currently being modified as part of the Lower Mission Creek Flood Control Project.

Laguna Channel (also called Laguna Creek, and formerly the Central Drainage Channel) is a remnant of an estuarine area that originally extended to the east side of Downtown. The channel is fabricated and contains both earthen and fully lined concrete reaches. There is a tide gate at the mouth of the channel to prevent tidal influx. The creek empties at the beach and at times forms a joint lagoon with Mission Creek. While degraded in many areas, portions of the creek contain riparian and marsh habitats. Outside of the Coastal Zone, the remnant estuarine area is culverted and underground.



SYCAMORE CREEK

Sycamore Creek is located in a developed area; however, the density of development along its banks in the Coastal Zone is considerably less than that along Mission Creek. The lower portion of the creek has been altered with bank protection in places and supports limited riparian vegetation. The creek empties into the ocean at East Beach, where a sandbar forms a small estuary.

Wetlands

Coastal wetlands are a dynamic, fragile link between oceanic and terrestrial ecosystems. Wetlands help improve the quality and quantity

of water, as well as provide important wildlife habitats, and are generally considered ESHAs.

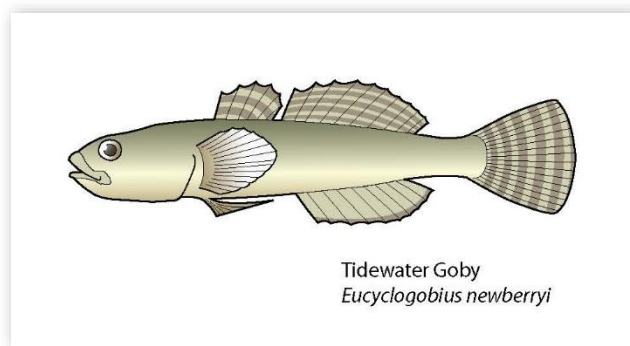
Wetlands include both freshwater and saltwater habitats. In the City's Coastal Zone, these are found as creekside wetlands, ponds, lagoons, and estuaries. Freshwater wetlands in the City are limited and are typically found in depressions, at springs, and along the margin of slow-moving creeks such as Lower Arroyo Burro. Representative vegetation species include cattail and watercress. Brackish marshes are found at coastal estuaries such as the mouths of Arroyo Burro, Mission Creek, Laguna Channel, and Sycamore Creek and at the Andrée Clark Bird Refuge. Typical vegetation includes bulrush, cattail, and spreading rush. These estuaries, which are influenced by both freshwater from creeks and seawater from changing tides, are highly productive biologically and are used by many fish species.

Special-Status Species & Other Wildlife

Twenty-seven plant species and 30 wildlife species that are federally or state listed as rare, threatened, or endangered currently have the potential to occur in the City of Santa Barbara, according to the California Natural Diversity Database, although this list is updated frequently and subject to change. Within the City's Coastal Zone, plant species of note include the cliff aster (*Malacothrix saxatilis*) and Davidson's saltscale (*Atriplex serranana* var. *davidsonii*), which have the potential to occur in the vicinity of Arroyo Burro Beach and estuary. Segments of Arroyo Burro and Mission and Sycamore Creeks support aquatic habitat that is important for the federally threatened southern steelhead trout (*Oncorhynchus mykiss*). The federally endangered tidewater goby (*Eucyclogobius newberryi*) resides year-round in brackish water at the mouths of Arroyo Burro, Mission Creek, Laguna Channel, and Sycamore Creek, and can occur in the Andrée Clark Bird Refuge and its outflow lagoon near Cabrillo Boulevard. The USFWS has designated the estuaries at Arroyo Burro, Mission Creek, and Laguna Channel as critical habitat for the tidewater goby. According to USFWS, critical habitats are specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection. The southwestern pond turtle (*Clemmys marmorata*), a California Species of Concern, has the potential to occur in

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Laguna Channel, Sycamore Creek, Arroyo Burro, El Estero Drainage, the Andrée Clark Bird Refuge, and other locations. Threatened western snowy plovers (*Charadrius alexandrinus nivosus*) forage and roost along East Beach. USFWS has designated West Beach and East Beach as critical habitat for overwintering western snowy plovers. The federally and state endangered California least tern and bank swallow (*Riparia riparia*) also have been found near the Harbor and the Andrée Clark Bird Refuge. Monarch butterfly (*Danatus plexippus*) roost in eucalyptus groves at the Douglas Family Preserve, La Mesa Park, and adjacent to the Arroyo Honda valley.



TIDEWATER GOBY

Creeks, riparian, and estuary habitats support abundant and diverse bird species and wildlife. The Andrée Clark Bird Refuge alone supports as many as 192 bird species, including migratory waterfowl and wading birds. The City's creeks and riparian areas also provide movement corridors for animals to move between larger habitat areas. These corridors can be important to many species as they allow greater access to food sources and a larger gene pool for reproduction.

Identification of ESHAs & Wetlands

ESHAs are defined in Section 30107.5 of the Coastal Act as:

"...any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments."

The location of natural biological communities and native habitats and their use by wildlife may gradually change over time due to a variety of factors that can affect physical conditions. Figure 4.1-1 *Potential Vegetation Communities* shows potential locations of various vegetation communities within the City's Coastal Zone. Figure 4.1-2 *Potential Wildlife and Special Status Species Areas* shows areas within the City's Coastal Zone that could be important for wildlife. The maps do not delineate specific ESHAs; rather, they show general locations of potential plant communities and biological resources in the City, including several community types that are generally not considered ESHAs (ruderal, orchard, etc.). The maps are largely based on data from aerial photos and provide a conservative, general screening-level evaluation tool for biological resources. As such, it is possible that field review of a particular site could show no evidence of important biological resources. Conversely, it is also possible that there could be occurrences of biological resources on a particular site that do not appear on these maps. The City's Community Development Department maintains these maps as part of the Master Environmental Assessment Maps available to City staff and the public. They are used by a City Environmental Analyst, along with site-specific field evidence, to determine if a site

has the potential to contain sensitive biological resources and whether a biological assessment and other technical reports are needed as part of the review of development proposals prior to a City permitting decision.

Identification of ESHAs is made on a case-by-case basis, based upon site-specific evidence, and in consultation with a City Environmental Analyst. When sensitive biological resources are suspected on or near a project site and a project has the potential to impact those resources, biological evaluations are required. In addition to surveying the project site, the following lists and designations of rare habitats, among other information sources, are consulted to assist in the determination of whether habitats on-site are potentially ESHAs:

- Federal and state listed Rare, Threatened, and Endangered Species.
- Plants, animals, and natural communities ranked as global or state G1 or S1 (critically imperiled), G2 or S2 (imperiled), or G3 or S3 (vulnerable to extirpation or extinction) by the California Department of Fish and Wildlife's Natural Diversity Database and NatureServe.
- California Fully Protected Species, California Species of Special Concern, and their habitats.
- California Native Plant Society (CNPS) plant species designated 1B (rare or endangered in California and elsewhere) and 2 (rare, threatened, or endangered in California but more common elsewhere).
- Federal and state plants, animals, and natural communities that are candidates for listing or delisting.

Once all of this information is obtained, an assessment is made as to whether the habitat is considered an ESHA. This assessment takes into consideration a number of factors, including:

- **Rarity**—Rarity relates to the limited occurrence of a habitat in the region, either from natural limitations or diminishment of what was once an extensive habitat due to development and other disturbances. Rarity refers to certain types of habitat and to certain species as listed above (and the habitats supporting these species).
- **Function and integrity**—Function relates to the importance of a habitat to the ecosystem and can be influenced by the degree of habitat integrity and connectivity to other natural areas. Habitats that are isolated and fragmented have lower connectivity, biological value, and potential for restoration. Site-specific evidence may show that certain habitats in particular locations are not ESHAs because they are so degraded, dominated by invasive and non-native species, isolated, or fragmented that they are not viable or do not have substantial habitat value or a special role in an ecosystem. However, some habitats, like coastal estuaries, wetlands, creeks, and many riparian areas, are so rare or play such an important role in the ecosystem that they are often considered ESHAs, even if degraded. It is important to note that while habitat quality and viability are factored into decisions as to whether an area is an ESHA, once an area has been determined to be an ESHA,

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all the policies protecting ESHA in the Coastal LUP apply regardless of the quality of the ESHA.

- Sensitivity—Sensitivity relates to a habitat’s tolerance to disturbance and ability to recover or regenerate.

As of 2018, habitat types that could potentially occur in the City of Santa Barbara’s Coastal Zone that usually meet the definition of an ESHA include, but are not limited to, the list below. However, for any particular area, site-specific evidence may show that the area does not meet the definition of an ESHA. Conversely, there are areas not contained in the following list that could be determined by site-specific evidence to meet the definition of an ESHA. The status of some species and habitat could also change over time. Additional ESHAs in some intertidal and marine areas exist in the City that remain under the Coastal Development Permit jurisdiction of the California Coastal Commission and are not included in the list below:

- Estuaries and Lagoons.
- Wetlands.
- Creeks.
- Riparian Areas.
- Southern Coastal Bluff Scrub.
- Coastal Sage Scrub or Chaparral that:
 - Support sensitive species;
 - Is within or adjacent to creeks, riparian, or wetland ESHAs and is an important component in the functioning of these habitats; or
 - Is a vegetation association or alliance with a global or state ranking of 1, 2, or 3 on the California Department of Fish and Wildlife’s Natural Diversity Database or NatureServe.
- Perennial Grasslands (Coastal Prairie).
- Oak Woodlands.
- Southern Foredune.
- Western Snowy Plover Nesting Habitat.
- White-Tailed Kite Nesting and Communal Roosting Habitat.
- Monarch Butterfly Autumnal and Winter Roost Sites.

While wetlands are usually considered ESHAs, the Coastal Act also has specific development standards and definitions for wetlands. The Coastal Act definition of wetlands differs slightly from other federal and state definitions used by other resource agencies (e.g., U.S. Army Corps of Engineers and the California Department of Fish and Wildlife). Section 30121 of the Coastal Act defines wetlands as follows:

“Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater

marshes, open or closed brackish water marshes, swamps, mudflats, and fens....”

A more specific definition of wetlands is provided in Section 13577(b) of the California Code of Regulations, which states in part:

“Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to vegetated wetlands or deep-water habitats.”

Identification of wetlands is based on a site-specific wetland delineation. The wetland delineation determines the boundary line between the wetland and adjacent upland area by the extent of one or more key wetland characteristics: hydrology (frequency, duration, and timing of inundation or saturation), hydric soils (soil with characteristics resulting from prolonged saturations), and hydrophytic vegetation (plants adapted to life in water, or in periodically flooded and/or saturated anaerobic soils). Positive wetland indicators of all three characteristics are often present in wetlands. However, the presence of only one of these characteristics is generally needed for an area to qualify as a wetland pursuant to the California Code of Regulations and Coastal Act.

Hydrology is the key characteristic because it drives the formation of hydric soils and allows hydrophytic vegetation to establish dominance. However, hydrology is the most difficult of the three wetland characteristics to quantify. It is difficult to determine the timing and duration of hydrology without visual observation. Therefore, a predominance of hydrophytes or a predominance of hydric soils can be considered evidence that the land was wet long enough to develop wetland characteristics.

Protection of Biological Resources

The policies of the Coastal LUP provide protection of identified ESHAs, creeks, wetlands, estuaries, and open coastal waters (i.e., open ocean) through restrictions on allowed uses within protected biological resources and by requiring development buffers and replacement and restoration of these habitats when impacts cannot feasibly be avoided. A number of vegetation management and landscape policies minimize removal and impacts to vegetation in ESHAs, prohibit use of invasive species that can impact native habitats, and require the use of native landscaping in ESHAs. Policies concerning landscaping and tree removal outside of ESHAs, creeks, wetlands, or habitat buffers are further addressed in Chapter 4.3 *Scenic Resources & Visual Quality*.

The LUP policies protect individual special status plants, special status wildlife species, and birds consistent with the State and Federal Endangered Species Acts and Migratory

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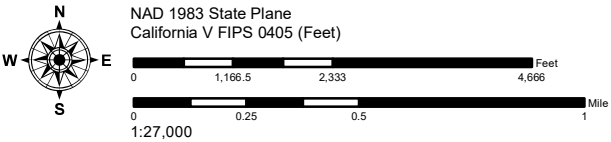
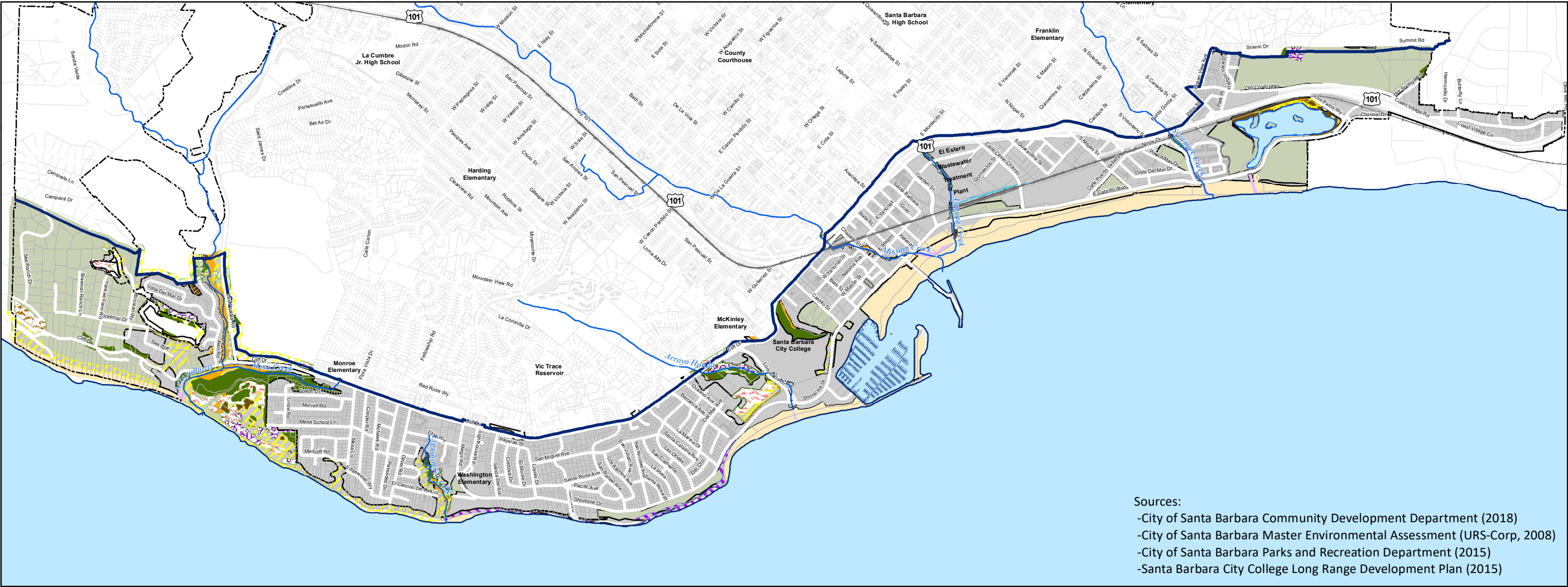
Bird Act. These include provisions for avoidance of bird breeding and nesting sites and implementation of “bird safe” design for building adjacent to open spaces and ESHAs that reduce the potential for bird strikes and traps. Policies limit night lighting near ESHAs and open spaces to avoid impacts to birds and wildlife; artificial night lighting can disrupt normal breeding and foraging activities. Other policies ensure that fences near ESHAs and creek corridors are properly designed and sited to avoid impacts to wildlife movement corridors that allow animals to move between larger habitat areas.

Policies to protect and prevent polluted runoff into coastal waters, streams, wetlands, estuaries, and lakes are found in Chapter 4.2 *Water Quality*.

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FIGURE 4.1-1 POTENTIAL VEGETATION COMMUNITIES



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. This map depicts potential locations of vegetation communities within the City's Coastal Zone. The maps are to be used by planners and the public as a screening tool to help evaluate the types of site specific biological studies that may be necessary for development projects. The maps take a conservative look at potential habitat areas and, as such, it is possible that field review of a particular project site could show no evidence of mapped or suspected resources. Conversely, it is also possible that there could be occurrences of biological resources on specific project sites that do not appear on this map.

BOUNDARIES

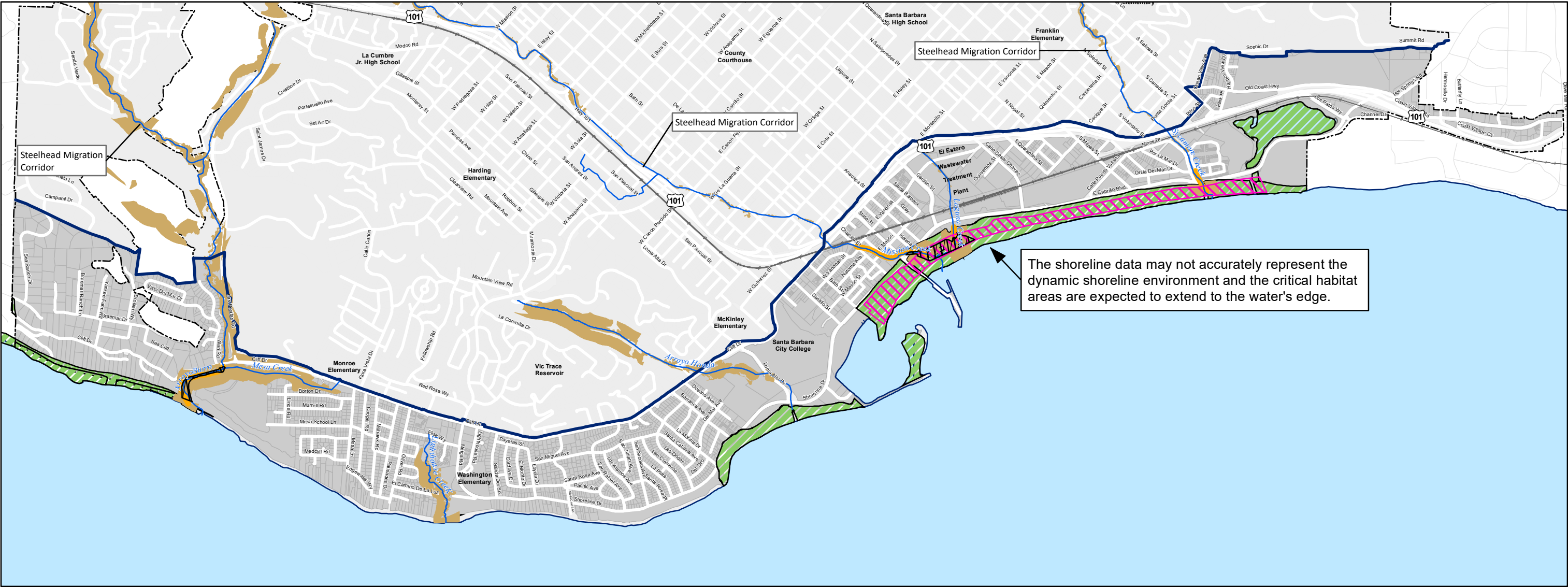
- Coastal Zone
- Major Creeks
- City Limits

VEGETATION COMMUNITIES

- Beach
- Brackish Water Marsh
- Chaparral
- Coast Live Oak Woodland
- Coastal Bluff Vegetation
- Coastal Sage Scrub
- Estuary
- Eucalyptus Grove
- Freshwater Marsh
- Grassland - Annual Non-native
- Grassland - Native Perennial
- Grassland - Undetermined
- Open Water
- Orchard
- Ornamental Trees - Landscape
- Other Riparian Woodland or Forest
- Riparian Scrub
- Ruderal
- Unvegetated Creekbed
- Urban

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FIGURE 4.1-2 POTENTIAL WILDLIFE AND SPECIAL STATUS SPECIES AREAS



NAD 1983 State Plane
California V FIPS 0405 (Feet)

0 1,166.5 2,333 4,666 Feet

0 0.25 0.5 1 Mile

1:27,000

| BOUNDARIES | POTENTIAL WILDLIFE AREAS | U.S. FWS CRITICAL HABITAT* |
|---|---|--|
| <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 2px; background-color: blue; margin-right: 5px;"></div> <div>Coastal Zone</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; border: 1px dashed black; margin-right: 5px;"></div> <div>City Limits</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; border-bottom: 2px solid blue; margin-right: 5px;"></div> <div>Major Creeks</div> </div> | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: orange; margin-right: 5px;"></div> <div>Tidewater Goby Habitat</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px); margin-right: 5px;"></div> <div>Potential Important Wildlife Areas</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: brown; margin-right: 5px;"></div> <div>Potential Wildlife Movement Corridors</div> </div> | <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></div> <div>Tidewater goby</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, magenta 2px, magenta 4px); margin-right: 5px;"></div> <div>Western snowy plover</div> </div> |

*Updated Sep 12, 2017. See U.S. FWS ECOS for current critical habitat areas

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. This map depicts a representation of potential locations of areas important to wildlife or sensitive species within the City's Coastal Zone. The maps are to be used by planners and the public as a screening tool to help evaluate the types of site specific biological studies that may be necessary for development projects. The maps take a conservative look at potential habitat areas and, as such, it is possible that field review of a particular project site could show no evidence of mapped or suspected resources. Conversely, it is also possible that there could be occurrences of biological resources on specific project sites that do not appear on this map. Sources: City of Santa Barbara MEA (Master Environmental Assessment) Biology Map 3 - Special Wildlife Areas and Biology Map 4 - Special Interest Plants and Wildlife, prepared by URS Corp. (March 2008); and U.S. Fish & Wildlife Service Environmental Conservation Online System (ECOS) Threatened & Endangered Species Active Critical Habitat Report (September 12, 2017)

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FIGURE 4.1-3 MINIMUM HABITAT BUFFERS FOR MAJOR CREEKS



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.

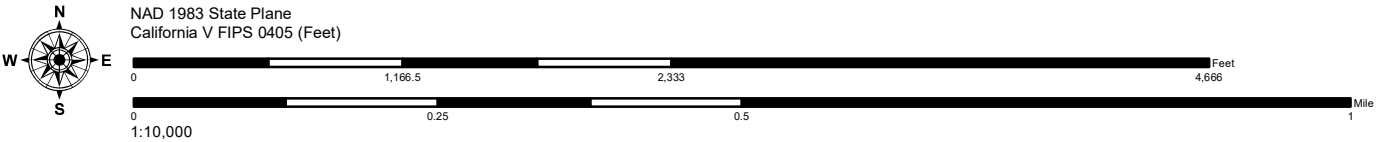
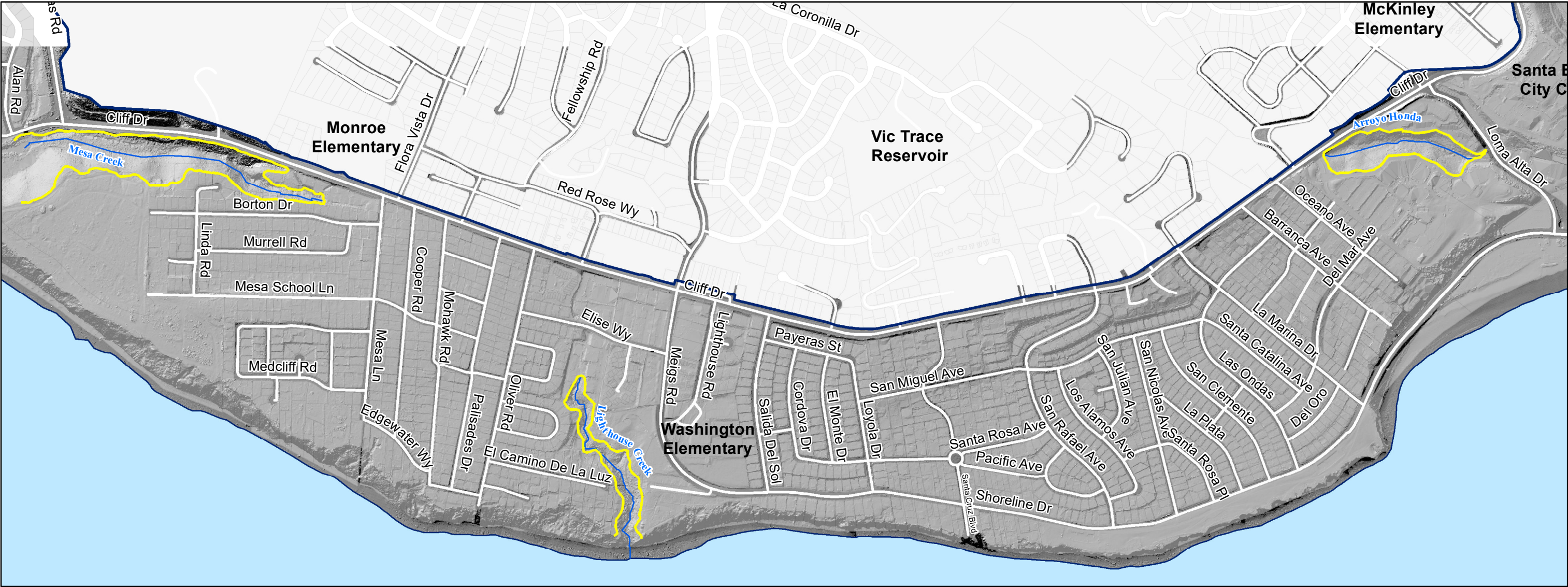
- All creek representations are approximate and intended for illustrative purposes only.
- Buffers pertain to existing daylighted sections of creek. The need or any buffers from any piped section of creek will be evaluated on a case by case basis and shall factor in any plans to daylight and restore creek habitats.
- Only major creeks shown. Habitat buffers for creeks not shown on map shall be determined on a case-by-case basis.
- For special case creeks (Mesa Creek, Lighthouse Creek, and Arroyo Honda), the top of slope of canyon as generally depicted on Figure 4.1-4, or 25 feet from the outer edge of any riparian or oak woodland habitat, whichever is farthest.

*Whichever is farthest

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FIGURE 4.1-4 MINIMUM HABITAT BUFFERS FOR MESA CREEK, LIGHTHOUSE CREEK, AND ARROYO HONDA



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.

- All creek representations are approximate and intended for illustrative purposes only.
- Buffers pertain to existing daylighted sections of creek. The need for any buffers from any piped section of creek will be evaluated on a case by case basis and shall factor in any plans to daylight and restore creek habitats.
- Only major creeks shown. Habitat buffers for creeks not shown on map shall be determined on a case-by-case basis.

*The minimum habitat buffers for Mesa Creek, Lighthouse Creek, and Arroyo Honda are the top of slope of canyon or 25' from outer edge of riparian or oak woodland habitats, whichever is farthest.

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BIOLOGICAL RESOURCES POLICIES

CITY PLANNING EFFORTS & PROGRAMS

- Policy 4.1-1** City Efforts to Protect and Enhance Environmentally Sensitive Habitat Areas, Wetlands, and Creeks. Consider actions for further restoration of Environmentally Sensitive Habitat Areas (ESHAs), wetlands, and creeks. Continue to implement projects to educate the public about the importance of ESHAs, wetlands, and creeks and how to protect these resources.
- Policy 4.1-2** Sea Level Rise Impacts on ESHAs. Following completion of the Sea Level Rise Adaptation Plan outlined in Policy 5.1-14 *Sea Level Rise Adaptation Plan*, the City shall update standards for ESHAs, wetlands, and creeks as needed based on the best available science and considering the effects of shoreline development on the landward migration of habitat.

DEVELOPMENT REVIEW POLICIES

Protection of ESHAs, Wetlands, & Creeks

- Policy 4.1-3** Protection of Coastal Waters, Wetlands, and Marine Resources. Protect, maintain, and, where feasible, restore the biological productivity and the quality of coastal waters, creeks, wetlands, estuaries, lakes, and marine resources.
- Policy 4.1-4** Protection of ESHAs. As outlined in Coastal Act Section 30240, ESHAs shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
- Policy 4.1-5** Applicability of Policies. Where multiple ESHAs, wetlands, or creek protection policies and permitted uses are applicable, the policy that is most protective of the habitat resource shall regulate development. However, to the extent wetland or creek policies specifically allow or regulate uses in wetlands or creeks that would not be allowed in ESHAs, those specific policies take precedence over more general ESHA policies.
- Policy 4.1-6** Allowed Uses in Terrestrial ESHAs. New development and substantial redevelopment in terrestrial ESHAs (including riparian ESHAs) shall be limited to uses that will not result in significant disruption of habitat values of the ESHAs and that shall avoid, and where full avoidance is not

possible, minimize and mitigate impacts to ESHAs to the extent feasible. Uses in terrestrial ESHAs are limited to the following:

- A. Habitat creation, restoration, and/or enhancement activities;
- B. Public accessways, trails, and associated minor improvements. Impervious trails, accessways, and associated minor improvements shall be located a minimum of 35 feet from the top of bank of any creek to the extent feasible;
- C. Directional, educational, and interpretive signs to protect public safety, manage open space areas, educate, and direct public access;
- D. Nature study;
- E. ESHA-related educational uses;
- F. Fences or natural barriers necessary for safety, restoration, protection of habitat, or water quality improvement provided that they are minimized to the extent feasible;
- G. Fuel modification required by the Fire Department to meet the Fire Code Defensible Space Requirements for existing development in High Fire Hazard Areas;
- H. Mosquito abatement;
- I. Development adjacent to wetlands and creeks that is required to complete a project allowed pursuant to Policy 4.1-7 *Diking, Filling, or Dredging of Coastal Waters and Wetlands* or Policy 4.1-9 *Substantial Alteration of Creeks*; and
- J. Other resource dependent uses consistent with Policy 4.1-4 *Protection of ESHAs*.

Policy 4.1-7 Diking, Filling, or Dredging of Coastal Waters and Wetlands. As outlined in Coastal Act Section 30233, the following standards apply to the diking, filling, or dredging of open coastal waters (open ocean), wetlands, estuaries, and lakes:

- A. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this LUP, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - i. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities;
 - ii. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps;
 - iii. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities, and the

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- placement of structural pilings for public recreational piers that provide public access and recreational opportunities;
 - iv. Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines;
 - v. Mineral extraction, including sand for restoring beaches, except in ESHAs;
 - vi. Restoration purposes; and
 - vii. Nature study, aquaculture, or similar resource-dependent activities.
- B. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems;
- C. In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary; and
- D. Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a Coastal Development Permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Policy 4.1-8 Protection of Lagoons and Estuaries. Breaching or pumping water from coastal lagoons or estuaries shall be prohibited, except where: necessary for public health or safety (including flood control purposes), repair and maintenance of existing structures, or as part of an activity allowed in lagoons and estuaries pursuant to Policy 4.1-7 *Diking, Filling, or Dredging of Coastal Waters and Wetlands*; there is no feasible less environmentally damaging alternative; and all feasible mitigation measures will be implemented to minimize adverse environmental effects.

Policy 4.1-9 Substantial Alteration of Creeks. As outlined in Coastal Act Section 30236, channelizations, dams, or other substantial alterations of creeks shall incorporate the best mitigation measures feasible, and be limited to:

- A. Necessary water supply projects;

- B. Flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing permitted development; and
- C. Developments where the primary function is the improvement of fish and wildlife habitat (e.g., creek bank restoration and revegetation, removal of concrete lining, removal of fish passage barriers, installation of fish passage enhancement structures, and daylighting of previously under-grounded creek channels).

Policy 4.1-10 Minimization of Impacts for Creek Projects. Any alteration of a creek shall minimize impacts to coastal resources, including the depletion of groundwater, and shall mitigate unavoidable impacts to the extent feasible. Non-intrusive bank stabilization methods such as bioengineering techniques (e.g., revegetation, tree revetment, and native material revetment) shall be used where feasible rather than hard bank solutions such as rip rap or concrete.

Policy 4.1-11 Creek Crossings. Alteration of creeks for new road crossings shall be prohibited except where there is no other feasible alternative to provide access to public recreation areas or lawfully established development on a legal parcel and the creek crossing is accomplished by clear span bridging. Replacement of existing bridges may be allowed where additional creek alteration or wetland fill is avoided to the extent feasible. Utility crossings of creeks may be allowed where there is no feasible less environmentally damaging alternative and the crossing is accomplished by attachment of utilities to existing bridges, or under-channel boring (horizontal directional drilling), unless other methods are determined to be less disruptive to the stream and any adjacent riparian areas. Impacts to riparian areas shall be avoided to the extent feasible.

Policy 4.1-12 Alteration and Disturbance of ESHAs, Wetlands, and Creeks.

- A. Any area that contains or contained habitat meeting the definition of ESHA, wetland, or creek shall not be deprived of protection, as required by the policies and provisions of the Coastal LUP, on the basis that the habitat has been:
 - i. Temporarily damaged or eliminated by natural disaster (e.g., landslide, flooding, fire) from which it will likely recover; or
 - ii. Impacted by illegal development or other illegal means, including removal, filling, degradation, or elimination of species that are rare or especially valuable because of their nature or role in an ecosystem.

Any such ESHA, wetland, or creek shall be assessed for the purposes of defining its status as an ESHA, wetland, or creek according to its condition prior to the natural disaster or illegal activity.

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- B. Once an area has been determined to be an ESHA, wetland, or creek, all the policies protecting ESHAs, wetlands, and creeks in the Coastal LUP apply regardless of the quality or level of disturbance of the ESHA, wetland, or creek.

Policy 4.1-13 Mitigation of Impacts to ESHAs, Wetlands, and Creeks.

- A. Where unavoidable permanent impacts to ESHAs, wetlands, and creeks are allowed, mitigation in the form of habitat creation and/or restoration shall be required at a minimum 4:1 ratio (area restored to area impacted) for wetland, open water, or creekbed habitats and a minimum 3:1 ratio for all other ESHAs (including riparian ESHAs). Temporary impacts to ESHAs, wetlands, and creeks shall be restored at a minimum 1:1 ratio. Where mature native trees (four inches [4"] in diameter or greater at four feet six inches [4'-6"] above grade in height) are substantially impacted or removed, they should be replaced at a minimum 10:1 ratio for oak trees and a minimum 5:1 ratio for all other native trees or other trees providing habitat for sensitive species. Sizes of trees planted should be carefully selected to ensure successful restoration. Mitigation shall occur on-site to the maximum extent feasible. Where successful on-site mitigation is not feasible, mitigation may be provided at nearby off-site locations if the restoration area is within public parklands or restricted from development, and success and maintenance is guaranteed through binding agreements.
- B. All mitigation sites shall be monitored for a period of no less than five years following completion. Specific mitigation objectives and performance standards shall be designed to measure the success of the restoration. Mid-course corrections shall be implemented if necessary. If performance standards are not met by the end of five years, the monitoring period shall be extended until the standards are met. The restoration will be considered successful after the success criteria have been met for a period of at least two years without remedial actions or maintenance other than exotic species control. Where the City has made a specific determination that the mitigation is unsuccessful and is likely to continue to be unsuccessful, an alternate location may be substituted to provide full mitigation of impacts. The substituted location shall be subject to a minimum monitoring period of five years.
- C. All required mitigation restoration areas shall be considered ESHAs, wetlands, or creeks (as appropriate to the habitat restored) and subject to policies protecting these resources in the Coastal LUP.
- D. All mitigation restoration areas shall be restricted from development, except those uses allowed in ESHAs, wetlands, and creeks as appropriate to the habitat restored pursuant to the Coastal LUP.

Policy 4.1-14 Resource Management Agencies. Applicants for public and private development projects shall consult with the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, NOAA Fisheries, U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and other resource management agencies, as applicable, in order to ensure that any potential impacts to ESHAs, wetlands, creeks, or any sensitive species under their jurisdiction are avoided or minimized consistent with state and federal laws. Applicants shall provide evidence that any approvals required by resource management agencies have been granted, including any terms and conditions, prior to issuance of building permit.

Habitat Buffers

Policy 4.1-15 ESHA, Wetland, and Creek Habitat Buffers. New development and substantial redevelopment in areas adjacent to ESHAs, wetlands, and creeks shall be sited and designed to prevent impacts that would significantly degrade those areas, and shall be compatible with the continuance of those habitat areas. A habitat buffer shall be required between new development or substantial redevelopment and any ESHA, wetland, or creek and shall be of sufficient size to: protect biological integrity, serve as transitional habitat, provide distance from human disturbances, and avoid hazards from erosion.

Widths of habitat buffers will vary depending upon the condition of the site and the type of development, but shall not be less than the minimum habitat buffers outlined below, except as allowed in Policy 4.1-18 *Reduction of ESHA, Wetland, and Creek Habitat Buffers*. Where more than one habitat buffer applies, the greater or more protective habitat buffer shall be used. Larger habitat buffers than those listed below may be required in some areas, particularly when sensitive species are present. Minimum habitat buffers for any ESHAs, wetlands, or creeks not specifically listed below shall be determined on a case-by-case basis as part of a biological assessment process and in consultation with the City's Environmental Analyst assigned to the project and the City's Creeks Division, when appropriate. Appendix 8.1 *Determining Creek Top of Bank* includes a methodology for determining top of bank of creeks.

| Resource | Habitat Buffer(s) |
|---|--|
| Estuaries, Lagoons, and Associated Wetlands Considered ESHAs¹ | |
| Arroyo Burro Estuary <i>Portion of estuary south of</i> | 100 feet from upland edge of estuary, lagoon, and associated |

¹ Minimum buffers for upstream portions of some creek estuaries are addressed under creek buffers.

| | |
|---|--|
| <i>Cliff Drive</i> Mission Creek Lagoon <i>Portion of Mission Creek Estuary south of Cabrillo Boulevard and Laguna Creek south of the tide gates</i> Sycamore Creek Estuary <i>Portion of Sycamore Creek Estuary south of Cabrillo Boulevard</i> Andrée Clark Bird Refuge | adjacent wetlands |
| Creeks, Creek-Associated Instream Wetlands, and Riparian Areas Considered ESHAs² <i>Where riparian ESHAs are present, the total habitat buffer shall be the farthest distance satisfying both the habitat buffer for the creek and the habitat buffer for any riparian habitat considered an ESHA.</i> | |
| Mission Creek <i>Cabrillo Blvd to Coastal Zone Boundary</i> | 35 feet from top of bank of the Lower Mission Creek Flood Control Project; or 15 feet from outer edge of riparian vegetation or canopy considered an ESHA |
| Sycamore Creek <i>Cabrillo Boulevard to Coastal Zone Boundary</i> Laguna Creek <i>Tide gates to Coastal Zone Boundary</i> Arroyo Burro <i>Cliff Drive to Coastal Zone Boundary</i> | 50 feet from top of bank; or 25 feet from outer edge of riparian vegetation or canopy considered an ESHA |

² These habitat buffers pertain to existing daylighted sections of creek. Piped sections of creek shall be evaluated on a case-by-case basis to determine the need for any buffers. This evaluation shall factor in any plans and/or potential to daylight and restore creek habitats.

| | |
|---|---|
| Mesa Creek <i>Confluence with Arroyo Burro Estuary to Coastal Zone Boundary</i> Lighthouse Creek <i>Pacific Ocean to Coastal Zone Boundary</i> Arroyo Honda <i>Pacific Ocean to Coastal Zone Boundary</i> | <p>The top edge of the creek canyon as generally depicted on Figure 4.1-4 <i>Minimum Habitat Buffers for Mesa Creek, Lighthouse Creek, and Arroyo Honda</i> shall be considered the outermost edge of the creek buffer³; or</p> <p>25 feet from outer edge of riparian vegetation or canopy considered an ESHA</p> |
| Other ESHAs⁴ | |
| Monarch butterfly aggregation sites, including autumnal and winter roost sites | 100 feet from outer edge of habitat except that where a 100-foot buffer is not feasible, the habitat buffer may be reduced to the largest feasible habitat buffer, but in no case less than 50 feet. The habitat buffer shall be sufficient to preserve the environmental conditions of the grove including light, temperature, humidity, and wind. |
| Native perennial grasslands | 50 feet from the outer edge of habitat. |
| Oak woodland | 50 feet from the outer edge of tree canopy except that where a 50-foot buffer is not feasible, the habitat buffer may be reduced to the largest feasible habitat buffer, but in no case less than 25 feet. |

³ The top edge of the creek canyon that is generally depicted in Figure 4.1-4 *Minimum Habitat Buffers for Mesa Creek, Lighthouse Creek, and Arroyo Honda* that determines the buffer from the daylighted portions of Sycamore Creek, Laguna Creek, and Arroyo Burro is subject to change due to slope failures, erosion, storm impacts, or other processes resulting in creek and canyon slope modifications. Buffers shall be based on current on the ground conditions. The top of the canyon edge should be the hinge point where the steep canyon slope meets the generally level ground and should be located above all steep slopes (over 30%) of the canyon. Buffers for other habitats considered an ESHA (oak woodland, etc.) still apply in or near these creek canyons.

⁴ Minimum habitat buffers for any western snowy plover nesting habitat or native coastal strand habitats found would be determined on a case-by-case basis.

| | |
|--|--|
| Southern coastal bluff scrub Associations of coastal sage scrub and chaparral meeting the definition of ESHAA | 25 feet from the outer edge of habitat or tree canopy |
|--|--|

Policy 4.1-16 El Estero Drainage. Once completed, the habitat restoration areas approved for the El Estero Drainage and the Northern Drainage Channel on APN 017-113-019 and 017-113-020 as part of PLN1999-00507/PLN2013-00433 and PLN2004-00791, respectively, shall serve as the wetland and ESHA habitat buffer for these sites. No additional habitat buffers shall be required from these habitat restoration areas. The habitat buffers for the portions of El Estero Drainage east of Calle Cesar Chavez containing wetlands shall be 25 feet from the top of bank or upland edge of wetlands, whichever is greatest.

Policy 4.1-17 Development within Habitat Buffer Areas.

- A. New development and substantial redevelopment shall only be allowed in ESHA, wetland, and creek habitat buffers if it does not significantly disrupt the habitat values of ESHAs, wetlands, or creeks and may include:
 - i. Habitat creation, restoration, and/or enhancement activities;
 - ii. Public accessways, trails, and associated minor improvements. Impervious trails, accessways, and associated minor improvements shall be located a minimum of 35 feet from the top of bank of any creek to the extent feasible;
 - iii. Directional, educational, and interpretive signs to protect public safety, manage open space areas, educate, and direct public access;
 - iv. Nature study;
 - v. ESHA-, wetland-, and creek-related educational uses;
 - vi. Bioswales or other bioengineered or non-structural storm water Best Management Practices (BMPs), provided that encroachment into the habitat buffer is minimized to the extent feasible and the BMP is designed to avoid impacts to ESHAs, wetlands, and creeks;
 - vii. Improvements to existing roads, road rights-of-way, utilities, public infrastructure and facilities, and public parking lots in a manner that involves no increase in development footprint for the portion within the habitat buffer area. If the improvement involves relocation, the new site shall be located no closer to ESHAs, wetlands, or creeks than the existing site and shall

- minimize encroachment into the habitat buffer to the maximum extent feasible;
- viii. Fuel modification required by the City Fire Department to meet the Fire Code Defensible Space Requirements for existing development in High Fire Hazard Areas;
- ix. Geologic testing or boring;
- x. Mosquito abatement; and
- xi. The following uses may be allowed where the encroachment into the habitat buffer is minimized to the extent feasible, where all feasible mitigation measures have been provided to minimize adverse environmental effects, and the maximum feasible habitat buffer between the development and the habitat is provided:
 - a. Adjacent to wetland areas, incidental public services and utilities and development required to complete a project pursuant to Policy 4.1-7 *Diking, Filling, or Dredging of Coastal Waters and Wetlands*;
 - b. Adjacent to creek areas, flood control projects necessary for public safety or to protect existing development, and necessary water supply and wastewater projects;
 - c. Fuel modification only when required by the City Fire Department to meet the Fire Code Defensible Space Requirements for a new or substantially redeveloped primary structure in a High Fire Hazard Area. New and substantially redeveloped accessory structures shall be sited to ensure that vegetation management necessary to meet City Fire Code Defensible Space Requirements does not occur within habitat buffers to ESHAs, wetlands, or creeks;
 - d. Structural, non-earthen storm water BMPs, provided that they are located a minimum of 35 feet from top of bank of any creek;
 - e. Limited exterior lighting for safety purposes; and
 - f. Fences or natural barriers necessary for safety, restoration, protection of habitat, or water quality improvement.
- B. New development and substantial redevelopment that is not allowed within ESHA, wetland, and creek habitat buffers pursuant to subsection A. above shall also not be allowed to overhang or otherwise partially encroach into ESHA, wetland, and creek habitat buffers.

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Policy 4.1-18 Reduction of ESHA, Wetland, and Creek Habitat Buffers. It is the goal of the City to move as many structures as possible outside of minimum required habitat buffers for ESHAs, wetlands, and creeks. However, there may be existing legally established lots that are severely constrained where reasonable use of the property may not be feasible outside of minimum required habitat buffers. This policy addresses the rare cases when a reduction of minimum required habitat buffers may be allowed for new development and substantial redevelopment on severely constrained lots.

- A. For private development, a reduction of minimum required habitat buffers for ESHAs, wetlands, and creeks shall only be allowed if all of the following findings can be made:
 - i. The reduction in minimum required habitat buffer is necessary to provide reasonable use of a legally established lot that cannot feasibly be accommodated outside the minimum required habitat buffer.
 - ii. There are special circumstances or exceptional characteristics applicable to the property involved, such as size, shape, topography, location, or surroundings, that make it a severely constrained lot. Reduction of minimum required habitat buffers shall be the minimum necessary to accommodate a reasonable use of the lot;
 - iii. Reductions of minimum required habitat buffers shall not be granted to accommodate accessory structures;
 - iv. The development allowed on the lot (outside and inside the minimum required habitat buffers) shall only include the following and not exceed:
 - a. A principal structure that is the minimum size necessary to provide a reasonable use of the property, but in no case exceeds the square footage of the existing permitted principal structure(s) on the lot or 1,200 square feet in cases where the existing permitted principal structure(s) (excluding garage) is less than 1,200 square feet or there is no existing principal structure;
 - b. A garage or parking area, as applicable, sized to meet minimum parking requirements. Garages shall be integrated into the principal structure;
 - c. The least amount of development necessary to provide ingress and egress to and from the principal structure/garage/parking area; and
 - d. Development allowed within habitat buffers, ESHAs, creeks, and wetlands pursuant to Policies 4.1-6 *Allowed Uses in Terrestrial ESHAs*, 4.1-7 *Diking, Filling, or Dredging of Coastal Waters and Wetlands*, 4.1-9

Substantial Alteration of Creeks, and 4.1-17 Development within Habitat Buffer Areas.

- v. All of the findings in subsection C. below.
- B. For public development, reduction of minimum required habitat buffers for ESHAs, wetlands, and creeks shall only be allowed if the reductions in minimum required habitat buffers are necessary for the construction of public works that cannot feasibly be provided outside the required habitat buffer. In order to approve reductions of minimum required habitat buffers, all of the findings in subsection C. below shall be made.
- C. A reduction of minimum required habitat buffers shall only be allowed if all of the following findings can be made:
- i. The granting of the reduction of minimum required habitat buffer will not be materially detrimental to the public welfare or be injurious to other property or improvements in the same vicinity;
 - ii. The development conforms to the City's Zoning Ordinance;
 - iii. Reductions of minimum required habitat buffers are minimized to the extent feasible through siting and design, including minimizing the development area and siting of the development as far away from the ESHA, creek, or wetland as feasible;
 - iv. Feasible modifications to required development standards that are not related to ESHA, wetland, and creek protection are included in the project to avoid or minimize impacts to ESHAs, wetlands, creeks, or habitat buffers;
 - v. For creeks, the reduced habitat buffer is of sufficient size to avoid hazards from creek erosion and floodways over the economic life of the structure and the project is consistent with the limitations contained in Policy 4.1-9 *Substantial Alteration of Creeks*;
 - vi. The reduced habitat buffer, in combination with siting, design, or other mitigation measures, will not significantly degrade ESHAs, wetlands, creeks, or other coastal waters; and
 - vii. Mitigation measures have been incorporated into the project to avoid, minimize, and/or reduce impacts to ESHAs, wetlands, or creeks. Such measures include, but are not limited to restoration or enhancement of disturbed areas, and removal of non-native and/or invasive plant species. An ESHA, wetland, or creek restoration plan shall be required.
- D. A planner consultation that includes review by a City Environmental Analyst and the City Creeks Division shall be required prior to acceptance of any Coastal Development Permit (CDP) application

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that includes a request for a reduction of minimum required habitat buffers.

- E. A biological evaluation pursuant to Policy 4.1-42 *Biological Evaluations and Wetland Delineations* to assess short-term, long-term, and cumulative impacts shall be required for all requests for a reduction of minimum required habitat buffers. Some evaluations may require peer review by a qualified biologist or equivalent technical specialist(s) in order to be deemed adequate. The City may impose a fee on applicants to recover the cost of review of evaluations.
- F. For creeks, requests for reductions in minimum required habitat buffers shall also require a soils and hydrology evaluation completed by a hydro-geomorphologist or equivalent technical specialist(s) that analyzes the distance from the top of creek bank that might reasonably be expected to erode over the expected life of the principal structure without new creek bank stabilization. Some evaluations may require peer review by a hydro-geomorphologist or equivalent technical specialist(s) in order to be deemed adequate. The City may impose a fee on applicants to recover the cost of review of evaluations.

Management of ESHAs, Wetlands, Creeks, & Habitat Buffers

Policy 4.1-19 Plantings in ESHAs, Wetlands, Creeks, and Habitat Buffers.

- A. Planting of any plant species listed as problematic, a noxious weed, or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, the State of California, or the Federal Government shall be prohibited in all ESHAs, wetlands, creeks, and required habitat buffers unless a plant species is necessary for the habitat restoration of a sensitive species (e.g., monarch butterfly).
- B. Plantings in ESHAs, wetlands, and creeks shall be with native species appropriate to the habitat type, except where restoration of a specific sensitive species habitat requires use of other plant species (e.g., monarch butterfly habitat). Plantings shall be drought tolerant except where inappropriate for the given habitat type (e.g., creek beds and wetlands). For creeks and wetlands, planting should be from local genotypes collected locally.
- C. Plantings in required habitat buffers shall be compatible with the continuation and enhancement of the habitat area and consist primarily of native, drought-tolerant species, unless certain plantings are necessary for the restoration of a sensitive species or habitat (e.g., monarch butterfly).

Policy 4.1-20 Native Tree Protection. Development shall be sited and designed to preserve to the extent feasible native trees within ESHAs, wetlands,

creeks, and required habitat buffers that have at least one trunk measuring four inches (4") in diameter or greater at four feet six inches (4'6") above grade in height. Removal or encroachment into the root zone of these native trees shall be prohibited except where no other feasible alternative exists. If there is no feasible alternative that can prevent tree removal or encroachment, then the alternative that would result in the least adverse impacts to native trees and that would not result in additional adverse impacts to other coastal resources shall be required. Adverse impacts to native trees shall be fully mitigated as required by the Coastal LUP, with priority given to on-site mitigation. Mitigation shall not substitute for implementation of the feasible project alternative that would avoid impacts to native trees.

Policy 4.1-21 Vegetation Management for Fire Hazard Reduction.

- A. Vegetation management programs to reduce fire fuel loads, as well as project-related landscape and maintenance plans, shall protect and preserve ESHAs, wetlands, and creeks and balance fire risk reduction benefits with possible aesthetic, habitat, and erosion impacts to the extent feasible. Potential adverse environmental impacts resulting from fuel management activities shall be avoided or minimized as feasible.
- B. Where vegetation management in ESHAs, wetlands, creeks, and required habitat buffers is required by the City Fire Department to meet City Fire Code Defensible Space Requirements for existing structures in High Fire Hazard Areas, the vegetation management shall be the minimum necessary to meet the City Fire Department requirements and shall be designed to minimize erosion and impacts on habitat values.
- C. New development and substantial redevelopment shall be sited to ensure that vegetation management to reduce fire risks (including clearing, landscaping, irrigating, and thinning) does not intrude within any ESHAs, wetlands, or creeks. Vegetation management necessary to meet City Fire Code Defensible Space Requirements for a new or substantially redeveloped primary structure may occur within habitat buffers to ESHAs, wetlands, or creeks, only when all of the following criteria is met:
 - i. There is no feasible alternative to site and design the primary structure such that fuel modification is located completely outside of the required habitat buffer;
 - ii. Encroachment into the habitat buffer is minimized to the extent feasible through siting and design of structures;
 - iii. Thinning and clearing are the minimum necessary to meet the City Fire Department requirements; and
 - iv. The vegetation management is designed to avoid habitat and erosion impacts.

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- D. New and substantially redeveloped accessory structures shall be sited to ensure that vegetation management necessary to meet City Fire Code Defensible Space Requirements does not occur within habitat buffers to ESHAs, wetland, or creeks.
- E. Applications for new development or substantial redevelopment near or adjacent to ESHAs, wetlands, and creeks in High Fire Hazard Areas shall include a landscaping and vegetation management plan demonstrating compliance with this policy for review by the City's Fire Department and the Environmental Analyst.

Policy 4.1-22 Fencing, Walls, and Barriers. Allowed fencing, walls, or other types of barriers in ESHAs, creeks, and habitat buffers shall be wildlife-safe and wildlife-permeable, to the extent feasible. Any permanent fencing, walls, or barriers shall provide the maximum feasible habitat buffer from the habitat and should be located a minimum of 35 feet from the top of bank of any creek to the extent feasible.

Policy 4.1-23 Exterior Lighting. When allowed, permanent exterior lighting adjacent to ESHAs, wetlands, and creeks shall be: limited to the extent feasible; restricted to low intensity fixtures; shielded; directed to the ground and away from ESHAs, wetlands, and creeks; and cause no light to trespass into habitat areas.

Policy 4.1-24 Habitat Linkages. Preserve, protect, and enhance habitat linkages through limitations on the type and intensity of new development and preservation of riparian corridors. Development in or adjacent to ESHAs, wetlands, and creeks shall be designed and constructed to ensure the safe movement by wildlife to the maximum extent feasible (such as through the clustering of structures, installation of bridged crossings of wetlands and creeks to replace culverts, etc.).

Policy 4.1-25 Access through ESHAs, Wetlands, and Creeks. Vehicle traffic through ESHAs, wetlands, and creeks outside of permitted access routes, staging areas, or roads shall be prohibited, except for emergency services or for permitted construction, maintenance, or flood control activities. Emergency services shall not include routine patrolling by private security forces. Where pedestrian or bicycle access through ESHAs or creeks is permitted, well-defined footpaths or other means of directing use and minimizing adverse impacts shall be used.

Policy 4.1-26 Mosquito Abatement. Mosquito abatement within ESHAs, wetlands, or creeks shall be limited to the implementation of the minimum measures necessary to protect human health and shall minimize adverse impacts to these resources. Larvacides used should be specific to mosquito larvae and should avoid impacts to non-target species, including fish, frogs, turtles, birds, and other insects or invertebrates. Mosquitofish should not be used in ESHAs, wetlands, or creeks.

Restoration

- Policy 4.1-27** Restoration of Habitats. Restoration and enhancement of ESHAs, wetlands, and creeks shall be encouraged.
- Policy 4.1-28** Creek Restoration. Where feasible, creeks should be restored and fish passage and habitat improved through methods such as removal of existing concrete lining, daylighting reaches of drainages that have been previously under-grounded, removal of fish barriers, laying back steep banks, and planting of native trees and shrubs on stream banks that will not significantly impede creek flows.
- Policy 4.1-29** Vegetation Management for Habitat Restoration. Vegetation management, including the removal of non-native vegetation, planting native species appropriate for the habitat type, weeding, supplemental plantings, and other maintenance measures for the purpose of habitat restoration or enhancement may occur within ESHAs, wetlands, creeks, and required habitat buffers pursuant to a City-approved habitat restoration plan, unless removal of the non-native vegetation would impact a sensitive species (e.g., monarch aggregation sites).
- Policy 4.1-30** Habitat Buffers from Restored Areas. Where an area not considered an ESHA, wetland, or creek is successfully restored or enhanced, additional habitat buffers shall not be required from the expanded habitat area. This policy does not apply to restoration of habitats that were temporarily disturbed by natural disaster, illegally removed or disturbed, or habitats restored as mitigation for impacts to ESHAs, wetlands, and creeks pursuant to Policy 4.1-13 *Mitigation of Impacts to ESHAs, Wetlands, and Creeks*.

Land Divisions

- Policy 4.1-31** Land Divisions. Land divisions and conditional certificates of compliance subject to the provisions of the Coastal LUP shall only be permitted if the development area of each parcel, including access roads/driveways and any fuel modification areas necessary to meet Fire Code Defensible Space Requirements for structures, is located outside of any ESHA, wetland, creek, or required habitat buffer areas. Lot line adjustments shall only be permitted if the development area of each parcel, including access roads/driveways, and any fuel modification areas necessary to meet Fire Code Defensible Space Requirements for structures is located outside of any ESHA, wetland, creek, or required habitat buffers areas or, if that is not feasible, when the lot line adjustment would result in less adverse impacts to ESHAs, wetlands, or creeks than the existing lot configurations.

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Beaches

- Policy 4.1-32** Beach Grooming and Disturbance of Wrack. Grooming and other disturbance activities on the beach shall be implemented in a manner to avoid the removal or disturbance of wrack (seaweed or other vegetation cast on the shore) to the extent feasible. All mechanized beach grooming should be restricted to dry sand area only and should not occur any closer to the ocean than ten feet landward of the predominant wrack line or the mean high tide line, whichever is further landward. Wrack should not be removed seaward of the predominant wrack line or the mean high tide line during grooming activities unless debris is entangled in the wrack that poses a threat to public safety or if the wrack is found to otherwise pose an immediate threat to public health and safety.
- Policy 4.1-33** Avoidance of Sensitive Species on Beaches. New development, including but not limited to grooming and other disturbance activities, on the beach shall be designed to avoid impacts to any western snowy plovers, grunion (including grunion eggs), least terns, or other sensitive species present through timing of implementation, biological surveys, signage, temporary fencing, or other avoidance measures recommended by a qualified biologist and which are consistent with the policies of the Coastal LUP, including policies protecting public access to and along the shoreline.
- Policy 4.1-34** Overwintering Western Snowy Plover Roosting Areas. New development consisting of temporary events, public restrooms and showers, beach volley ball courts, and other similar minor, at-grade, easily removable recreational equipment, shall avoid areas typically used by overwintering western snowy plover for roosting during the times that the birds are typically present (overwintering season). The number, size, and location of protected roosting areas shall be determined prior to each western snowy plover overwintering season based on the monitoring data from all available prior years (with the most weight given to the last three years of data) in consultation with a qualified biologist who has experience working with western snowy plover.
- Policy 4.1-35** Motorized Vehicle Access to Beaches. Access to beach areas by motorized vehicles, including off-road vehicles, shall be prohibited, except for permitted beach grooming, emergency services, lifeguard services, or for construction, maintenance, or flood control activities approved through a Coastal Development Permit. Emergency services shall not include routine patrolling by private security forces.

*Birds***Policy 4.1-36** Bird Breeding and Nesting.

- A. Activities that could impact nesting or breeding birds (including tree trimming, tree removal, construction activities, noise, vibration, or lighting) within or adjoining ESHAs, creeks, wetlands, special wildlife areas, or known nesting or breeding areas shall be prohibited during the nesting and breeding season for birds (February 1-August 30) where feasible.
- B. If it is not feasible to complete such work outside the bird nesting and breeding season, then work may be approved subject to a condition requiring bird nesting and breeding surveys. These surveys should be performed by a qualified biologist no more than fourteen calendar days prior to the start of any activities that could impact nesting or breeding birds. If active nesting or breeding is found, activities that could impact the nesting birds shall be prohibited until any active nest is vacated. If any activities must occur to remediate an imminent danger, measures shall be implemented to avoid and minimize impacts to nesting birds.
- C. In the event that an active nest not previously identified is discovered during any tree trimming, tree removal, or construction activity, the contractor shall immediately cease all activities in the area of operations and shall notify the City's Environmental Analyst. Thereafter, a qualified biologist must inspect the site and follow the abovementioned procedures to protect the nesting birds.

Policy 4.1-37 Bird Safe Buildings. All new development or substantial redevelopment within 100 feet of ESHAs, wetlands, creeks, or open space shall provide bird-safe building design features in order to reduce potential for bird strikes. Design features include minimizing the amount of untreated glass or glazing on the building façade; incorporating glazing treatments to ensure that large areas of glass are visible to birds; ensuring that building edges of exterior courtyards and recessed areas are clearly defined; using opaque materials and non-reflective glass; siting trees and other vegetation to avoid or obscure reflection on building facades; designing buildings to minimize light spillage and maximize light shielding to the maximum feasible extent; and avoiding the use of "bird traps" such as glass courtyards, transparent building corners, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent glass balconies. Where any such "bird traps" may exist in buildings proposed for remodeling or redevelopment, design and site landscaped areas, including patios and interior courtyards, to avoid these areas.

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DEFINITIONS & PROCEDURES

Policy 4.1-38 Creek Defined. “Creek” is a topographic feature that at least periodically conveys water through a bed or channel having banks. The major creeks are generally shown on Figure 4.1-3 *Minimum Habitat Buffers for Major Creeks*. A methodology for determining the top of bank of creeks is included in Appendix 8.1 *Determining Creek Top of Bank*.

Policy 4.1-39 Wetlands Defined. As outlined in Coastal Act Section 30121, wetlands are lands within the Coastal Zone that may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. As detailed in Section 13577(b)(1) of the California Code of Regulations, wetlands shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within or adjacent to vegetated wetlands or deep-water habitats. Any areas that meet these definitions are wetlands and shall be accorded all of the protections provided for wetlands in the Coastal LUP, whether or not they were previously identified or mapped.

Policy 4.1-40 Environmentally Sensitive Habitat Areas Defined. As defined in Coastal Act Section 30107.5, areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments are Environmentally Sensitive Habitat Areas (ESHAs).

Policy 4.1-41 ESHA Determinations.

- A. Identification of ESHAs shall be made on a case-by-case basis based upon site-specific evidence provided by a biological report prepared in accordance with Policy 4.1-42 *Biological Reports and Wetland Delineations*, and in consultation with a City Environmental Analyst. Any areas that meet the criteria outlined in Policy 4.1-40 *Environmentally Sensitive Habitat Areas Defined* shall be afforded all of the protections provided for ESHAs in the Coastal LUP, whether or not they have been previously identified or mapped.
- B. Any determination of the location or extent of ESHAs must address:
 - i. *Rare Species or Habitats.* The first test to determine whether a habitat is an ESHA is whether a habitat or species (and its associated habitat) is rare. The California Natural Diversity

Database (CNDDDB) is a state depository of lists of rare plant and animal species and rare natural communities (e.g., habitats, vegetation communities), generated by an array of regional, state, national, and international sources that are vetted, maintained, and continually updated by the Biogeographic Branch of the California Department of Fish and Wildlife (CDFW). The species and habitats on the following lists are considered rare:

- a. Federal and state listed Rare, Threatened, and Endangered Species;
 - b. Plants, animals, and natural communities ranked global or state G1 or S1 (critically imperiled), G2 or S2 (imperiled), or G3 or S3 (vulnerable to extirpation or extinction) by the California Department of Fish and Wildlife's Natural Diversity Database and NatureServe;
 - c. California Fully Protected Species, California Species of Special Concern, and their habitats;
 - d. California Native Plant Society (CNPS) plant species designated 1B (rare or endangered in California and elsewhere), and 2 (rare, threatened, or endangered in California but more common elsewhere); and
 - e. Federal and state plants, animals, and natural communities that are candidates for listing or delisting.
- ii. *Especially Valuable Species or Habitats.* A second test to determine whether a habitat is an ESHA is whether a species or habitat is especially valuable because of its special nature or role in an ecosystem. Areas may be valuable because of their "special nature," such as being an unusually pristine example of a habitat type, containing an unusual mix of species, supporting species at the edge of their range, or containing species with extreme variation. Habitats or species may also be considered valuable because of their special "role in the ecosystem" because they provide habitat for endangered species, protect water quality, provide essential corridors linking one sensitive habitat to another, or provide critical ecological linkages such as the provision of pollinators or crucial trophic connections. While all species play a role in their ecosystem that is arguably "special," for a habitat or species to be considered an ESHA, its role must be considered "especially valuable;"
 - iii. *Potential for Human Induced Disturbance or Degradation.* Thirdly, ESHAs are those areas that could be easily disturbed or degraded by human activities and developments. In most areas of coastal California affected by urbanization, native plants, animals, and natural communities are in danger of direct loss or

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significant degradation as a result of many factors related to anthropogenic changes; and

- iv. *Habitat Quality*. Finally, judgment of the viability and quality of a habitat area must be conducted by a qualified biologist, ecologist, or resource specialist on a case-by-case basis, taking into account the physical and biological conditions and requirements necessary for the health and sustainability of the respective species or habitat. Such consideration includes assessment of the following criteria:
 - a. Size of the population or habitat;
 - b. Evidence of population/habitat health (sprouts, seedlings, adult individuals of reproductive age);
 - c. Level of isolation/fragmentation;
 - d. Connectivity to other natural areas/open space;
 - e. Level of disturbance/degradation of the area;
 - f. Invasive, non-native species;
 - g. Disease or insect damage; and
 - h. Anthropogenic disturbance (development, grading, ornamental plants, agriculture, livestock, etc.).

Certain habitats in specific locations may not be ESHAs because they are extremely degraded, too small to be sustainable, have been taken over by invasive and non-native species, or are so isolated or fragmented that they are not viable in the long term or do not have substantial habitat value or a special role in the ecosystem. However, some habitats, like coastal estuaries, wetlands, creeks, and many riparian areas, are so rare or play such an important role in the ecosystem that they should be considered ESHAs, even if significantly degraded. It is important to note that while habitat viability and quality are factored into decisions as to whether an area is an ESHA, once an area has been determined to be an ESHA, all the policies protecting ESHA in the Coastal LUP apply regardless of the quality of the ESHA.

- C. Habitat types that could potentially occur in the City of Santa Barbara's Coastal Zone that usually meet the definition of an ESHA include, but are not limited to, the list below. General areas where these habitat types have the potential to occur are shown on Figure 4.1-1 *Potential Vegetation Communities*. For any particular area, site-specific evidence may indicate that the site does not meet the definition of an ESHA. Conversely, there are areas not contained in the following list that could be determined by site-specific evidence to meet the definition of an ESHA. The status and presence of certain habitats within the City is also subject to change over time.

- i. Estuaries and Lagoons.
- ii. Wetlands.
- iii. Creeks and Streams.
- iv. Riparian Areas.
- v. Southern Coastal Bluff Scrub.
- vi. Coastal Sage Scrub or Chaparral that:
 - a. Supports sensitive species;
 - b. Is within or adjacent to creeks, riparian, or wetland ESHAs and is an important component in the functioning of these habitats; or
 - c. Is a vegetation association or alliance with a global or state ranking of 1, 2, or 3 on the California Department of Fish and Wildlife's Natural Diversity Database or NatureServe.
- vii. Perennial Grasslands (Coastal Prairie).
- viii. Oak Woodlands.
- ix. Southern Foredune.
- x. Western Snowy Plover Nesting Habitat.
- xi. White-Tailed Kite Nesting and Communal Roosting Habitat.
- xii. Monarch Butterfly Autumnal and Winter Roost Sites.

Policy 4.1-42 Biological Evaluations and Wetland Delineations.

- A. Development proposals within or with the potential to impact any habitat that could potentially meet the definition of ESHA, wetland, or creek shall include a biological evaluation and/or wetland delineation. This shall include, but not be limited to, any new development or substantial redevelopment proposed within minimum required habitat buffers outlined in Policy 4.1-15 *ESHA, Wetland, and Creek Habitat Buffers*.
- B. The following information may trigger the requirement for a biological evaluation: Figure 4.1-1 *Potential Vegetation Communities*, Figure 4.1-2 *Potential Wildlife and Special Status Species Areas*, Master Environmental Assessment maps maintained by the City's Community Development Department of potential biological resources, California Natural Diversity Database (CNDDB) query indicating potential presence of sensitive species or habitats, any existing biological impact assessments for the area, and field site conditions.
- C. A full biological evaluation may not be needed if initial field review of the proposed development site shows no evidence of mapped or

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suspected resources, or if the development proposed is one of the following and would not impact ESHAs, creeks, and wetlands:

- i. Repair, maintenance, or alteration of an existing structure that does not extend the existing structure footprint and is not considered substantial redevelopment; and
 - ii. Addition to an existing structure where the addition itself and any additional fuel modification needed is outside of minimum required habitat buffers outlined in Policy 4.1-15 *ESHA, Wetland, and Creek Habitat Buffers*.
- D. A City Environmental Analyst shall determine if and when a biological evaluation conducted by a qualified biologist or resource specialist is required pursuant to this policy, the scope of evaluation, and the adequacy of any submitted evaluations prior to consideration of any Coastal Development Permit. Some evaluations may require peer review by a technical specialist in order to be deemed adequate. The City may impose a fee on applicants to recover the cost of review of proposed biological evaluations.
- E. Where required pursuant to this policy, the applicant shall submit a biological evaluation, prepared by a qualified biologist or qualified resource specialist that includes, at a minimum, the following components, unless the scope of the assessment is modified by the Environmental Analyst based on specified reasons (e.g., existing information or site conditions):
 - i. A project and site description, including the following:
 - a. A description of the proposed project;
 - b. A detailed map of the project location and study area that identifies topographic and landscape features and includes a north arrow and bar scale;
 - c. A written description of the biological setting, including: vegetation and structure of the vegetation; geological and hydrological characteristics; and land use or management history;
 - d. A list of potential special status species or natural communities;
 - e. A delineation of the extent and condition of any ESHA, creeks, wetlands, and other biological resources, including rare or sensitive species;
 - f. A list of all taxa occurring on the project site. Identify plants to the taxonomic level necessary to determine whether or not they are a special status species; and

- g. Natural communities should be identified and mapped using the Manual of California Vegetation by Sawyer et. al. 2009 or subsequent editions.
- ii. A detailed description of survey methodology and results, including the following:
 - a. Dates of field surveys (indicating which areas were surveyed on which dates), name of field investigator(s), and total person-hours spent on field surveys;
 - b. A discussion of how the timing of the surveys affects the comprehensiveness of the survey;
 - c. A description of the area surveyed relative to the project area;
 - d. Any use of existing surveys and a discussion of applicability to this project; and
 - e. A discussion of the potential for a false negative survey.
- iii. An assessment of potential impacts, including the following:
 - a. A discussion of the significance of special status plant and animal populations in the project area considering nearby populations and total species distribution;
 - b. A discussion of the significance of special status natural communities in the project area considering nearby occurrences and natural community distribution;
 - c. An analysis of potential impacts of the project on biological resources, creeks, and wetlands pursuant to the biological resource protection policies of the Coastal LUP;
 - d. Recommendations for siting, habitat buffers, design, development size, and other project alternatives to avoid or, where avoidance is infeasible, minimize biological resource impacts; and
 - e. Recommendations on construction timing and methods, habitat restoration and enhancement, and other feasible mitigation measures to avoid and minimize impacts of the project.
- iv. Where preliminary assessment indicates the presence or potential for wetland species or indicators, a delineation of wetland areas based on the definition of wetland boundaries contained in Policy 4.1-39 *Wetlands Defined*;
- v. Where trees could be impacted, a tree protection plan (including, but not limited to, siting and design alternatives, construction methods, and mitigation measures designed to avoid, minimize, or offset tree impacts consistent with Policy 4.1-20 *Native Tree Protection*); and

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- vi. Where development has the potential to impact habitats or special status species under the jurisdiction of the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration Fisheries, U.S. Army Corps of Engineers, or any other resource management agency, the biological assessment evaluation shall adhere to any applicable agency protocols or survey methodologies.

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4.2 WATER QUALITY

PHOTO: SANTA BARBARA SHORE WAVES

Coastal Act policies related to Water Quality that are relevant to Santa Barbara include the following:

Section 30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

INTRODUCTION

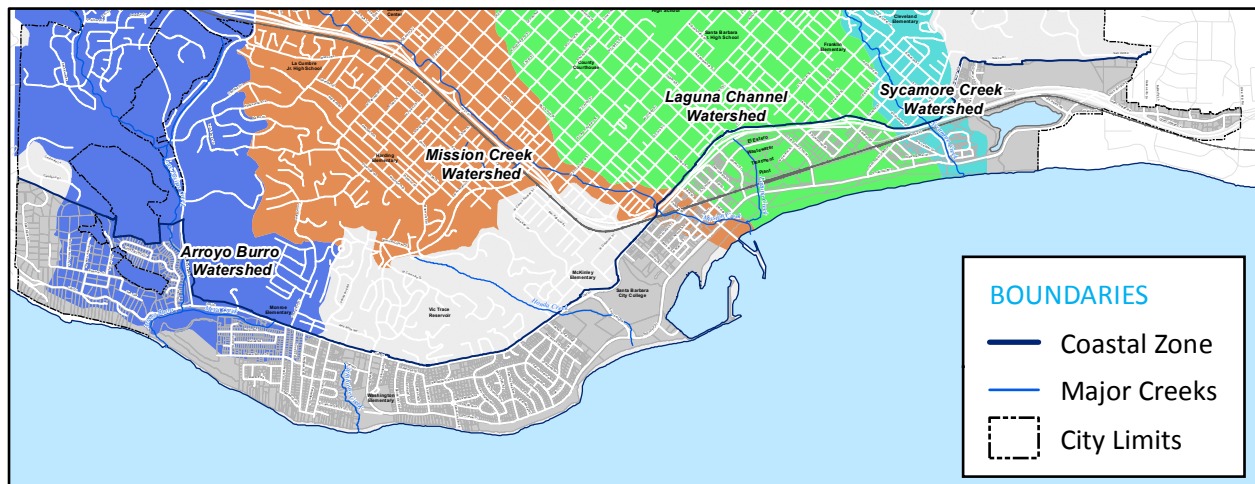
The Coastal Act provides that new development must protect the biological productivity and quality of coastal waters (offshore ocean and marine intertidal areas), streams, wetlands, estuaries, and lakes. The Coastal LUP achieves these goals through 1) identifying impaired water bodies and sources of water quality problems; 2) providing policies that identify City planning efforts and programs aimed at protecting water

quality, including storm water management programs; and 3) providing development standards and management techniques to avoid water quality impacts and prevent polluted runoff from entering coastal waters, streams, wetlands, estuaries, and lakes. Chapter 4.1 *Biological Resources* addresses policy and development standards for environmentally sensitive habitat areas, wetlands, estuaries, open coastal waters, and creeks, including required habitat buffers to these resources.

WATER QUALITY

The water quality of City creeks, wetlands, estuaries, lakes, groundwater basins, and marine waters is affected by a number of factors. Some factors are natural, such as oceanographic processes, erosion, atmospheric deposition, and freshwater inflow. Other factors stem from human activities and development, such as urban storm water runoff, offshore oil development activities, municipal wastewater outfalls and other discharges, toxic algae blooms, and debris. These factors can contribute to the increased presence of nutrients, trace metals, pesticides, synthetic organic contaminants, petroleum products, and pathogens in ocean waters and sediments.

FIGURE 4.2-1 WATERSHEDS OF MAJOR CREEKS



Local Resources & Issues

Watersheds & Creeks

Santa Barbara contains four major watersheds. These watersheds are drained by Arroyo Burro, Mission Creek, Laguna Channel, and Sycamore Creek. Two other smaller watersheds, Arroyo Honda and Lighthouse Creek, drain much of the Mesa Component Area.

The three largest creeks originate on the south face of the Santa Ynez Mountains, generally at elevations of 2,000 to over 3,000 feet above mean sea level (MSL). Each of these major watersheds, particularly those of Arroyo Burro and Mission Creek, drain large natural undeveloped areas within the Santa Ynez Mountains and Los Padres National

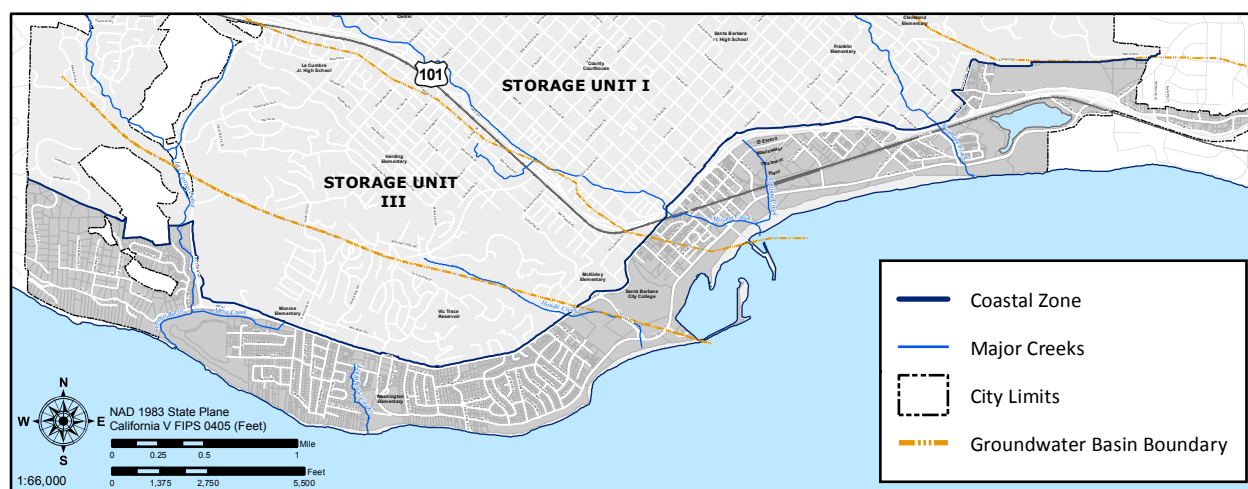
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Forest, as well as urbanized areas within the City. With the exception of some undeveloped canyons of the south face of the Riviera, Laguna Channel drains an almost entirely urbanized watershed. Tidal estuaries at Arroyo Burro and Mission Creek are each approximately two acres in size.

In the urbanized areas of the City, drainage to all of these major and minor creeks is fed by runoff from roadway gutters that empty into a network of urban storm drains.

The three largest creeks within the City are seasonal over most of their reaches, with higher flows occurring during winter and spring. In drought years, segments of these creeks or their tributaries may not flow, while in wet years, near-perennial flow may be maintained.

FIGURE 4.2-2 GROUNDWATER BASINS



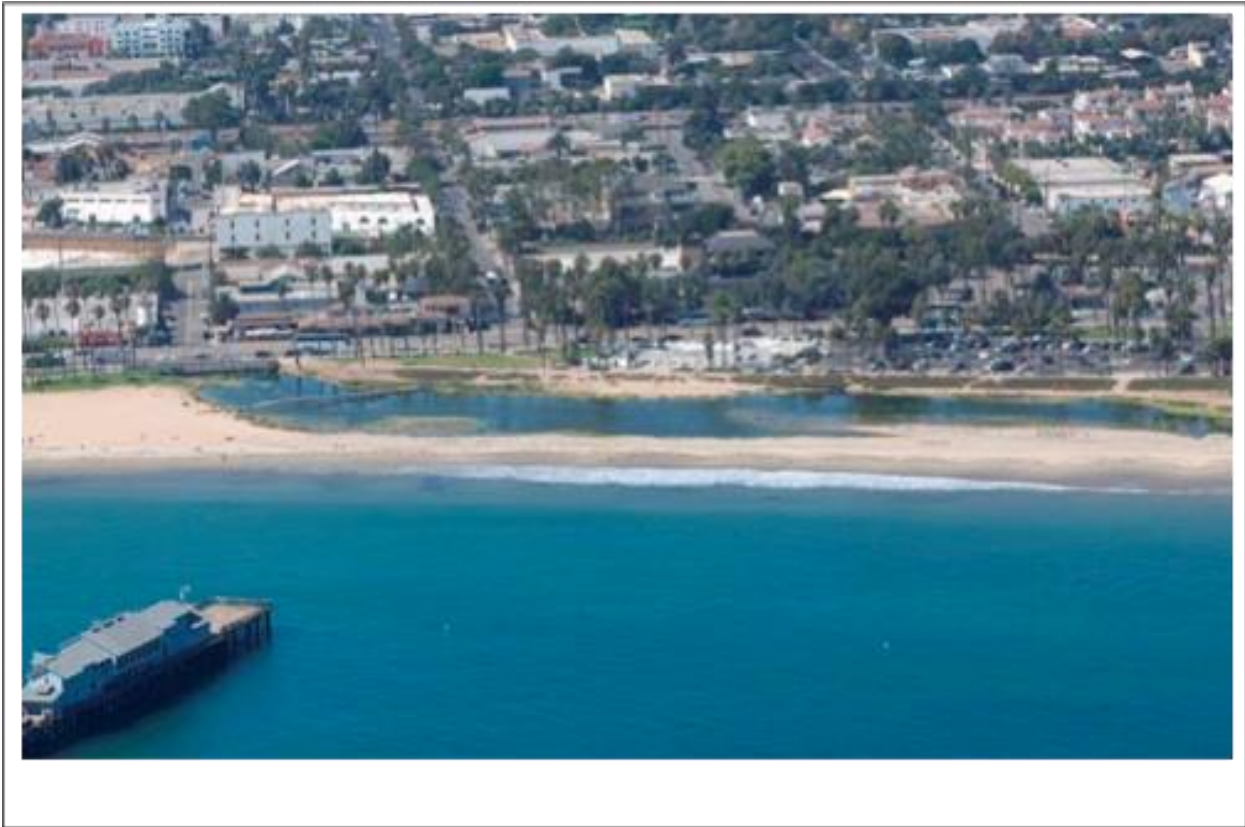
Groundwater

Storage Units I and III of the Santa Barbara Basin underlie the City of Santa Barbara's Coastal Zone.

The Santa Barbara Basin is typically overlain by relatively permeable and unconsolidated alluvium and debris flow deposits eroded from the mountains. Runoff percolates through these deposits to replenish the underlying aquifers, and groundwater percolates through underlying rocks, fractures, and faults to form deeper aquifers.

Long-term average annual pumping of the Foothill Basin and Storage Unit I Basin has been estimated at 1,083 acre feet per year under the Long Term Water Supply Plan. Storage Unit III (located generally in the Westside area) has the potential for limited production, though water quality is relatively poor. During periodic droughts, as surface water supply diminishes, the City increases groundwater pumping. Seawater intrusion into Storage Unit I can occur because the groundwater basin is in contact with seawater that can flow into the basin during periods of heavy pumping. However, the City manages its groundwater resources, including recharging the basin, when surface supplies are ample, utilizing a Multiple Objective Optimization Model (developed by USGS) to estimate pumping levels that represent a compromise between maximizing production and

minimizing seawater intrusion, as well as drilling additional wells inland to reduce the risk of seawater intrusion. The City continues to be vigilant about monitoring seawater intrusion.



MISSION CREEK AND EAST BEACH (SHOWN HERE) ARE INCLUDED ON CALIFORNIA'S 303(D) LIST BECAUSE THEY HAVE NOT MET WATER QUALITY STANDARDS DEFINED IN THE CENTRAL COAST BASIN PLAN.

Estuarine & Marine Resources

Santa Barbara's coastal waters and tidelands have long been recognized as habitats of especially high biological productivity. Habitats include estuaries (see above in Watersheds & Creeks), rocky shores, coast beaches, sand flats, open ocean water, as well as kelp beds and reefs.

Directly off Santa Barbara's south-facing shore and framed by the Northern Channel Islands is the Santa Barbara Channel. The Channel is known for its nutrient-rich waters that support a wealth of marine plants and animals. The area around the islands is protected as a National Marine Sanctuary and hosts 19 Marine Protected Areas.

Polluted Water Bodies

Acting under Sections 305(b) and 303(d) of the Federal Clean Water Act (CWA), the Central Coast Regional Water Quality Control Board (RWQCB) has designated 13 beneficial uses for water bodies within the City of Santa Barbara in the Central Coast Basin Plan (Table 4.2-1 *Designated Beneficial Uses of Santa Barbara Creeks*). These water bodies must meet the objectives for protection and improvement of water quality as defined within the Basin Plan.

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Table 4.2-1 Designated Beneficial Uses of Santa Barbara Creeks

| Beneficial Uses | Arroyo Burro Estuary | Arroyo Burro | Mission Creek | Laguna Channel (Waste Slough) | Sycamore Creek | Andrée Clark Bird Refuge |
|---|----------------------|--------------|---------------|-------------------------------|----------------|--------------------------|
| Municipal and Domestic Supply | | X | X | | X | |
| Agricultural Supply | | | | | X ¹ | |
| Ground Water Recharge | | X | X | X | X | |
| Water Contact Recreation | X | X | X | X | X | X |
| Non-Contact Water Recreation | X | X | X | X | X | X |
| Wildlife Habitat | X | X | X | X | X | X |
| Cold Freshwater Habitat | | | X | | X | |
| Warm Freshwater Habitat | X | X | X | X | X | X |
| Migration of Aquatic Organisms | | | X | | X | |
| Spawning, Reproduction, and/or Early Development | X | X | X | X | X | |

¹ Agricultural uses are not located in the Coastal Zone along Sycamore Creek.

| Beneficial Uses | Arroyo Burro Estuary | Arroyo Burro | Mission Creek | Laguna Channel (Waste Slough) | Sycamore Creek | Andrée Clark Bird Refuge |
|--|----------------------|--------------|---------------|-------------------------------|----------------|--------------------------|
| Preservation of Biological Habitats of Special Significance | | X | | | | X |
| Rare, Threatened, or Endangered Species | | X | X | | X | X |
| Estuarine Habitat | X | | X | | X | |
| Freshwater Replenishment | | X | X | | X | |
| Commercial and Sport Fishing | X | X | X | X | X | X ² |
| Shellfish Harvesting | | | | | | X ³ |

Source: Central Coast RWQCB 2011, City Water Resources Division 2014

Table 4.2-2 Existing Beneficial Uses of Coastal Waters

| Coastal Water | Santa Barbara Harbor | Beach Parks |
|-------------------------------------|----------------------|-------------|
| Water Contact Recreation | X | X |
| Non-Contact Water Recreation | X | X |
| Industrial Service Supply | X | |
| Navigation | X | X |

² Andrée Clark Bird Refuge does not support commercial and sport fishing.

³ Andrée Clark Bird Refuge does not support shellfish harvesting.

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| Coastal Water | Santa Barbara Harbor | Beach Parks |
|-------------------------------------|----------------------|-------------|
| Marine Habitat | X | X |
| Commercial and Sport Fishing | X | |

Source: Central Coast RWQCB 2011, City Water Resources Division 2014

Under Section 303(d) of the CWA, states are required to develop list of impaired water bodies that do not meet water quality standards defined in the Basin Plan. Water bodies in the City's Coastal Zone that periodically do not meet these standards are listed in Table 4.2-3 *Impaired Water Bodies in Santa Barbara in 2012 Integrated Report*. Potential pollutants of concern in these water bodies include coliform bacteria, petroleum products discharged off thousands of acres of parking lots and roadways, as well as sediment from new construction, agricultural development outside the Coastal Zone, and eroding hillsides⁴.

Table 4.2-3 Impaired Water Bodies in Santa Barbara in 2012 Integrated Report (Clean Water Act Section 303(d) List/305(b) Report)

| Waterbody | Pollutants | | | |
|---|--|----------------|----------------------|------------------|
| Arroyo Burro | <i>Escherichia coli</i> (<i>E. coli</i>) | Fecal Coliform | | |
| Pacific Ocean @ Arroyo Burro Beach | <i>Enterococcus</i> | Total Coliform | | |
| Pacific Ocean @ Leadbetter Beach | Total Coliform | | | |
| Mission Creek | <i>Escherichia coli</i> (<i>E. coli</i>) | Fecal Coliform | Low Dissolved Oxygen | Unknown Toxicity |
| Pacific Ocean @ Mission Creek | <i>Enterococcus</i> | Fecal Coliform | Total Coliform | |

⁴ Total maximum daily loads (TMDLs), the ultimate allowable discharge of each of these pollutants, have not yet been established by the RWQCB for these water bodies.

| Waterbody | Pollutants | | | |
|---------------------------------------|---------------------|----------------|--------|--|
| Sycamore Creek | Chloride | Fecal Coliform | Sodium | |
| Pacific Ocean @ Sycamore Creek | <i>Enterococcus</i> | | | |

Stormwater Runoff

Stormwater runoff is the single largest source of surface water pollution in the City, with elevated levels of pollutants occurring during the rainy season. Even when it is not raining, creek water quality is degraded due to dry weather urban runoff. Because stormwater runoff and dry weather runoff come from many diffuse sources, they are also called nonpoint source pollution.

Santa Barbara's Coastal Zone is located within the lower floodplains that once included native riparian forests. Most of the Coastal Zone is now developed with roads, parking lots, businesses, and buildings. The impermeable surfaces in these developments do not allow water to infiltrate into the ground. Instead, pollutants from human activities settle onto the impermeable surfaces, where they remain until a storm event washes them into nearby storm drains, creeks, and eventually the ocean. Common pollutants may include sediment, nutrients, pesticides, bacteria and viruses, metals, oil and grease, organic compounds, and gross pollutants such as trash. These pollutants impact stream ecosystems, potentially expose swimmers and surfers to infections and illness, and can lead to burdensome monitoring and mitigation requirements based on local, state, and federal clean water regulations.

City departments coordinate with the Central Coast Regional Water Quality Control Board (RWQCB) on the implementation of state and federal regulations. The RWQCB has jurisdiction over stormwater discharges from new development and redevelopment, and management of groundwater resources in the City, administered primarily through the Storm Water Management Program (SWMP) in compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II Small Municipal Separate Storm Sewer System (MS4) Storm Water Permit Program, and through the Groundwater Assessment and Protection program.

Although the California State Water Resources Control Board (SWRCB) and the RWQCBs are the lead water quality agencies in California, the California Coastal Commission also has a role to ensure that coastal waters are adequately protected from stormwater runoff. The Coastal Commission is required to apply all of the policies of the Coastal Act in its implementation of the Act, including those related to water quality. In addition, the Coastal Commission and the SWRCB are the lead agencies for implementing California's Nonpoint Source Program, in partnership with the nine RWQCBs.

In addition to state and federal surface water quality regulations, multiple City policies and programs are in place to minimize stormwater runoff and pollutants from

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development. Both construction and post-construction water quality protections are identified in the adopted City SWMP and updated Storm Water Best Management Practices Guidance Manual and are applied as conditions of approval for development projects. Several existing City stormwater policies require that post-development peak stormwater runoff discharge rates and volumes will not exceed the estimated pre-development conditions for new development and redevelopment requiring discretionary review. Where possible and appropriate, development projects are required to integrate on-site stormwater infiltration and detention facilities into site plans and to incorporate Best Management Practices (BMPs) to reduce runoff. This can significantly reduce the needed size of downstream stormwater facilities, such as channels, pipes, and treatment devices, and can help protect natural channels from erosion. City stormwater standards encourage the use of low-impact development site designs and require that runoff be treated to remove pollutants before being discharged from the parcel. Design guidelines for development near creeks and policies in Chapter 4.1 *Biological Resources* of the Coastal LUP require minimum creek buffers, provide water quality and creek protection, and encourage restoration in creekside development projects.

The Santa Barbara Municipal Code (SBMC) also has specific ordinances that prohibit illicit discharges to the storm drain system and the Harbor and provides for enforcement authority.

Water quality improvement projects, such as the replacement of impervious surfaces with permeable pavers and public education projects, are also ongoing by the City of Santa Barbara to improve water quality and reduce pollutants from both existing and future development.

Harbor & Stearns Wharf Operations

The Harbor and Stearns Wharf encompass approximately 252 acres. About two-thirds of the area is water, and one-third is land. The Harbor has 1139 slips and appurtenant boating services for commercial fishermen, recreational boaters, and others. The Harbor also includes parking facilities and dredging operations. The Harbor Commercial area includes nine major buildings housing a mix of coastal-dependent, coastal-related, and visitor-serving uses. There is also a mooring area off of East Beach. The Wharf primarily has visitor-serving commercial and recreational uses. These operations and services have the potential to be detrimental to ocean water quality if not properly managed.



BOAT IN THE HARBOR

The Waterfront Department manages two Clean Marina Programs. One is a multi-state, industry-sponsored certification program designed to reflect compliance with strict environmental and best management practices to prevent coastal water pollution. The Santa Barbara Harbor was certified in July 2006 and recertified in June 2011.

The other program, which has been in place since 2002, implements best management practices and other measures to provide a clean harbor environment for people, aquatic life, and seabirds. Waterfront staff reports annually to the Harbor Commission on this Program, which includes six elements:

- a. Facilities for Boaters to Prevent Pollution;
- b. Water Quality Monitoring;
- c. Best Management Practices to Prevent Pollution;
- d. Pollution Prevention and Abatement Projects;
- e. Education; and
- f. Compliance and Enforcement.

Water quality testing in the Harbor and in the East Beach Mooring Program area occurs twice yearly. Results remain consistent, indicating good water quality in both areas.

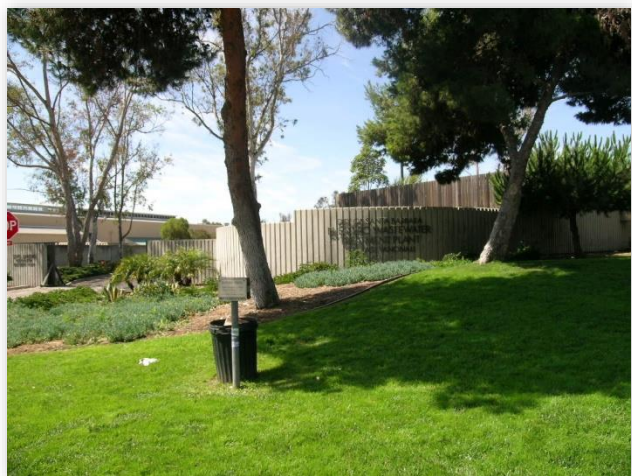
Oil Development

Oil wells existed on the Mesa until the 1950s, when oil production abruptly declined. A section of the City Charter adopted in 1967 prohibits any oil development within the City.

Just offshore, however, is the Santa Barbara Channel and its petroleum reserves. The oil industry was very active offshore in the state tidelands between 1959 and 1968, when several oil drilling platforms were installed, which are still in operation today. The first federal Outer Continental Shelf (OCS) lease in the Santa Barbara Channel was issued in 1966 and was followed by the installation of 19 platforms between 1967 and 1989.

In 1969, the largest oil blowout in the waters off California, and now the third-largest ever in the United States, occurred in the Santa Barbara Channel. Impacts from oil spills are well documented, including their effect on water quality. For these reasons, the City of Santa Barbara's legislative platform consistently opposes offshore oil development in the Santa Barbara Channel.

Natural oil seeps also have the potential to affect marine water quality.



EL ESTERO WASTEWATER TREATMENT PLANT

Effluent Discharge

With the exception of the Braemar neighborhood in the Arroyo Burro Component Area and Bellosguardo (formerly known as the Clark Estate), the Coastal Zone is served by the City's sanitary sewer system. The wastewater collection system feeds into El Estero Wastewater Treatment Plant located at 520 East

Yanonali Street, a full secondary-level treatment facility that uses an activated sludge treatment process to substantially degrade the biological content of the wastewater and remove most organic material. Treated wastewater is then chlorinated and dechlorinated prior to discharge. Tertiary treatment diverts a portion of the effluent for reuse. Treated effluent from this facility is discharged into the ocean 8,720 feet offshore at a water depth

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of 70 feet via a 48-inch diameter pipeline. The last 720 feet of the pipeline employ 4-inch diffusers that rapidly mix the freshwater with seawater, maintaining a minimum dilution factor of 120:1. As a result of the level of treatment, distance offshore, and the rapid mixing, the discharged effluent from El Estero Wastewater Treatment Plant meets or exceeds all requirements of its National Pollutant Discharge Elimination System (NPDES) permit.

Discharge from Large Vessels in the Channel

The Santa Barbara Channel is heavily used by international cargo vessels and occasionally cruise ships, which periodically anchor offshore of the City. The Clean Coast Act of 2005 prohibits the release of sewage, sewage sludge, oily bilge water, hazardous waste, and graywater within three nautical miles of shore by large vessels (with sufficient holding tank capacity) and cruise ships. Since March 2012, sewage discharge in marine waters of the state or a marine sanctuary by cruise ships (and other large vessels) is prohibited, with exceptions, by state and federal law. In addition, recent regulations instituted by the Channel Islands National Marine Sanctuary prohibit release of sewage and graywater by large vessels (with sufficient holding tank capacity) and cruise ships within Sanctuary waters. Therefore, sewage discharges from cruise ships and large vessels are generally prohibited in much, but not all, of the Channel. Before every cruise ship visit, the Waterfront Department requires the ship's captain to sign an "Environmental Declaration" stating that no discharge of garbage, treated sewage, or graywater shall occur within 12 nautical miles of the City of Santa Barbara, and that the ship's incinerator will not be used within such limits.

Toxic Harmful Algal Blooms

Toxic harmful algal blooms (HABs) are periods of rapid growth or blooms of certain algal species, mainly of two genera in California (*Alexandrium* and *Pseudo-nitzschia*). Some blooms produce harmful neurotoxins (e.g., domoic acid). While these toxins cause no direct harm to the shellfish that initially consume the algae, the shellfish serve as vectors that transfer the toxins to humans and other animals. The state monitors seafood toxin levels and closes shellfish harvesting to prevent poisoning in humans. Another major concern related to these HABs is depletion of dissolved oxygen in the water⁵ that can cause fish and invertebrate die-offs. The Waterfront Department's Emergency Response Plan includes detailed plans for responding to a fish die-off.

HABs are occurring more frequently. The cause of increased HABs is under investigation; however, studies have identified a possible link between land use trends creating changes in runoff (e.g., increased fertilizer use in agriculture, coastal development) and HABs. Air pollution composed of oxides of nitrogen and sulfur gases, as well as particulate matter (soot), can be directly (via wet deposition, also known as acid rain) or indirectly (via dry

⁵ HABs contribute somewhat to oxygen depletion by establishing a physical barrier to gas exchange at the water surface, but more dramatically when the algal cells die in large numbers and are digested by aerobic bacteria.

deposition that subsequently is washed into waterways) released, transported, and deposited into the ocean, thereby providing a significant source of excess nutrients.

As a part of the Clean Marina Program, the Waterfront Department tests dissolved oxygen (D/O) levels in the Harbor to predict and report low-oxygen events, which can indicate the presence of harmful algal blooms. When D/O levels are dramatically low, the Department posts advisory notices at marina gates so crab and lobster fishermen who store their catch in receivers can move them outside the Harbor to avoid “dead loss.” Fishermen are encouraged to alert the Department immediately if they experience high dead-loss, so staff can test D/O levels.

Marine Debris

Marine debris, especially plastic, is an issue throughout the world’s oceans. In the Santa Barbara Channel, much of this debris winds up on the shorelines of the mainland and the Channel Islands. Volunteers from several organizations conduct an annual debris clean-

up effort at the Islands, removing over two tons of debris in 2017 comprised primarily of derelict fishing gear. Residents of the City contribute to the marine debris through litter that finds its way to the ocean through stormwater, wind, and wave action. The City participates in public awareness campaigns such as the “Where’s Your Bag?” campaign, in cooperation with Channelkeeper and other organizations.



SANTA BARBARA HARBOR

The City has existing efforts aimed toward reducing such debris, including installation of metal screens and public information signs at storm drains, prohibitions on single-use plastic bags by certain stores, public education campaigns to educate and encourage shoppers

to use reusable bags, and consideration of an ordinance to prohibit the use of expanded polystyrene foam food containers and restrict the distribution of materials such as straws, eating utensils, condiment packages, etc. within the City. The City, through its Waterfront Department and Parks and Recreation Department, removes waterside debris, trash found within creeks, trash, and beach litter along the shoreline from East Beach to Leadbetter Point, as well as other locations, as needed. Additional programs include Harbor and beach clean-up after storms, high winds, and special events. The Waterfront Department also manages an Operation Clean Sweep Program that utilizes volunteer divers and dock workers to remove seafloor debris. These activities result in many tons of debris removed from coastal areas each year.

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WATER QUALITY POLICIES

CITY PLANNING EFFORTS & PROGRAMS

Water Quality Improvement

- Policy 4.2-1** Enforcement of Water Quality Laws. Support and encourage the enforcement of all rules and regulations enacted for the purposes of protecting and restoring water quality, preserving and protecting freshwater and marine resources, maintaining sustainable populations of freshwater and marine organisms, and maintaining the quality of the freshwater and marine environment for the protection of human health.
- Policy 4.2-2** Cooperate to Promote BMPs. Cooperate with local, state, and federal governmental agencies to implement Best Management Practices (BMPs) that promote infiltration of runoff from roads, highways, and other development activities and minimize urban runoff flows and transport of pollutants into creeks and other coastal waters.
- Policy 4.2-3** Continue to Support Creek and Ocean Water Quality Improvement Programs. Support creek and ocean water quality improvement programs including, but not limited to, the following: creek and ocean water quality monitoring; creek clean-ups; beach clean-ups; water quality regulation enforcement; street sweeping; and larger water quality improvement projects.
- Policy 4.2-4** Pollution Reduction/Education. Continue to educate the public about reducing water pollution.
- Policy 4.2-5** Encourage Marine Water/Beach Clean-ups. Encourage marine water and beach clean-up efforts.
- Policy 4.2-6** Waste Education and Contaminant Collection. Continue coordination with the County of Santa Barbara and other agencies to establish and maintain an ongoing public education campaign, periodic waste drop-off collection days, and clean-up efforts focusing on proper disposal of pharmaceutical materials, contaminants of emerging concern, and other debris, to reduce the contaminants entering wastewater, storm drain, and solid waste systems.
- Policy 4.2-7** East Beach Water Quality Improvement. Consider actions for further improving water quality at East Beach, which could include a restoration plan for Lower Mission Creek/Laguna Channel, and potentially a constructed wetland at the creek/ocean interface.

Policy 4.2-8 Andrée Clark Bird Refuge Master Plan. Prepare a Master Plan for the Andrée Clark Bird Refuge. The Master Plan shall include plans for water quality improvement, habitat restoration, and maintenance of the Refuge.

Policy 4.2-9 Maintain, Enhance, and Restore Andrée Clark Bird Refuge. Ensure that the Andrée Clark Bird Refuge shall be maintained, enhanced, and restored to a healthy and viable aquatic habitat; shall provide a sanctuary for migratory waterfowl; and shall be preserved as open space or other public area.

Storm Water Management Program

Policy 4.2-10 Storm Water Management Program Requirements. The City's Storm Water Management Program shall, at a minimum, be consistent with the following requirements for development. Where there is a conflict between these policies and other applicable standards in effect, such as NPDES Storm Water permits, the requirements that on balance are most protective of coastal resources shall be applied.

- A. Plan, site, and design development to minimize the transport of pollutants in runoff from the development into coastal waters.
- B. Plan, site, and design development to minimize post-development changes in the site's runoff flow regime (i.e., volume, flow rate, timing, and duration), to preserve the pre-development hydrologic balance and prevent adverse changes in the hydrology of coastal waters (i.e., hydromodification).
- C. Address runoff management early in site design planning and alternatives analysis, integrating existing site characteristics that affect runoff (such as topography, drainage patterns, vegetation, soil conditions, natural hydrologic features, and infiltration conditions) in the design of strategies that minimize post-development changes in the runoff flow regime, control pollutant sources, and, where necessary, remove pollutants.
- D. Give precedence to a Low Impact Development (LID) approach to stormwater management in all development. LID emphasizes preventive Site Design strategies integrated with small-scale, distributed BMPs to reduce polluted runoff and replicate the natural hydrologic balance onsite through infiltration, evapotranspiration, harvesting for later use, detention, or retention of stormwater close to the source.
- E. Plan, site, and design development to protect and, where feasible, restore hydrologic features such as stream corridors, drainage swales, topographical depressions, groundwater recharge areas, floodplains, and wetlands.

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- F. Plan, site, and design development to preserve or enhance non-invasive vegetation to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.
- G. Plan, site, and design development to maintain or enhance on-site infiltration of runoff, where appropriate and feasible, to reduce runoff and recharge groundwater.
- H. Plan, site, and design development to minimize the installation of impervious surfaces, especially directly connected impervious areas, and, where feasible, increase the area of pervious surfaces in redevelopment, to reduce runoff.
- I. Use pollutant Source Control Best Management Practices (BMPs), which can be structural features or operational actions, in all development with 500 square feet of new or redeveloped impervious area, to minimize the transport of pollutants in runoff from the development.
- J. In areas in or adjacent to an Environmentally Sensitive Habitat Area (ESHA), plan, site, and design development to protect the ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry weather runoff flows.
- K. Avoid construction of new stormwater outfalls, and direct stormwater to existing facilities with appropriate treatment and filtration, where feasible. Where new outfalls cannot be avoided, plan, site, and design outfalls to minimize adverse impacts to coastal resources from outfall discharges.
- L. Implement appropriate protocols to manage BMPs (including installation and removal, ongoing operation, maintenance, inspection, and staff training) in all development, to protect coastal water resources for the life of the development.
- M. Minimize water quality impacts during construction by minimizing erosion and runoff, minimizing the discharge of sediment and other pollutants resulting from construction activities, and minimizing land disturbance and soil compaction.
- N. For all Tier 3 project categories identified in the City's Storm Water Management Program Guidance Manual (dated July 2013, or any amendment to or re-issuance thereof), including non-residential development, mixed use development, residential development in the Hillside Design District with 500 square feet or more of new or replaced impervious area, residential development with greater than 4,000 square feet of new or replaced impervious area, parking lots of 10 or more spaces, and public works projects, the following additional requirements shall apply. The level of detail provided to address these requirements shall be commensurate with the type

and scale of the project, and the potential for adverse water quality or hydrologic impacts to coastal waters.

- i. Conduct a polluted runoff and hydrologic site characterization by a qualified licensed professional, early in the development planning and design stage, and document the expected effectiveness of the proposed BMPs.
- ii. If a proposed development will not reduce the site's net total impervious surface area, implement a Runoff Volume Reduction BMP (or suite of BMPs) sized to retain on-site the larger of the following two volumes from the entire project site:
 - a. The runoff volume generated by the 1-inch, 24-hour design storm.
 - b. The difference between the pre- and post-development runoff volume produced by the 25-year 24-hour design storm.
- iii. If a proposed development will not reduce the site's net total impervious surface area, implement a Peak Runoff Discharge Rate BMP (or suite of BMPs) to prevent the post-development peak runoff discharge rate from the site from exceeding the pre-development rate for the 2-, 5-, 10-, and 25-year 24-hour storm events, from the entire project site.
- iv. Implement a Water Quality Treatment BMP (or suite of BMPs) sized to infiltrate, retain, or treat, at a minimum, the runoff produced by the 1-inch, 24-hour design storm for volume-based BMPs, or a constant rainfall intensity of 0.25 inch/hour for four hours for flow-based BMPs, from the entire project site.
- v. Use an LID approach to stormwater management that gives priority to preventive Site Design strategies to minimize post-development changes in the site's stormwater flow regime, supplemented by structural BMPs to retain on-site (by means of infiltration, evapotranspiration, or harvesting for later use), at a minimum, the runoff produced by the 1-inch, 24-hour design storm, to the extent appropriate and feasible.
- vi. Conduct an alternatives analysis to demonstrate that there are no appropriate and feasible alternative project designs that would substantially improve runoff retention, if a proposed development will not retain on-site the runoff produced by the 1-inch, 24-hour design storm using an LID approach.
- vii. The runoff Volume Reduction requirement and the Water Quality Treatment requirement are not additive, and may be met simultaneously in many cases. A Water Quality Treatment BMP (or suite of BMPs) shall be implemented to remove pollutants of concern from any portion of the runoff produced by the 1-inch, 24-hour design storm that will not be retained

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on-site, or if additional pollutant removal is necessary to protect coastal waters.

Policy 4.2-11 Storm Water Management Program Revisions. The following minor revisions may occur to the standards in the City's Storm Water Management Program, including the City's Storm Water BMP Guidance Manual (dated July 2013), or any amendment to or re-issuance thereof, without an LCP amendment:

- A. Addition of new BMPs determined to be more protective of the water quality and/or hydrology of coastal waters than currently included BMPs, or removal of BMPs determined to be ineffective. This does not include removal of BMPs on the basis that the City finds them to be infeasible or impractical;
- B. Addition of new development categories as Tier 3 Projects; and
- C. Reductions in the area of impervious surfaces used as a threshold to designate a specific development category as a Tier 1, 2, or 3 Project.

Any minor changes made to the Storm Water Management Program pursuant to the above list shall be accompanied by a finding that the changes will improve protection of the water quality and/or hydrology of coastal waters.

Any changes made to the Storm Water Management Program not included in the above list, and that are more or equally as protective of coastal resources as the City's approved Storm Water Management Program, that do not change the kind, location, intensity, or density of uses within the City, and that are determined by the executive director of the Coastal Commission to be consistent with the certified Land Use Plan and Chapter 3 of the Coastal Act shall require a minor LCP amendment. All other changes to the City's Storm Water Management Program shall require a major LCP amendment.

Management of City Harbor and Marine Areas

Policy 4.2-12 Clean Marina Program. Continue to implement and support the Clean Marina Program.

Policy 4.2-13 Maintain Pump-Out Facilities. Continue to maintain pump-out facilities in the Harbor.

Policy 4.2-14 Prohibit Offshore Dumping. Prohibit offshore dumping of sediments near kelp beds or reefs.

Policy 4.2-15 Cruise Ships. Prohibit cruise ships visiting Santa Barbara from discharging garbage, sewage, oil, hazardous waste, and/or graywater within 12 nautical miles of the City of Santa Barbara.

- Policy 4.2-16** Minimize Aquatic Invasive Species. Minimize the spread of aquatic invasive species through education, outreach, and signage.

Wastewater

- Policy 4.2-17** Sewer Upgrades and Maintenance. Continue to maintain and upgrade the public sewer system throughout the City with the goal of reducing public sewer overflows.

- Policy 4.2-18** Maintain an Effective and Efficient Wastewater Treatment Facility. Maintain, and as necessary improve, an effective and efficient wastewater treatment facility to protect public health and safety, meet increasingly higher state and federal standards for effluent quality and related environmental considerations, and prevent impacts (e.g., on water quality and slope stability) that can be associated with on-site wastewater treatment systems and other decentralized forms of wastewater treatment.

- Policy 4.2-19** Wastewater Renovation and Reuse. Continue the City's commitment to wastewater renovation and reuse designed to provide an additional source of water supply.

Stormwater

- Policy 4.2-20** Stormwater Drainage System Maintenance. Continue to maintain the public stormwater drainage system throughout the City.

DEVELOPMENT REVIEW POLICIES

General

- Policy 4.2-21** Biological Productivity and Water Quality. As outlined in Coastal Act Section 30231, the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

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Storm Water Management

Policy 4.2-22 Storm Water Management. All development shall be planned, sited, and designed to protect the water quality and hydrology of coastal waters in accordance with the requirements of the City's Storm Water Management Program, approved by the Central Coast Regional Water Quality Control Board under California's statewide National Pollutant Discharge Elimination System (NPDES) Phase II Small Municipal Separate Storm Sewer System (MS4) Storm Water Permit (Order No. 2013-0001 DWQ, effective July 1, 2013, or any amendment to or re-issuance thereof).

Construction

Policy 4.2-23 Minimize Water Quality Impacts During Construction. Minimize water quality impacts during construction by:

- A. Minimizing the project footprint, including area required for road access and required fire protection for the proposed development;
- B. Minimizing land disturbance activities of construction (e.g., clearing, grading, and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas, and erosive soils);
- C. Phasing grading activities;
- D. Preventing unnecessary soil compaction;
- E. Implementing an erosion and sediment control plan that includes BMPs to stabilize soil and prevent pollution through erosion prevention techniques and sediment control measures;
- F. Implementing BMPs to minimize the discharge of other pollutants resulting from construction activities (such as paints, solvents, vehicle fluids, asphalt and cement compounds, preservatives from treated wood, trash, and debris) into runoff or coastal waters; and
- G. Monitoring land disturbance activities to ensure conformance to approved plans.

Policy 4.2-24 Revegetation. Areas disturbed by development activity shall, to the extent feasible, be revegetated prior to the rainy season (November 1-April 15).

On-site Wastewater Treatment Systems

Policy 4.2-25 On-site Wastewater Treatment Systems (OWTS) Standards. Site and design new OWTS to minimize impacts to sensitive environmental resources (including impacts from grading, site disturbance, and the introduction of increased amounts of water). Adequate setbacks and/or buffers shall be required to (1) protect habitat areas and surface waters

from lateral seepage from sewage effluent dispersal systems, and (2) preclude the need for bulkheads, seawalls, or revetments on or adjacent to beaches to protect the OWTS from coastal erosion, flooding, and inundation, initially or as a result of sea level rise.

Animal Confinement

Policy 4.2-26 Animal Confinement Facility BMPs. Confined animal facilities, including those at the Santa Barbara Zoo, shall implement BMPs to minimize erosion, and to minimize the transport of sediment and other pollutants in runoff from the development into coastal waters.

Policy 4.2-27 Animal Confinement Facility Waste Management BMPs. Confined animal facilities shall be sited and designed to manage, contain, and dispose of animal waste using the most effective BMPs, to prevent waste from being introduced to runoff, surface waters, or groundwater.

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4.3 SCENIC RESOURCES & VISUAL QUALITY

PHOTO: VIEW ALONG CABRILLO BOULEVARD

Coastal Act policies related to Scenic Resources & Visual Quality that are relevant to Santa Barbara include the following:

Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253. New development shall... where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

INTRODUCTION

The City of Santa Barbara is situated within a natural basin, protected by the foothills of the Santa Ynez Mountains. With mountains as its backdrop and the Pacific Ocean at its front door, Santa Barbara reposes in a setting of exceptional charm. Added to this setting are the scenic resources of the Santa Barbara Channel.

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Consistent with the Coastal Act's directives to site and design development to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas, the Coastal LUP addresses: 1) scenic resources identification and methods for evaluation of impacts; and 2) development standards to minimize scenic resource impacts and protect the visual quality of the Coastal Zone.

As discussed below, there are no areas that currently meet the Coastal Act Section 30253 definition of special communities and neighborhoods.

SCENIC RESOURCES IDENTIFICATION & PROTECTION

Santa Barbara's natural beauty is central to the City's character, is enjoyed and appreciated by the community, and is a major part of its appeal as an international tourist destination. Public views of the Santa Ynez Mountain ridgelines and foothills, the Pacific Ocean and Channel Islands, beaches, the Harbor and Stearns Wharf, and natural and landscaped open areas are available throughout the Coastal Zone.

The East Beach Component Area includes the Andrée Clark Bird Refuge, the Santa Barbara Zoo (Child Estate), Bellosguardo (formerly known as the Clark Estate), the Montecito Country Club, as well as several City parks, including portions of Chase Palm Park and Dwight Murphy Ball Field.

The Andrée Clark Bird Refuge is a 42-acre open space park, which includes a 29-acre lake and an artificially modified estuary that supports brackish wetlands. Three islands are located in the lake. The eastern and southern perimeter of the Andrée Clark Bird Refuge includes a multi-modal path around the lake that extends from the Andrée Clark Bird Refuge along the ocean and Harbor to Shoreline Park. The Andrée Clark Bird Refuge includes walking paths along the northern shore and three viewing platforms that provide excellent opportunities for bird and other wildlife observation. In addition, a small parking lot, shore area, and stretching equipment are located at the refuge's east end, adjacent to Los Patos Way.

Near the eastern boundary of the Coastal Zone is the Montecito Country Club. Its highly visible, green rolling hillside terrain and architecturally and historically significant clubhouse rising above the green offer a scenic backdrop to the Andrée Clark Bird Refuge and nearby areas. The Santa Barbara Zoo is located on 30 acres of lush botanic gardens overlooking the Pacific Ocean and Andrée Clark Bird Refuge. Bellosguardo is a privately owned 23-acre oceanfront estate located at the eastern end of the City's East Beach and directly across from the Bird Refuge. The large mansion sits atop a bluff, and the eucalyptus and cypress trees, along with the topography, shield the mansion from public view.

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The northern side of Cabrillo Boulevard between Garden and Milpas Streets is flanked by portions of Chase Palm Park, Cabrillo Ball Field, and other open spaces. These parks and open spaces have nearly unobstructed views of the ocean and other coastal scenic resources.

The Waterfront Component Area draws both residents and visitors and is a focal point for recreational activity. Publicly owned land extends along the entire Waterfront area from the western end of Shoreline Park to the Andrée Clark Bird Refuge on the ocean side of Cabrillo Boulevard. Chase Palm Park flanks the south side of Cabrillo Boulevard between Milpas Street and the Wharf and, with its line of tall palm trees and grassy fields, contributes to this area's scenic character. Other grassy areas and more developed parklands provide both passive and active recreational opportunities and are important contributors to the open and scenic setting of the Waterfront.

Most buildings and structures in the Waterfront Component Area are located north of Cabrillo Boulevard, and many are lower-profile, allowing for views of the foothills and mountains to the north. South of Cabrillo Boulevard, structures and buildings are more widely spaced and include historic recreational facilities such as Los Baños del Mar, Cabrillo Pavilion and Bathhouse, Chase Palm Park Center, coastal-dependent structures including Stearns Wharf and the Harbor, and other visitor-serving buildings such as the Shoreline Cafe. This permits largely unimpeded and expansive views of the Pacific Ocean, the Channel Islands, the Harbor and Wharf, and coastline.

Three of the City's principal creeks (Sycamore Creek, Laguna Channel, and Mission Creek) and one minor creek (Arroyo Honda) terminate in the Waterfront Component Area. The condition of these creeks varies, and restoration work is underway or planned. The creeks add to the visual quality of the Coastal Zone and are therefore important scenic resources. Potential areas in need of improvement include Laguna Channel habitat restoration and improvements to the pump house and tide gates, and Mission Creek and Lagoon habitat restoration due to the presence of non-native vegetation or lack of vegetation.



STEARNS WHARF AT SUNRISE

The Mesa Component Area includes the gently sloping ocean bluff top terrace of the East and West Mesa on the City's southwest border. Ocean views are available from many portions of this neighborhood. This neighborhood generally consists of single-unit homes, with apartments and condominiums adjacent to Santa Barbara City College and near Mesa Shopping Center. Open spaces offering exceptional public scenic views include Shoreline Park and La Mesa Park, the Douglas Family Preserve, and Arroyo Burro County Beach Park (Hendry's Beach), which includes the confluence of Mesa Creek and Arroyo Burro where the estuary meets the creeks. Additionally, Lighthouse Creek runs through

La Mesa Park, and Arroyo Burro estuary flows adjacent to the Douglas Family Preserve; both creeks contribute to the visual quality of the area.

Notable improvements to scenic resources in this Component Area include the Arroyo Burro Estuary and Mesa Creek Restoration Project, which was completed in January 2007. Located at the end of the Arroyo Burro County Beach Park parking area and within the Douglas Family Preserve, the project was designed to restore coastal estuarine, riparian, and coastal sage scrub habitats and improve water quality in Mesa Creek, the estuary, and at Arroyo Burro Beach. New trails and a pedestrian bridge, along with interpretive signage to educate visitors on the purpose of the project, were installed to allow access to the Douglas Family Preserve. Potential areas within the Mesa Component Area in need of improvement include riparian restoration in Lighthouse Creek within La Mesa Park and the scenic overlook at the end of Santa Cruz Boulevard, adjacent to Thousand Steps (Camino al Mar).



ARROYO BURRO BEACH

The most westerly area of the Arroyo Burro Component Area of the Coastal Zone is known as the Braemar Ranch-Campanil neighborhood and is characterized as a low-density residential area, which gently slopes upward to an elevation of approximately 500 feet. Within this area, Cliff Drive offers public scenic views of the ocean and coastline to the west out to Campus Point at the University of California Santa Barbara and more limited views to the east. Roadside public parking areas are provided near the far western City limits for enjoying the view.

In order to regulate development in areas of visual quality, to preserve and enhance the scenic resources present within and adjacent to such areas, and to assure the exclusion of incompatible uses and structures, the City has designated some areas as scenic resources. These designated resources are shown on Figure 4.3-1 *Scenic Resources*. Scenic resources visible from the City's Coastal Zone areas may include, but are not limited to, the following:

Scenic Resources inside the Coastal Zone of the City:

- Pacific Ocean.
- Coastal Bluffs & Shoreline.
- Creeks, Estuaries, Lagoons, and Riparian Areas.
- Stearns Wharf.
- Harbor.
- Douglas Family Preserve.
- Montecito Country Club.
- Andrée Clark Bird Refuge.
- Bellosguardo (formerly known as the Clark Estate).

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- Santa Barbara Zoo.
- Parks and Open Space.
- Historic Structures, Sites, and Trees important for their visual quality.
- Landscaping and structures that are contributing resources to Scenic Highways and Routes (Potential State Scenic Highway—Highway 101, and Potential City Scenic Routes—Cabrillo Boulevard and Shoreline Drive).

Additional scenic resources outside the Coastal Zone of the City:

- Pacific Ocean.
- Channel Islands.
- Foothills-Riviera.
- Santa Ynez Mountains.

Some of the key public scenic views in the Coastal Zone are shown on Figure 4.3-1 *Scenic Resources* and include, but are not limited to, Visual Cone—“Positive” Views.

The City recognizes that the preservation and enhancement of scenic resources provides important social, recreational, and economic benefits for both residents and visitors. Therefore, scenic resources policies apply to scenic areas including, but not limited to, documenting public scenic resources and views, requiring analysis and evaluation of potential impacts, and eliminating or reducing—to the extent feasible through design changes—any impacts to public scenic resources and views. In addition, since 2008, developments requiring design review have been subject to the requirement that a project’s decision-making body consider specific compatibility criteria when it reviews a proposed development project to ensure public scenic views are protected.

PUBLIC BLUFF TOP VISTA POINTS

Public bluff vista points provide views of the beach, ocean, and other scenic resources via a viewing platform or overlook. The following is a list of the key existing public bluff vista points that are also identified on Figure 4.3-1 *Scenic Resources*:

- a. Braemar Vista Point on Cliff Drive above Sea Ledge Lane provides coastal views. The shoulder is paved and widened, providing vehicle turnouts on both sides of the road, and parking is permitted between sunrise and sunset;
- b. Douglas Family Preserve (DFP), an open space park, has steep bluffs on the northern, western, and southern sides and four pedestrian entrance points, including a pedestrian trail from the east end of the Arroyo Burro County Beach Park parking lot. On-street parking is available at three of the entrance points (Borton Drive, Mesa School Lane, and Medcliff Drive). About 3,000 linear feet of bluff top is available in the DFP, with views of the ocean and Channel Islands from the loop trail;
- c. The terminus of Oliver Road near the intersection with Edgewater Way is a viewing area not developed or managed by the City. There are a couple of on-street parking spaces available along Oliver Road;

- d. La Mesa Park, west of Meigs Road near the intersection with Elise Way, provides ocean views but no beach access. West of the park is the Lighthouse Creek gully, spanned by a footbridge providing ocean views and pedestrian access from El Camino de la Luz to the park. There is off-street parking available in the park; and
- e. A viewpoint near the Coast Guard Lighthouse is located opposite Washington School, where Shoreline Drive becomes Meigs Road. The 11-acre property on the bluffs includes developed Coast Guard facilities and lighthouse to the west, and an undeveloped portion to the east that provides views of the ocean and Channel Islands. On-street parking is available along Meigs Road/Shoreline Drive.

FIGURE 4.3-1 SCENIC RESOURCES



This map includes scenic resources identified by City staff, found on the “Visual Resources in the Coastal Zone” Map, and other sources (e.g., Designated Landmarks). The Visual Resources in the Coastal Zone Map was prepared as a part of original LUP (1981) and delineates the view potential from station points located along the main transportation corridors within the coastal zone. Each “cone of view” gives both the foregoing (within a radius of 300 feet) and a background (to the horizon) view. While many changes have occurred to the built environment since the map was produced, it still provides information on important views of scenic resources.

The cone of view also rates each view as being plus (+) for desirable, minus (-) for undesirable and zero (0) for neutral. A (+) view can be either natural land forms, such as the mountains, foothills, ocean, lagoon and plant materials, or manmade such as significant buildings, harbor, and boulevards. A (-) view can either be an impairment of the background scene by foreground features, such as utility lines, or a foreground scene that is not maintained, or inappropriate. These include such examples as littered creeks, inappropriate buildings, and utility poles. An (0) view has neither desirable nor undesirable attributes but can be (+) or (-) depending upon a shift of point-of-view or an improvement or degrading of conditions. For example, a view that is desirable may have a minor view impairment, such as a utility pole, but by changing the observer’s position or by eliminating the pole, the view becomes improved.

The observer, standing at a given station point, has a potential 360° view of both the foreground and background. Conditions in the foreground, such as plant materials, buildings and land features, may block all or portions of the background. In addition, desirable background scenes may become undesirable due to foreground conditions such as numerous utility lines and signs.

The Scenic Resources Map shall be maintained by the City. The map is to be used by planners and the public as a screening tool to help evaluate development projects with regard to potential impacts to scenic resources and public scenic views/corridors of scenic resources. Absence of mapping cannot alone be considered absence of scenic resources since over time, new scenic resources may appear due to landform, vegetation, or other natural changes. Additionally, the visual quality of buildings and structures may increase in the future rendering them scenic resources. For these reasons, local site conditions must be examined at the time of permit application using the best available technology.

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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BOUNDARIES

- Coastal Zone
- City Limits

IN COASTAL ZONE SCENIC RESOURCES

- Vista Point
- Parks
- Historic Trees
- Designated Structures of Merit
- Designated Landmarks
- Highway 101 - Potential State Scenic Highway
- Cabrillo Blvd - Potential City Scenic Route
- Shoreline Dr - Potential City Scenic Route
- Scenic Shoreline

VISUAL CONE VIEWS

- Negative
- Neutral
- Positive

Background View

Foreground View

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SCENIC HIGHWAYS & ROAD CORRIDORS

At present, Highway 101 is included in the state's eligible Scenic Highways Master Plan. Cabrillo Boulevard and Shoreline Drive are recognized for their visual qualities within the adopted General Plan Scenic Highway Element. In addition to Highway 101, Cabrillo Boulevard, Shoreline Drive, and other public roads in the City may provide views of scenic resources and may also be considered public viewing areas subject to the protections provided in the scenic and visual policies below. The following discussion is limited to key public viewing corridors along the shoreline, including Highway 101, Cabrillo Boulevard, and Shoreline Drive.

Highway 101

Of particular importance to Santa Barbara's visual quality is how the unique appearance of Highway 101 relates to the City's overall character. In particular, the segment of Highway 101 within the Coastal Zone (which stretches from Olive Mill Road to the Castillo Street interchange) provides a distinctive visual gateway to the community. Highway 101 is further discussed in Chapter 6.2 *Highway 101*.

Cabrillo Boulevard from Highway 101 to Castillo Street

Cabrillo Boulevard is a major tourist attraction and should be preserved for visitors and residents. As part of the transfer of then-State Highway Route 225 (Castillo Street from Montecito Street to Cabrillo Boulevard, and Cabrillo Boulevard from Castillo Street east to Highway 101) to the City in the early 1990s, a Preservation Covenant was filed requiring the City to maintain and preserve the street, bridges, and street furniture as contributing elements of the "East Cabrillo Boulevard Parkway Historic District," a property formally determined eligible for inclusion in the National Register of Historic Places. The Preservation Covenant also requires that the City not alter the original or significant historical fabric, or transfer, relocate, or demolish historical resources on or within the roadbed (curb to curb).



CABRILLO BRIDGE REPLACEMENT CONSTRUCTION

In 2008, and in accordance with the Preservation Covenant, the City completed major improvements on East Cabrillo Boulevard between Anacapa and Milpas Streets, including sidewalk replacement and improvements to access ramps, curbs, gutters, driveways, landscaping, street furniture, and light poles.

Mission Creek, passing under Cabrillo Boulevard near State Street, Laguna Channel, and their lagoons have long been in need of restoration and coastal access improvements. The State Street bridge over Mission Creek has now been replaced, the stretch of Mission

Creek directly upstream of the bridge has been widened, and vertical concrete walls have been installed. The section of Mission Creek below the State Street bridge includes a replacement of the Cabrillo Boulevard bridge over Mission Creek (originally built in 1917) to meet current earthquake and vehicular safety standards and for reconstruction of creek walls between State Street and Cabrillo Boulevard. The new bridge increases water flow capacity and reduces the risk of flooding. Improvements have also been made to pedestrian walkways and lighting to enhance this busy waterfront area, as well as creek/estuary bank protection and restoration, and habitat enhancements downstream of the new bridge.

The essence of Cabrillo Boulevard as a scenic drive is its proximity and exposure to the shoreline. The planning and design of Cabrillo Boulevard provides roadside parking areas and lookouts wherever scenic vistas are feasible. Areas on the ocean side have been designed and treated to preserve the view of the shoreline. A good example is in Shoreline Park, where lots are depressed and landscaped so that their impact on the scenic vista is minimized. Night views from Cabrillo Boulevard are also scenic resources and should be protected.

Table 4.3-1 Landmarks

| Street Address | Description |
|------------------------|---|
| 1407 E Cabrillo Blvd. | Bellosguardo (formerly known as the Clark Estate) |
| 112 W Cabrillo Blvd. | Veterans Memorial Building |
| 100 Castillo St. | Plaza del Mar Band Shell |
| 224 Chapala St. | (Railway Express Agency Office) Contributing Bldg to Amtrak Railroad Site |
| 1086 Coast Village Rd. | Moody Sisters Cottage |
| 113 Harbor Way | Naval Reserve Building |
| 900 Channel Dr. | Charles Caldwell Park Watering Trough and Fountain |
| 2210 Hudson Dr. | Charles Pressley House |
| 205 W Mason St. | Ambassador Park |
| 101 W Montecito St. | Moreton Bay Fig Tree and Park |
| 401 Shoreline Dr. | Los Baños del Mar Pool 1931 and 1992 |
| 209 State St. | Santa Barbara Railroad Depot (Amtrak Station) |

Shoreline Drive from Castillo Street to the end of Shoreline Park

Beginning at Castillo Street, Shoreline Drive curves past the Harbor to the south.

Passing by City College, Shoreline Drive rises onto the Mesa, offering another beautiful panorama of the Santa Barbara Channel beyond the lawns of Shoreline Park. This panorama is equally available to those traveling toward the Harbor area.

HISTORIC RESOURCES

Santa Barbara's heritage combines centuries of Native American culture with years of Spanish, Mexican, and American influence. This blending of cultures manifests itself in the style, character, pace, and appearance that have made Santa Barbara one of the most widely acclaimed centers of historical and cultural significance in the state. Those structures and remnants of settlement that remain are cherished not only as links to a colorful and varied past, but also as irreplaceable

components of the City's ambience and visual quality. Along with its natural physical beauty, the City vigorously protects historic structures and sites, including their value as

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scenic resources. Development proposed to historic structures and sites is subject to review to ensure no or minimal adverse impacts result, including to their visual qualities. Additionally, development proposed in proximity to historic resources is comprehensively reviewed to ensure that public scenic views of historic structures and sites found to be scenic resources are also protected.

The City has surveyed many historic structures and sites and maintains an inventory of those located in the Coastal Zone. The list is regularly updated by the City's Urban Historian.

As noted above, the pre-historic site known as Burton Mound is a State Landmark.

Two other structures located within the Coastal Zone are listed on the National Register:

- Los Baños Del Mar Pool.
- The Santa Barbara Railroad Depot (Amtrak Station).

Within the Coastal Zone, Los Baños del Mar Pool and the Santa Barbara Railroad Depot (Amtrak Station), along with nine additional structures, have been designated as Historic Landmarks at the local level (Table 4.3-1 *Landmarks*). Additionally, nine structures/sites have been designated locally as Structures/Sites of Merit (Table 4.3-2 *Structures of Merit*).

The City also maintains a list (available at the City of Santa Barbara Community Development Department) that, as of 2017, includes 49 structures/sites that have been identified as having potential significance either as City Structures/Sites of Merit or City Historic Landmarks. In addition, two historic districts have been identified as eligible to be designated in the Waterfront area: the East Cabrillo Boulevard Historic District, which was designated a State Historic District in 1993, and the West Beach Historic District.

The City also protects trees of notable historic interest, either because of age, type, or historic associations, by designating them as Historic Trees. The Waterfront Component Area is home to the historic Moreton Bay Fig Tree, believed to be the largest *Ficus macrophylla* in the United States, with a span of over 198 feet at its widest. The Moreton Bay Fig Tree is at the corner of Montecito and Chapala streets, just a few blocks from the ocean, in a highly visible location between the railroad tracks and Highway 101.

Table 4.3-2 Structures of Merit

| Street Address | Description |
|------------------------|------------------------------------|
| 1118 E Cabrillo Blvd. | Cabrillo Pavilion and Stoa |
| 336 W Cabrillo Blvd. | Site of Merit for Barbareño |
| 120 Chapala St. | Mission Revival Residence |
| 11 Garden St. | Larco Building |
| 122 Helena Ave. | Warehouse |
| 117 W. Mason St. | Spanish Colonial Revival Residence |
| 334 W. Mason St. | Residence |
| 1015-23 Orilla del Mar | Los Patios Apartments |
| 205 Natoma Ave. | Hirte Apartments |

NATURAL LANDFORM PROTECTION

The portion of the Coastal Zone stretching from the City's westerly boundary, adjacent to Hope Ranch and east to Arroyo Burro, is comprised of bluffs that rise abruptly from the water's edge to a height of approximately 150 feet. Inland from the bluffs' edge, the

topography continues to slope gradually upward to an elevation of approximately 500 feet at the periphery of the Coastal Zone.

The three-mile-long section of the Coastal Zone between Arroyo Burro and City College south of Cliff Drive is appropriately referred to as “the Mesa.” The Mesa is situated on



MESA BLUFFS

relatively level, continuous bluffs that vary in elevation from around 150 feet at the Douglas Family Preserve to around 50 feet at Shoreline Park. (From the bluffs’ edge inland, the terrain has an approximate 5 percent slope, which affords some ocean views from inland areas). The bluffs terminate abruptly at the easterly boundary of the City College campus, where the elevation drops from approximately 100 feet to 10 feet.

From the easterly boundary of City College to Highway 101, the terrain is mostly flat and is traversed by Mission Creek, Laguna Channel, and Sycamore Creek and contains the Andrée Clark Bird Refuge. Sandy beaches prevail in this

area. Exceptions to the generally low-lying terrain are at the Santa Barbara Zoo, where the elevation rises to about 65 feet, and at the Bellosguardo property, which rises to approximately 90 feet above sea level.

The bluffs, hillsides, creeks, and other significant natural landforms are important parts of the visual qualities of the Coastal Zone; as such, they are to be protected as resources of public importance.

SPECIAL COMMUNITIES & NEIGHBORHOODS

While much of the City’s Coastal Zone is a major attraction to residents and visitors due to its unique scenic, historical, or beachfront character, including scenic vistas of the mountains and ocean, open spaces, historic structures and sites, and visitor-serving recreation opportunities, there are no areas that currently meet the Coastal Act Section 30253 definition of special communities and neighborhoods.

SCENIC RESOURCES & VISUAL QUALITY POLICIES

Please see Chapter 6.2 Highway 101 for additional policies related to protection of scenic resources for Highway 101.

CITY PLANNING EFFORTS & PROGRAMS

Policy 4.3-1 Enhance Visual Quality. Encourage and assist, where possible, creative public and private efforts to restore the scenic beauty of visually degraded areas of the City's Coastal Zone.

DEVELOPMENT REVIEW POLICIES

General

Policy 4.3-2 Restore and Enhance Visually Degraded Areas. Development shall, where feasible, restore and enhance visual quality in visually degraded areas.

Policy 4.3-3 Design Review. Development in the Coastal Zone shall be reviewed by the Architectural Board of Review, Historic Landmarks Commission, or Single Family Design Board in accordance with established rules and procedures, as applicable. If any of the rules, procedures, or actions of these design review boards/commissions conflict with the policies of the Coastal LUP, the policies of the Coastal LUP shall take precedence.

Policy 4.3-4 Visual Evaluation Requirement. A site-specific visual evaluation shall be required for new development and substantial redevelopment that has the potential to impact scenic resources or public scenic views. The visual evaluation shall be used to evaluate the magnitude and significance of changes in appearance of scenic resources or public scenic views as a result of development.

Siting, Design, and Review

Policy 4.3-5 Protection of Scenic Resources and Public Scenic Views. Development shall be sited and designed to avoid impacts to scenic resources and public scenic views. If there is no feasible alternative that can avoid impacts to scenic resources or public scenic views, then the alternative that would result in the least adverse impact to scenic resources and public scenic views that would not result in additional adverse impacts to

other coastal resources shall be required. Methods to mitigate impacts could include, but not be limited to: siting development in the least visible portion of the site, managing building orientation, breaking up the mass of new structures, designing structures to blend into the natural setting, restricting the building maximum size, reducing maximum height standards, clustering building sites and development, requiring a view corridor, eliminating accessory structures not requisite to the primary use, minimizing grading, minimizing removal of native vegetation, incorporating landscape elements or screening, incorporating additional or increased setbacks, stepping the height of buildings so that the heights of building elements are lower closer to public viewing areas and increase with distance from the public viewing area. Mitigation shall not substitute for implementation of the feasible project alternative that would avoid impacts to visual resources, public scenic views, or public viewing areas.

Policy 4.3-6 Obstruction of Scenic View Corridors. Development shall not obstruct public scenic view corridors of scenic resources, including those of the ocean viewed from the shoreline and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

Policy 4.3-7 Compatible Development. Development shall be sited and designed to be visually compatible with the character of surrounding areas and where appropriate, protect the unique characteristics of areas that are popular visitor destination points for recreational uses.

Policy 4.3-8 Mitigating Impacts to Visual Resources. Avoidance of impacts to visual resources through site selection and design alternatives, if feasible, is the preferred method over landscape screening. Landscape screening, as mitigation of visual impacts, shall not substitute for project alternatives including resiting, or reducing the height or bulk of structures. When landscaping is required to screen the development, it shall be maintained for the life of the development for that purpose.

Grading, Landscaping, Walls and Fences

Policy 4.3-9 Minimize Excavation, Grading and Earthwork. Minimize alteration of natural landforms to ensure that development is subordinate to surrounding natural features such as drainage courses, prominent slopes and hillsides, and bluffs. Site and design new development and substantial redevelopment to minimize grading and the use of retaining walls, and, where appropriate, step buildings to conform to site topography.

Policy 4.3-10 Landscape Cut and Fill Slopes. Cut and fill slopes and other areas disturbed by construction activities shall be landscaped or revegetated at the completion of grading.

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Policy 4.3-11 Landscape Plans Required. Applications for new development and substantial redevelopment shall be required to have an approved landscape plan prepared by a licensed design professional that demonstrates that the landscaping associated with the new development or substantial redevelopment is visually compatible with the character of the area and minimizes impacts to visual and scenic resources. As a condition of the permit, the applicant shall be required to implement and fulfill all obligations of the landscape plan for the life of the development. The following standards shall apply:

- Ensure vegetation choices are appropriate for environmental conditions, including but not limited to, exposure, soil, and water needs. Unless otherwise specified in Policies 4.1-17 or 5.1-38, within and near areas of natural vegetation and natural habitats, require drought-tolerant plant species, except where inappropriate for the given habitat type (e.g., creek beds and wetlands), that blend with the existing natural vegetation and natural habitats on the site. Within High Fire Hazard Areas, plant species should be fire retardant. The use of any plant species listed as problematic, a noxious weed, or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, the State of California, or the federal government shall be avoided unless necessary for habitat restoration of a sensitive species (e.g., Monarch Butterfly).
- Landscaping shall be designed to avoid obstructing or limiting public view impacts for the life of the development. Plant materials shall be chosen to avoid impacts at their maximum growth potential. The property owner shall maintain new plant materials to avoid their inadvertently intruding into the protected viewshed.
- Landscaping and irrigation shall be planned with consideration for water conservation through use of water-wise plant species; water-efficient irrigation systems, including using microspray, drip irrigation, and mulching; and designing irrigation to eliminate runoff.
- Enforce City regulations that require maintenance of the trees, plants, irrigation systems, and other improvements shown on an approved landscape plan.

Policy 4.3-12 Screen Parking Facilities. Parking facilities shall be planted with landscape screening where visible from a public viewing area to the maximum extent feasible while maintaining public scenic views.

Policy 4.3-13 Tree Protection and Replacement.

- A. Trees qualifying as ESHA shall be fully protected as required by the Biological Resources protection policies (Policy 4.1-1 et seq.).
- B. For non-ESHA trees:
 - i. Development shall be sited and designed to preserve and protect, to the extent feasible, mature trees (trees four inches

in diameter or greater at four feet six inches above grade in height) and trees important to the visual quality of the property;

- ii. Mature or visually important trees should be integrated into the project design rather than removed or impacted through encroachment into the root zones; and
- iii. Where the removal of mature or visually important trees cannot be avoided through the implementation of project alternatives or where development encroachments into the root zone result in the loss or worsened health of the trees, the removed tree(s) shall be replaced on a minimum 1:1 basis. This standard can also be increased up to 10:1 depending on the type of tree removed, lot size, and size and expected survival rate of replacement trees.

Policy 4.3-14 Minimize Removal of Native Vegetation.

- A. Native vegetation that meets the definition of ESHA, creek, or wetland, shall be fully protected as required by the Biological Resource policies (Policy 4.1-1 et seq.).
- B. Development shall minimize removal of non-ESHA native vegetation.

Policy 4.3-15 High Fire Area Fuel Modification to Be Minimized. All new development and substantial redevelopment in High Fire Hazard Areas shall incorporate alternative fuel modification measures, where feasible, in order to minimize the visual resource impacts of site disturbance, removal, and thinning of natural vegetation.

Policy 4.3-16 Accessory Walls and Fencing. Where accessory walls or fencing have the potential to impact scenic resources or public scenic views, such development shall be avoided to the maximum extent feasible. Where unavoidable, accessory walls and fencing shall be sited and designed to protect scenic views and visual resources by implementing mitigation measures that minimize visibility, including a reduction in the maximum allowed height or a visually permeable design-that preserves public scenic views.

Scenic Highways

Policy 4.3-17 Scenic Highways and Corridors. Preserve, protect, and, where feasible, enhance the visual qualities of potential and designated scenic highways and corridors.

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Shoreline Development

- Policy 4.3-18** Coastal Bluff Top Development. Coastal bluff top development shall be designed and sited to protect and minimize alteration of natural landforms and preserve the natural and scenic quality of shoreline bluffs, particularly as viewed from the beach below. Compliance with this policy may require an additional buffer beyond that required to protect ESHA or avoid coastal hazards.
- Policy 4.3-19** Sea Walls, Other Protection Devices, and Fences on Beaches and Coastal Bluffs. Where the placement of sea walls or other protection devices on beaches or coastal bluffs is allowed pursuant to the Coastal LUP, or fences/walls are allowed at or near the coastal bluff edge, site and design the improvements to incorporate and blend in with the surrounding land form characteristics in order to preserve the natural and scenic quality of coastal bluffs and protect public scenic views.

Lighting

- Policy 4.3-20** Open Space Night Sky Preservation. Strive to restore views of the night sky, while meeting traffic safety lighting, navigational lights, and other similar safety lighting needs. Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall minimize all forms of light pollution, including light trespass, glare, and sky glow. Where development is adjacent to beaches and open space areas, exterior lighting shall be consistent with the following:
- A. Restricted to low-intensity features that use the best available visor technology and shielding to minimize light spill and direct/focalize lighting downward, toward the targeted area(s) only; and
 - B. Use best available technology and a lighting spectrum designed to minimize lighting impacts on wildlife and habitat as well as minimize glare and sky glow.
- Policy 4.3-21** Lighting Outdoor Recreational Courts. The lighting of outdoor recreational courts is prohibited in all residential zones of the City except where such a court is located on a property used for non-residential purposes in accordance with the applicable provisions of the City's Zoning Ordinance requirement for non-residential uses in residential zones. Where allowed in the residential areas indicated above, or in non-residential areas of the City, lighted outdoor recreational courts or ball fields shall be designed to minimize all forms of light pollution, including light trespass, glare, and sky glow through implementation of the best available technology, including appropriate hooding and planting of landscaping and trees to buffer surrounding uses.

Signs

- Policy 4.3-22** Signs. Signs shall be designed and located to minimize impacts to scenic resources and public scenic views. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height and area limitations that ensure that signs are visually compatible with surrounding areas and protect public scenic views.
- Policy 4.3-23** Sign Placement. Placement of signs other than traffic or public safety signs, utilities, or other accessory equipment that obstruct public scenic views to the ocean, beaches, parks, or other scenic resources from public viewing areas and scenic roads shall be prohibited.
- Policy 4.3-24** Billboards. Billboards are prohibited in all areas of the City, including the Coastal Zone.

Utility Service Connections

- Policy 4.3-25** Underground Utility Service Connections. All new development and substantial redevelopment in the Coastal Zone shall underground on-site service connection for utilities (the utility service equipment serving an individual parcel) consistent with the resource protection policies and provisions of the LCP unless it results in an unreasonable hardship or undergrounding is infeasible.

Telecommunications Facilities

- Policy 4.3-26** Telecommunications Facilities. Development of telecommunication facilities shall:
- Maintain the aesthetic and historic nature of the surrounding area.
 - Minimize visual impacts by providing for installations that are designed carefully, screened with landscaping, or camouflaged to maintain the aesthetic quality of the surrounding area.
 - Demonstrate through a good faith effort that no existing or planned support structure, including an antenna tower, is available to co-locate the proposed antenna.
 - Ensure that appurtenant facilities are located underground where feasible.

DEFINITIONS & PROCEDURES

- Policy 4.3-27** Public Scenic Views and Scenic Resources Identification. Public scenic views are defined as views of scenic resources as viewed from public areas, such as Cabrillo Boulevard, Shoreline Drive, Cliff Drive, Meigs Road,

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Coast Village Road, Highway 101, public bluff top vista points, trails, beaches, and parklands. Public scenic views may be framed (view corridor), wide angle, or panoramic. Scenic resources are generally shown on Figure 4.3-1 *Scenic Resources* and include, but are not limited to, the following:

Areas inside the Coastal Zone of the City:

- A. Pacific Ocean;
- B. Coastal Bluffs & Shoreline;
- C. Creeks, Estuaries, Lagoons, and Riparian Areas;
- D. Stearns Wharf;
- E. Harbor;
- F. Douglas Family Preserve;
- G. Montecito Country Club;
- H. Andrée Clark Bird Refuge;
- I. Bellosguardo (formerly known as the Clark Estate);
- J. Santa Barbara Zoo;
- K. Parks;
- L. Historic Structures, Sites, and Trees important for their visual quality; and
- M. Landscaping and structures that are contributing resources to Scenic Highways and Routes (Potential State Scenic Highway—Highway 101 and Potential City Scenic Routes—Cabrillo Boulevard and Shoreline Drive).

Areas outside the Coastal Zone of the City:

- A. Pacific Ocean;
- B. Channel Islands;
- C. Foothills-Riviera; and
- D. Santa Ynez Mountains.

Figure 4.3-1 *Scenic Resources* is intended to be a general planning tool. Any scenic resource not designated on Figure 4.3-1 *Scenic Resources* that meets the definition of a scenic resource as specified above shall also be subject to the scenic and visual policies herein.

Policy 4.3-28 View Corridor. A narrow view framed on both sides by existing development (including landscaping), large enough to provide a sense of contrast between the urban area in the foreground and important visual resources in the background.

Policy 4.3-29 Visual Evaluation Requirement. Site-specific visual evaluations shall include an analysis of all feasible siting or design alternatives that would minimize significant impacts to public scenic views of scenic resources. The alternatives analysis shall identify through such means as visual simulations, three-dimensional massing models, perspective drawings, rendered streetscape elevations, and/or story poles and flagging. If there is no feasible alternative to avoid impacts to public scenic views of scenic resources, then the alternative that would result in the least adverse impacts to public scenic views of scenic resources that would not result in additional adverse impacts to other coastal resources shall be required.

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4.4 CULTURAL RESOURCES

PHOTO: SYUXTUN STORY CIRCLE MOSAIC

Coastal Act policies related to Cultural Resources that are relevant to Santa Barbara include the following:

Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Please see Chapter 4.3 Scenic Resources & Visual Quality for discussion of Historic Resources.

INTRODUCTION

Archaeological and paleontological resources are irreplaceable and provide valuable information on Santa Barbara's pre-history and history. The Coastal Act includes a policy that requires reasonable mitigation for adverse impacts to important or unique archaeological or paleontological resources. The Coastal LUP further protects these valuable, nonrenewable resources through 1) methods for identification of important or unique archaeological resources and evaluation of impacts; 2) development standards to minimize impacts and protect archaeological and paleontological resources; 3) Native American consultation requirements; and 4) reasonable mitigation if adverse impacts cannot be feasibly avoided.



SYUXTUN STORY CIRCLE MOSAIC

ARCHAEOLOGICAL & PALEONTOLOGICAL RESOURCE IDENTIFICATION & PROTECTION

Archaeological Resources

Evidence of cultural activity along the Santa Barbara coastline extends over 9,000 years and indicates an increasing level of complexity and technological development through time. The indigenous populations encountered by the Spanish in the late 1700s were the Barbareño Chumash. Populations associated with these peoples are considered to have been some of the highest in California, with population estimates of 7,000 Barbareño Chumash living along the Santa Barbara Channel coastline.

The City's Archaeological Resources Sensitivity Map covers the Coastal Zone and indicates areas of known and suspected sites of archaeological significance. The mapped locations are purposely vague so as not to be helpful for those who would seek to despoil or pilfer artifacts from the sites. Development proposed in an area known or suspected to contain archaeological resources, or identified as archaeologically sensitive on the City of Santa

Barbara's Archaeological Resources Sensitivity Map, is evaluated to identify the potential for important or unique archaeological resources at the site and whether the proposed development may potentially have adverse impacts on those resources. Development is sited and designed to preserve in-situ or avoid important or unique archaeological resources if feasible, and if not feasible, then sited and designed to reduce impacts to the extent feasible.



SYUXTUN STORY CIRCLE MOSAIC

drainages; the margins of the Laguna Channel estuary; and the Andrée Clark Bird Refuge. This pattern is related to several factors, including the availability of water and access to the beach.

Areas of sensitivity for unknown historic archaeological resources are in an area bounded roughly by the bluff edge comprising the eastern boundary of Santa Barbara City College (SBCC) to Garden Street and in the East Beach neighborhood. The SBCC to Garden Street area is sensitive for historic resources from the Hispanic-American Transition Period (1850-1870), the American Period (1870-1900), and the Early Twentieth Century Period (1900-1920). The East Beach neighborhood is sensitive for historic archaeological resources from the American Period (1870-1900) and the Early Twentieth Century Period (1900-1920).

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Relative to known archaeological sites, according to the California State Parks Office of Historic Preservation, Santa Barbara's Coastal Zone includes one State Landmark archaeological site: Burton Mound, which was once a part of the larger Chumash Indian village of Syujtún. The knoll was once an island, thirty feet above sea level, and covered an area 600 feet long by 500 feet wide. Today little remains of the ancient mound, and apartment dwellings occupy the site.

Also within Santa Barbara's Coastal Zone is one locally designated archaeological Site of Merit: Chumash Barbareño "village of undetermined size,"¹ located near the intersection of Castillo Street and West Cabrillo Boulevard.

Other pre-historic and historic archaeological sites have been identified within Santa Barbara's Coastal Zone. In fact, Cabrillo Boulevard is one of the most archaeologically sensitive locations throughout Santa Barbara and the South Coast due to clustering of Chumash villages with diverse artefactual inventories and cemeteries (Stone, 2007). While these sites have not been designated, they do contribute to the general body of knowledge of pre-historic and historic heritage of the City.

All archaeological sites known to contain the remains of Native American ancestors are sacred and as such, are to be protected.



BURTON MOUND

Paleontological Resources

There is only one known location of any paleontological significance in the City's Coastal Zone, and this site is on property administered by Santa Barbara City College under its certified Public Works Plan (which reflects the SBCC Long Range Development Plan). Students of paleontology utilize the site for studying a variety of constituents found in the shallow marine deposits.

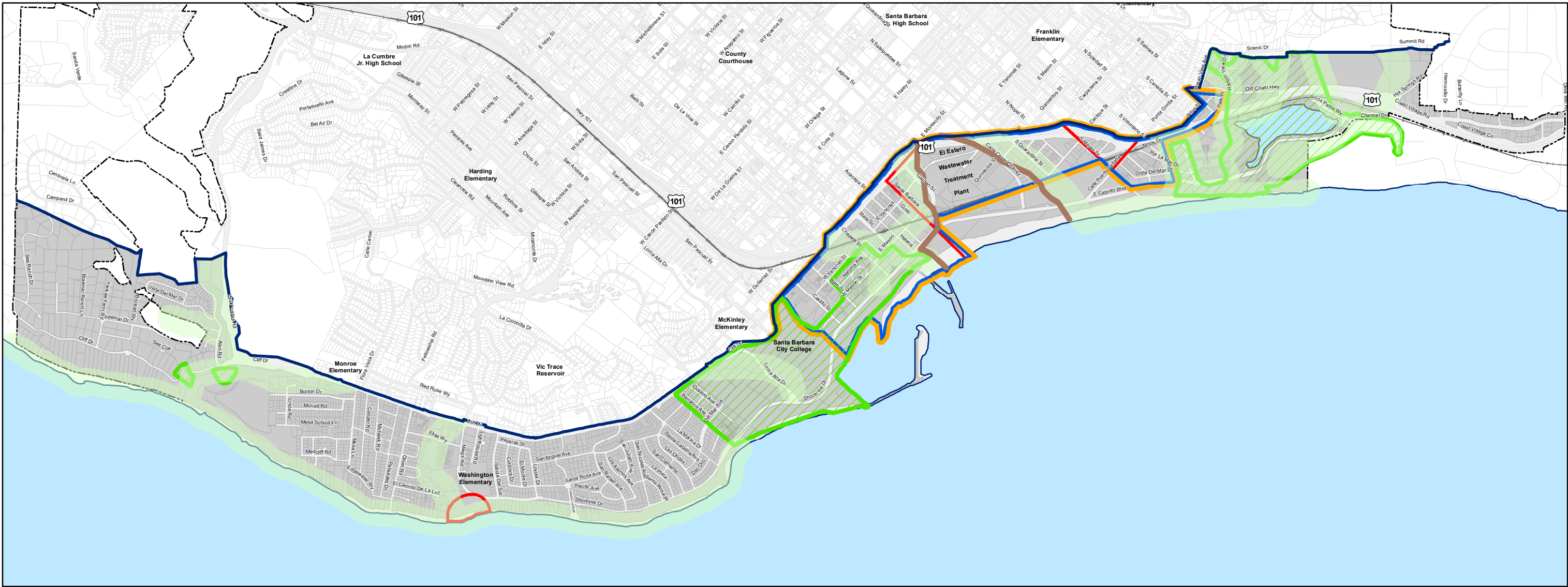
The remainder of the Coastal Zone, like the entire City, is of low sensitivity for paleontological resources. When development is proposed in any area known or suspected to contain significant paleontological resources, a condition of approval of the Coastal Development Permit is applied that requires evaluation of the nature and importance of any discovered paleontological resources, and mitigation of any adverse impacts.

¹ Rodgers, David Banks. 1929. *Prehistoric Man of the Santa Barbara Coast*. Santa Barbara Museum of Natural History.

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FIGURE 4.4-1 ARCHAEOLOGICAL RESOURCES SENSITIVITY



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CULTURAL RESOURCES POLICIES

CITY PLANNING EFFORTS & PROGRAMS

- Policy 4.4-1** Preserve, Protect, and Enhance Cultural Resources. Protect the heritage of the City by preserving, protecting, and enhancing the City's pre-historic and historic past, which includes, but it is not limited to, important or unique pre-historic and historic archaeological artifacts, objects, and/or sites, and important paleontological resources and sites.
- Policy 4.4-2** Prohibit Disturbing or Destroying Archeological Resources. Unauthorized collecting of artifacts or other activities that have the potential to destroy or disturb archaeological resources shall be prohibited.
- Policy 4.4-3** Increase the Visibility of Chumash History and Culture. Encourage and participate in partnerships between the City, developers, landowners, non-profits, and representation from most likely descendants of Barbareño Chumash and local Native American associations and individuals to increase the visibility of Chumash history and culture by:
- A. Supporting public displays or exhibits of Chumash arts, culture, and history;
 - B. Encouraging the incorporation of elements from Chumash art and culture into public and private development; and
 - C. Supporting the creation of a permanent Chumash archaeological museum and interpretive center in addition to the Santa Barbara Museum of Natural History.

DEVELOPMENT REVIEW POLICIES

General

- Policy 4.4-4** Paleontological and Archaeological Resource Consideration and Protection. Potential damage to paleontological and archaeological resources shall be considered when making land-use decisions. Project alternatives and conditions offering the most protection feasible to important paleontological or important or unique archaeological resources shall be implemented.

Policy 4.4-5 Avoid Adverse Impacts to Important Paleontological and Important or Unique Archaeological Resources. Development shall be sited and designed to avoid adverse impacts to important paleontological and important or unique archaeological resources to the maximum extent feasible. If there is no feasible alternative that can avoid impacts to important paleontological or important or unique archaeological resources, then the alternative that would result in the least adverse impacts to important paleontological and important or unique archaeological resources that would not result in additional adverse impacts to other coastal resources shall be required. Impacts to important or unique archaeological or important paleontological resources that cannot be avoided through siting and design alternatives shall be mitigated.

Policy 4.4-6 Native American Consultation Requirement. The City shall consult with Native American tribal groups and individuals approved by the Native American Heritage Commission for the area prior to amending or adopting its General Plan or any specific plan, or amending the Coastal LUP, when designating any land as open space, when development may adversely impact Native American archaeological and/or cultural resources, during preparation of any mitigation plan to address adverse impacts to Native American archaeological and/or cultural resources, and prior to release of a negative declaration, mitigated negative declaration, or environmental impact report prepared for the project.

Archaeology

Policy 4.4-7 Archaeological Resources Evaluation Requirement. Development proposed in any area known or suspected to contain archaeological resources, or identified as archaeologically sensitive on the City of Santa Barbara's Archaeological Resources Sensitivity Map, shall be evaluated to identify the potential for important or unique archaeological resources at the site and whether the proposed development may potentially have adverse impacts on those resources if present at the site.

Policy 4.4-8 In-situ Preservation and Avoidance Preferred. In-situ preservation and avoidance is the preferred manner of preserving and protecting important or unique archaeological resources. Where in-situ preservation and avoidance is not feasible, partial or total recovery of important or unique archaeological resources shall be undertaken. Examples of methods to accomplish in-situ preservation and/or avoidance include, but are not limited to:

- A. Siting and designing structures to avoid important or unique archaeological resources;
- B. Planning construction to prevent contact with important or unique archaeological deposits;

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- C. Planning parks, green space, or other open space to preserve important or unique archaeological sites;
- D. "Capping" or covering important or unique archaeological sites with a layer of soil before building tennis courts, parking lots, or similar facilities. Capping may be used where:
 - i. The soils to be covered will not suffer serious compaction;
 - ii. The cover materials are not chemically active;
 - iii. The site is one in which the natural processes of deterioration have been or can be effectively arrested; and
 - iv. The site has been recorded.

Although the placement of fill on top of an archaeological site may reduce direct impacts of construction, indirect impacts will possibly result from the loss of access to the site for research purposes and scarification and compaction of soils. To mitigate these impacts, a sample of the cultural resource shall be excavated and appropriately curated for research purposes; and

- E. Deeding important or unique archaeological sites into permanent conservation easements held for the benefit of the public.

Policy 4.4-9 Mitigation if In-Situ Preservation or Avoidance is not Feasible. Where development will or is likely to adversely impact any important or unique archaeological resources and it is not feasible to avoid or preserve resources in-situ, mitigation measures that are sensitive to the cultural beliefs of the affected population(s) and would result in the least significant adverse impacts to resources shall be required and implemented as conditions of the Coastal Development Permit.

If total or partial recovery through excavation is the only feasible mitigation measure, a Data Recovery Plan specifying how the archaeological excavation will be carried out and a requirement for a Data Recovery Report summarizing the results of the archaeological excavation(s) shall be prepared by a City-Qualified Archaeologist (Registered Professional) in consultation with the City's Environmental Analyst, the City's Archaeological Resources Advisor at the UCSB Department of Anthropology, and as appropriate, Native American tribal groups or individuals approved by the Native American Heritage Commission for the area, and a City-Qualified Barbareño Chumash Monitor. The Data Recovery Plan shall be reviewed and approved by the City's Historic Landmarks Commission, and implemented as a condition of the Coastal Development Permit.

The Data Recovery Plan shall include, but not be limited to, the following:

- A. The nature and purpose of the Data Recovery Plan; dates of the fieldwork; names, titles, and qualifications of personnel involved; and the nature of any permits or permission obtained;
- B. The level of excavation needed;
- C. The analytical protocols for the data;
- D. Detailed notes, photographs, and drawings of all excavations and soil samples; and
- E. The location of where archaeological resources will be curated.

The Data Recovery Report shall be submitted to the City following the archaeological excavation detailing the implementation of the Data Recovery Plan and recovery measures that were performed, including the integrity of the site deposits and any other information, as necessary. The Data Recovery Report shall be reviewed by the City's Environmental Analyst, the City's Archaeological Resources Advisor at the UCSB Department of Anthropology, and as appropriate, Native American tribal groups or individuals approved by the Native American Heritage Commission for the area and a City-Qualified Barbareño Chumash Monitor, and accepted by the Historic Landmarks Commission prior to issuance of a building permit for the development.

Policy 4.4-10 Condition of Approval—Monitoring Requirement. When recommended by a City-Qualified Archaeologist (Registered Professional) due to a likelihood of uncovering or otherwise disturbing unknown subsurface archaeological resources, the following mitigation measures shall be a condition of approval of the Coastal Development Permit:

- A. Onsite monitoring by a City-Qualified Archaeologist and as appropriate, a City-Qualified Barbareño Chumash Site Monitor of all grading, excavation, trenching, vegetation or paving removal, ground clearance, and site preparation that involves earthmoving operations;
- B. All contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel; and
- C. If archaeological resources are encountered or suspected, work shall immediately be halted or redirected to an area with no known archaeological resources, and the City's Environmental Analyst shall be notified. The City's Environmental Analyst shall evaluate the nature, extent, and importance of any discoveries or suspected archaeological resources based upon input from the City's Archaeological Resources Advisor at the UCSB Department of Anthropology, Native American tribal groups or individuals approved by the Native American Heritage Commission for the area, a City-Qualified Archaeologist (Registered Professional), and/or a

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City-Qualified Barbareño Chumash Site Monitor, as appropriate. If archaeological resources are determined to be important or unique, the City's Environmental Analyst shall require a City-Qualified Archaeologist (Registered Professional) to prepare a mitigation plan (which may include but is not limited to a Data Recovery Plan and a Data Recovery Report) and, if feasible, redirect grading and/or excavation activities to an area with no archaeological resources until such time as adequate mitigation measures are implemented to protect or preserve the identified important or unique archaeological resources. The City's Environmental Analyst shall determine whether the development or mitigation measures require a new or amended Coastal Development Permit. Activities that may adversely impact these resources shall not resume without written authorization from the City's Environmental Analyst that construction may proceed.

If a discovery consists of possible human remains, all work in the area shall be immediately halted, and the Santa Barbara County Coroner shall be contacted. A Barbareño Chumash representative from the most current City-Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. The City's Environmental Analyst shall determine whether the development or mitigation measures require a new or amended Coastal Development Permit. Activities that may adversely impact these resources shall not resume without written authorization.

Paleontology

Policy 4.4-11 Condition of Approval--Discovery of Paleontological Resources. When development is proposed in any area known or suspected to contain paleontological resources, the following mitigation measures shall be a condition of approval of the Coastal Development Permit:

If paleontological resources are discovered in the course of construction, including earth-moving activities or other ground disturbances, the following shall occur:

- A. All activity that could damage or destroy these resources shall be immediately halted;
- B. A Registered Professional Paleontologist shall examine the site and provide an evaluation of the nature and importance of the resources;
- C. Mitigation measures shall be implemented to address the impacts of the construction on the resources following the guidance of Policy 4.4-8 *In-Situ Preservation and Avoidance Preferred* and Policy 4.4-9 *Mitigation if In-Situ Preservation or Avoidance is not Feasible*;

- D. The City's Environmental Analyst assigned to the project shall determine whether the construction or mitigation measures require additional environmental review and/or a new or amended Coastal Development Permit; and
- E. The City shall notify the Coastal Commission staff that important paleontological resources were discovered during construction.

Activities that may adversely impact these resources shall not resume without written authorization from the Environmental Analyst assigned to the project that construction may proceed.

DEFINITIONS & PROCEDURES

Policy 4.4-12 Archaeological Resources Evaluations. Archaeological resources evaluations shall be conducted by the City's Environmental Analyst based upon input from the following as appropriate: the City's Archaeological Resources Advisor at the UCSB Department of Anthropology, Native American tribal groups or individuals approved by the Native American Heritage Commission for the area, a City-Qualified Barbareño Chumash Site Monitor, and/or a City-Qualified Archaeologist (Registered Professional), and shall:

- A. Evaluate the potential for unrecorded important or unique archaeological resources to be located on the development site following the guidance of the City's Archaeological Resources Sensitivity Zone Report Requirements (see table on Archaeological Resources Sensitivity Map) and including site research, records reviews, and field surveys as appropriate;
- B. Evaluate the development's potential adverse impacts to important or unique archaeological resources; and
- C. Implement mitigation measures consistent with the Coastal LUP to avoid or minimize significant adverse impacts to important or unique archeological resources to the extent feasible.

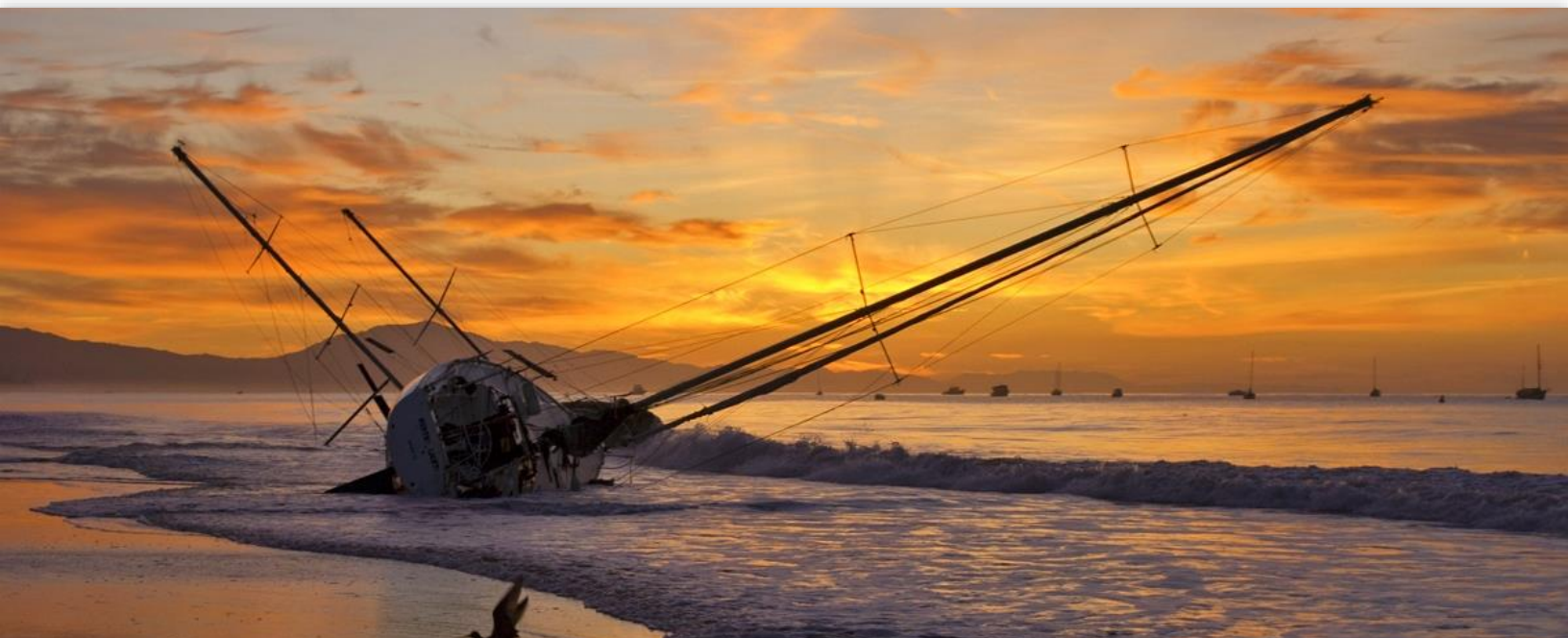
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5. COASTAL HAZARDS & ADAPTATION

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5.1 COASTAL HAZARDS

PHOTO: BEACHED SAILBOAT AFTER COASTAL STORM

Coastal Act policies related to Coastal Hazards that are relevant to Santa Barbara include the following:

Section 30233. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - (6) Restoration purposes.
 - (7) Nature study, aquaculture, or similar resource-dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary...

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30235. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded, where feasible.

Section 30253. New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

INTRODUCTION

Natural hazards have been part of the City's fabric since its inception. These hazards include geologic, erosion, flooding, wildfire, and shoreline hazards. While geologic hazards, wildfires, and creek flooding are citywide hazards, the shoreline is particularly vulnerable to storm hazards. Coastal storms cause accelerated erosion of beaches and coastal bluffs from wave action, landslides from saturation of the ground from water, damage to the shoreline from wave runup, and flooding from high water events and storm surge. Models show rising sea level will result in increased coastal flooding, erosion, property damage, and resource loss, including the loss of recreational, economic, cultural, and ecological beach resources.

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HAZARD IDENTIFICATION & RISK REDUCTION

Under the Coastal Act, development is required to be sited and designed to minimize risks, assure stability and structural integrity, and neither create nor contribute significantly to erosion. The Coastal Act also places significant limits on construction that could alter natural shoreline processes and natural landforms along coastal bluffs, such as seawalls and revetments. If a proposed development is located in an area identified as potentially exposed to high geologic, flood, fire, and/or shoreline hazards, it is evaluated to identify whether the proposed development at any time during its economic life could pose substantial risk to life, property, or public health. When necessary, mitigation measures and alternatives are required to avoid or minimize the risk.

CITY PROGRAMS

The City has identified and mapped areas potentially affected by geologic, flood, fire, and shoreline hazards, and applies procedures for evaluating development in potential hazard areas (see below for more information). The City's Municipal Code implements federal, state, and local regulations related to development of earthquake-resistant structures and addresses other seismic, geologic, and soil conditions, flood conditions, and specific provisions for building construction and vegetation management in high fire hazard areas.



HARBOR DREDGE

As a city that is vulnerable to floods, fires, and earthquakes, there are many programs to ensure that the City is ready and able to mitigate, prepare for, respond to, and recover from the effects of major emergencies that threaten lives, property, and the environment. Programs that address hazards present in the Coastal Zone are described below.

Community Resilience

The City promotes community resilience through public education and comprehensive emergency response planning and programs, including training City employees as Disaster Service Workers and maintaining a citywide *Emergency Management Plan*. To reduce risk to critical facilities (e.g., hospitals and medical clinics, schools, police and fire stations, emergency operations, and potential high loss facilities such as dams and hazardous material sites) in compliance with the Federal Disaster Mitigation Act of 2000, the City maintains a *Local Hazard Mitigation Plan* that identifies and profiles hazards, identifies critical facilities for inclusion in vulnerability assessments, and ranks the

probability of potential hazards on those critical facilities. Community resilience also includes planning for specific hazards, such as tsunamis, floods, and wildland fire.

Tsunami Response

Tsunamis with the potential to affect Santa Barbara may be generated by an earthquake that occurs locally, such as in the Santa Barbara Channel, or by a large earthquake that



TSUNAMI HAZARD ZONE SIGN

occurs at a distant location. The threat of a locally generated tsunami affecting Santa Barbara is relatively low based on the low recurrence interval for large earthquakes originating in the Santa Barbara Channel. The City has responded to the threat of tsunamis by completing steps to be designated by the National Weather Service as a “TsunamiReady®” community. These steps include a 24-hour warning system, more than one method to receive tsunami warnings and alert the public, promotion of public readiness, and development of a *Tsunami Response Plan*. As part of this effort, the City has installed signs identifying potential tsunami inundation areas and evacuation routes that are identified in the

Tsunami Response Plan. The City has also worked with state agencies to develop a *Maritime Tsunami Playbook* to help members of the maritime community prepare, plan, and respond to strong currents and tsunami damage.

Floods

Numerous regulatory requirements and risk reduction programs have been implemented by federal, state, and local agencies to minimize the effects of flooding. In general, these requirements and programs reduce the potential for damage to structures. Some of the measures that reduce the risk and consequences of flooding in the City include: the National Flood Insurance Program; the construction, operation, and maintenance of flood control and drainage infrastructure by the Santa Barbara County Flood Control District and the City Public Works Department; City ordinances for floodplain management and development along creeks; and the City’s *Storm Water Management Program*. Furthermore, the City has developed draft *Flood Response Guidelines* to assist law enforcement, Fire Department, Public Works, and Emergency Services staff in response to imminent flooding including response trigger points based on National Weather Service advisories.

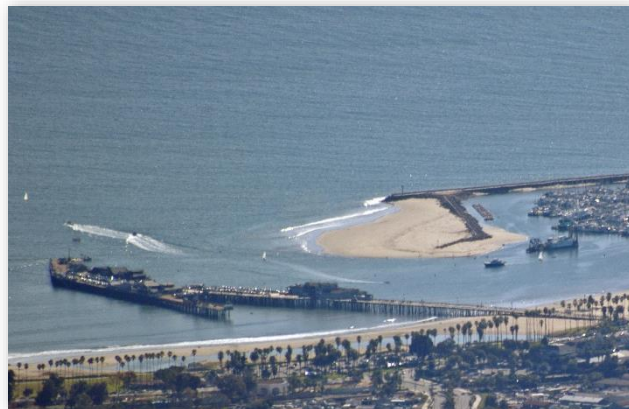
Wildland Fire

The City implements programs through the *Wildland Fire Plan* to reduce the risk of wildland and structure fires and coordinate fire risk prevention, management, response, recovery, and public education programs with the County, U.S. Forest Service, FEMA, and other agencies.

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Sediment Management

Beach nourishment from sand dredged from the Harbor periodically widens down coast beaches, improving the City's resilience to coastal storms and the anticipated impacts of sea level rise. The Harbor breakwater functions as a groin, forming Leadbetter Beach as sand from the west is impounded (dammed) by the breakwater. Sand also migrates along the southern side of the breakwater to form a sand spit at the mouth of the harbor. This sandspit, which requires regular dredging to keep the Harbor navigable, also serves to protect the marinas from southeasterly storms. Currently, the estimated quantity of sediment transport into the Harbor annually is about 370,000 cubic yards. Of this, an average of 312,000 cubic yards of sediment is dredged from the Harbor annually.



THE HARBOR SANDSPIT VIEWED FROM ABOVE

In 2011, the City implemented a comprehensive 10-year sediment management program including dredging, beach nourishment, beach grooming, installation of lifeguard towers, and maintenance of storm drain outlets to provide optimal navigation, recreation, operations, economic, and shoreline protection for the Harbor and beaches area. The Coastal Development Permit for the sediment management program was later amended to authorize construction of seasonal sand berms at Leadbetter Beach and between the mouth of Mission Creek and Stearns Wharf to minimize wave damage to existing structures and uses in the Harbor area.

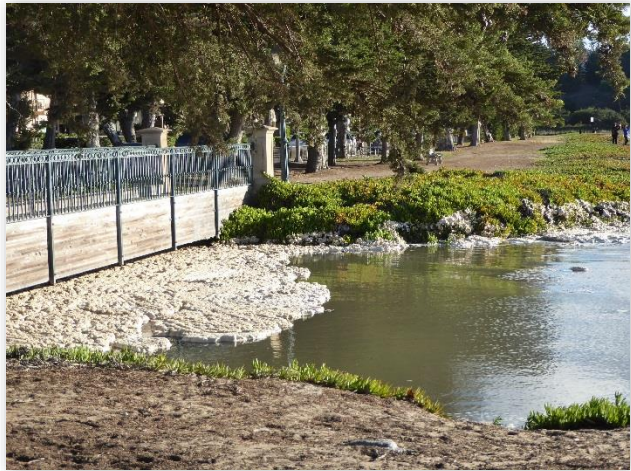
The City is a member agency of the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), a Joint Powers Agency established in 1986 to address coastal erosion, beach nourishment, and clean oceans within the Central California coast from Point Conception to Point Mugu. BEACON's *Coastal Regional Sediment Management Plan* (CRSMP) includes regional consensus-driven sediment management policy and guidance to restore, preserve, and maintain Santa Barbara's coastal beaches.

Sea Level Rise

Modeling & Mapping

The City participates in local, state, and federal efforts to monitor and model projected hazards due to sea level rise. Each iteration of modeling and mapping has improved upon the previous efforts to provide more accurate depictions of potential future coastal hazard areas. For example, the City's 2010 *General Plan Update Environmental Impact Report* (EIR) included an analysis and maps of current and predicted future coastal erosion and flooding due to sea level rise based on what was known at the time. Sea level rise scenarios have been used to prepare several preliminary vulnerability assessments including the City's *Climate Action Plan* in 2012 and a University of California Santa Barbara (UCSB) Bren School of Environmental Science & Management Master's Degree

project (*City of Santa Barbara Sea Level Rise Vulnerability Assessment*, Bren MESM, 2015). In 2015, the County of Santa Barbara's *Coastal Resiliency Project* included the City in coastal hazard modeling of erosion (beach and bluff), coastal storm flood, and extreme inundation hazard zones under three different sea level rise scenarios for the years 2030, 2060, and 2100. Following the County's modeling effort, the City prepared a refined



KING TIDE EVENT PROVIDES INSIGHT ON SLR IMPACT

model for the low-lying shoreline (i.e., Leadbetter Point to the bluffs at East Beach) that included the effects of existing shoreline protection structures, beach management strategies, and water control infrastructure to provide a more accurate forecast of the sea level rise scenarios. Finally, the most recent coastal hazards modeling effort is the *Coastal Storm Modeling System* (CoSMoS) for the California coast from the United States Geological Survey (USGS). The 2017 CoSMoS 3.0 *Phase 2 Southern California Bight* data simulates coastal hazards in response to projections of waves, storm surge, anomalous variations in water levels, creek discharges, and tides under various sea level rise scenarios. It is considered the current best available science on sea level rise impacts

in the Santa Barbara area that has been peer reviewed. It is part of a statewide effort by USGS to uniformly study sea level rise impacts so that all local jurisdictions and the state are using the same assumptions and data in addressing sea level rise impacts. Unlike previous modeling efforts, CoSMoS incorporates probability into the analysis. It shows scenarios that are likely to occur versus those that represent less likely or extreme worst-case scenarios.

While these modeling simulations and studies provide a general indication of potential hazards due to sea level rise, they all contain some level of uncertainty and do not take into account existing building footprints, pumping capacities, creek flooding, and other variables that could substantially change the results. Sea level rise modeling is an emerging science that is continuing to evolve and is best used as a hazards screening tool to visually anticipate where hazards may occur. Site-specific evaluations are usually needed to confirm and verify information presented in the datasets, and analysis of the data will be necessary to address specific challenges as the City moves forward in sea level rise planning and adaptation.

The policies included in this Coastal LUP that address the potential effects of sea level rise are considered interim and are likely to change as a result of the Sea Level Rise Adaptation Plan that the City is undertaking in the next several years. The interim policies included in this Coastal LUP assume that the City will protect public roads and other public facilities along the shoreline that provide public access, recreation, and coastal dependent uses (such as the Harbor) until a long term plan for these resources is developed as part of the upcoming Sea Level Rise Adaptation Plan.

Sea Level Rise Adaptation Plan

A planned comprehensive Sea Level Rise Adaptation Plan will: assist the City in determining the best use of the multiple sea level rise scenarios and model products; reassess vulnerabilities; evaluate the existing shoreline protection devices, flood (water control) infrastructure, and beach management strategies; develop a range of feasible adaptation strategies and identify their economic implications; and re-evaluate coastal hazard policies, development standards, and hazard screening tools. Any future changes made to the Coastal LUP coastal hazards policies or procedures as a result of the Sea Level Rise Adaptation Plan will be processed as a Local Coastal Program amendment.

GEOLOGIC & SEISMIC HAZARDS

Many of the geologic hazards of concern to life and property in the Coastal Zone are related to seismic hazards. Strong earthquakes can result in fault displacement and groundshaking, liquefaction of soils, tsunamis, and landslides. Other serious geologic hazards include coastal bluff erosion and retreat caused by marine and terrestrial erosion processes, high groundwater, and radon. The City's Community Development Department maintains maps of geologic and seismic potential hazard zones including earthquake fault, peak ground acceleration, tsunami, liquefaction, slope failure, expansive soils, erosion, and radon, as part of the Master Environmental Assessment Maps available to City staff and the public. They are used by a City Environmental Analyst, along with site-specific field evidence, to determine if a site has the potential for geologic and seismic hazards and whether a hazards evaluation and other technical reports are needed as part of the review of development proposals prior to a City permitting decision.

The City has implemented several programs to minimize the effects of geologic and seismic hazards including building code regulations that require unreinforced masonry buildings to be retrofitted to reduce the danger of collapse during earthquakes and requirements for conducting site-specific liquefaction hazard evaluations. The following describes the major geologic and seismic hazards in the Coastal Zone and, where necessary, the basis for including Coastal LUP policy direction beyond the City's existing codes and regulations.

Fault Displacement & Groundshaking

Geologic conditions in the Santa Barbara region are complex, and movement along regional and local faults over geologic time has shaped, and will continue to shape, the City's landscape. These forces have the potential to result in adverse to catastrophic effects. Historically, there is an established record of strong earthquakes affecting Santa Barbara, particularly the earthquake of 1925, which caused extensive damage throughout the Downtown area.

Several documented faults exist within the Coastal Zone, including portions of the Mesa fault in the West Beach area and other small, unnamed faults on the coastal bluffs. The

Mesa fault is “apparently active,” meaning there is evidence of fault movement occurring over the past 11,000 years. The unnamed coastal bluff faults show no evidence of movement along the faults from the last 11,000 to two million years and are considered “potentially active.”

The Alquist-Priolo Act of 1972 prevents the construction of most structures used for human occupancy on the surface trace of active faults, which, for the purposes of the Act,



1925 EARTHQUAKE DAMAGED CALIFORNIA HOTEL

is one that has ruptured in the last 11,000 years. Per the Act’s regulatory zones (known as Earthquake Fault Zones), there are no active faults within the City, and the Act’s fault development setbacks (generally 50 feet) do not apply. There is no regulatory requirement to identify potential fault hazard zones or for a specified setback width for faults not designated as active under the Act.

The City identifies and reviews fault displacement and groundshaking hazards for specified types of projects (e.g., schools, hospitals, multiple residential units) at the land

use or building permit phase within the mapped fault hazard zones. Based on the results of site-specific investigations, hazard avoidance, site layout modifications, or structural engineering techniques can be required to minimize the risk of fault displacement and groundshaking.

Liquefaction

Liquefaction of soils is a temporary condition that can occur during or after moderate to large earthquakes. Liquefied soil will have a substantial loss of bearing strength, which may cause buildings in affected areas to settle or tilt. The resulting structural damage can range from minor to complete failure. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soils, where the water table is within 55 feet of the ground surface.

Within the Coastal Zone, areas with the highest liquefaction risk include the entire Waterfront Component Area up to Highway 101 and land near the Arroyo Burro creek banks. Within the Waterfront, areas with high liquefaction potential are within the boundaries of the former El Estero, a low-lying coastal lagoon that was filled during the 1920s and 1930s. Studies to evaluate the potential consequences of liquefaction are required by the City at the land use or building permit phase depending on the level of the hazard and the type of development proposed. Based on the results of site-specific investigations, site modifications, building foundation, and design measures are required to minimize the risk of liquefaction and its associated effects.

Landslides & Slope Failures

Landslides occur on sloping ground when the weight of the material that comprises the slope and the weight of objects placed on the slope exceed the strength of the slope material. The down-slope movement of earth material is part of the continuous and natural process of erosion; however, the stability of a slope can be adversely affected by a wide variety of factors, such as by adding water and/or load to a slope.

Many sources and factors have been used to determine landslide potential within the City. Generally, the coastal bluffs and a few steep slopes in the Las Positas Valley are considered high landslide potential areas for various reasons, including steep slopes that are naturally unstable and subject to failure even in the absence of human activities. Coastal bluff retreat is also caused by marine and terrestrial erosion, discussed in greater detail in the Shoreline Hazards section below.

Known slope failures and slope failure deposits (landslides) have been identified and mapped by the USGS and others along the coastal bluffs mainly at the western City limits (Sea Ledge Lane to Arroyo Burro Beach area) and between Mesa Lane and La Mesa Park (south of Edgewater Way and El Camino de la Luz). Large landslides that affected the coastal bluffs in the recent past include the El Camino de la Luz landslide in 1978 that resulted in the destruction of two homes and a landslide in Shoreline Park in 2008 that moved a portion of the bluff landward approximately 38 feet. Both landslides occurred in the winter after large storms.



SHORELINE PARK BLUFF FAILURE

The California Geological Survey (CGS) Landslide Hazard Maps are used by the City to identify areas of varying landslide potential (slope instability). In the mapped moderate or high landslide potential areas, the City requires a site investigation in accordance with applicable sections of the California Building Code, Seismic Hazards Mapping Act, and CGS Special Publication 117 at the land use or building permit phase depending on the type of development proposed. If feasible, development should be avoided in areas where substantial slope movement has occurred in recent or historic times. Where avoidance is not feasible, development must demonstrate that the slopes in the project area meet a minimum factor of safety and/or incorporate design and construction techniques to reduce risk. The “factor of safety” is determined by a site-specific investigation that estimates the strength of the soil or rock that comprises the slope (resisting forces) and the weight of the slope and objects placed on the slope (driving forces) above a potential slide surface or “slip plane.” The value of the resisting forces divided by the value of the driving forces determines the “factor of safety.” A factor of safety below 1.0 is theoretically impossible, as the slope would have failed already. A factor of safety of 1.0 indicates that failure of the slope is imminent. Increasing values above 1.0 lend increasing confidence in the stability of the slope (Johnsson, 2002). The Coastal LUP policies provide

further detail on slope stabilization and protection to ensure that adverse impacts to life and property and coastal resources are minimized. Shoreline beach and bluff erosion is a separate topic discussed in the Shoreline Hazards section.

Erosive & Expansive Soils

Soil erosion occurs when wind, water, or ground disturbances cause soil particles to move and deposit elsewhere. Numerous conditions influence the susceptibility of soils to the effects of erosion, including soil characteristics, vegetative cover, and topography. Erosion potential in the Coastal Zone ranges from very high to slight. In general, the coastal bluffs and hillside areas have a higher erosion hazard potential. Numerous federal, state, and local regulatory programs reduce the potential for soil erosion hazards at the building permit phase. Shoreline beach and bluff erosion is a separate topic discussed in the Shoreline Hazards section.

Expansive soils will expand when wet and shrink when they become dry. Repeated cycles of shrinking and swelling can impact structural integrity due to cracking building foundations, walls, ceilings, and floors and damage to surface improvements such as roadways and sidewalks. Soils in the Coastal Zone that present a potential high shrink/swell hazard are predominately in the Mesa and East Beach areas. The impacts of expansive soil hazards can be addressed early in the project design phase and typically include hazard avoidance, appropriate site layout, control of site drainage and runoff, and specific foundation and/or structure design.

Radon

Radon is an invisible and odorless radioactive gas that is created by the decay of uranium and thorium that is naturally present in rocks and soils. Breathing air with elevated levels of radon gas can result in an increased risk of developing lung cancer. Radon gas can move from the soil and into buildings through cracks in slabs or basement walls, pores and cracks in concrete blocks, and openings around pipes. Since radon enters buildings from the adjacent soil, concentrations of the gas are generally highest in basements and in ground-floor rooms. While all buildings have some potential for elevated radon levels, buildings located on rocks and soil containing elevated levels of uranium or thorium will have a greater likelihood of having elevated radon concentrations. The U.S. Environmental Protection Agency and the California Department of Public Health recommend that individuals avoid long-term exposures to radon concentrations above four picocuries per liter (pCi/L).

Areas of the City that have a moderate to high potential for elevated radon concentrations are generally located in areas underlain by the Rincon or Monterey Formations, or soils derived from those formations. In general, Coastal Zone areas designated as having a “High” or “Moderate” risk potential are located in portions of the Mesa, Las Positas Valley, and Santa Barbara City College. Because site investigations and evaluation of radon hazards may be more costly than incorporating radon mitigation measures into project design, most types of projects in these areas incorporate

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engineered controls, such as installing a soil depressurization system that uses a fan and ventilation pipes to create a vacuum below the building, during the building permit phase of review to mitigate for radon hazards. Passive ventilation systems that do not rely on the use of a fan can be installed in new construction. Sealing foundation cracks, pipe penetrations, and utility channels can also be an effective measure to reduce indoor radon concentrations.

High Groundwater

High groundwater is a hazard that can have an adverse effect on building construction, roads, storage tank installation, utility installation, and other projects with structural elements that penetrate the subsurface. Buildings and other facilities in areas with high groundwater can be subjected to moisture intrusion, and in some cases, tremendous buoyancy forces that may push up on the structure, potentially causing structural offsets at the ground surface or otherwise causing extensive damage. In general, groundwater within 15 feet of ground surface can create a nuisance and can require special structure design to address buoyancy and moisture intrusion.

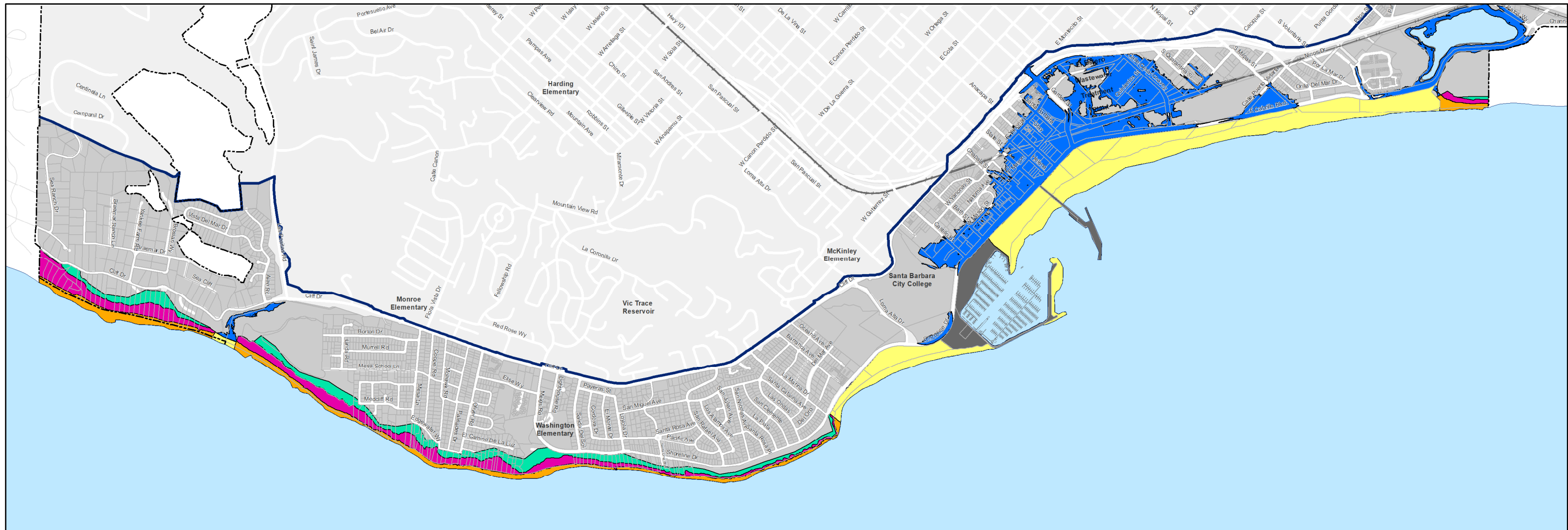
In general, Coastal Zone areas that have the potential for high groundwater-related hazards include low-lying portions from the shoreline inland to Highway 101 and areas located adjacent to major creeks. While certain areas have been identified as having the potential to be affected by high groundwater levels, there can be substantial variability in groundwater levels at a particular site seasonally, over time, and due to climatic conditions. Certain types of projects, such as those with deep foundations or under-floor space, require a site-specific investigation (soil borings and/or cased wells/piezometers) to provide up-to-date depth to groundwater data. Upon determination of a “design groundwater elevation,” structure design during the design phase can be evaluated and construction methods, such as dewatering during construction, can be implemented as necessary to mitigate the hazard. Requirements for building damp proofing and water proofing are included in the California Building Code.

Coastal groundwater inundation is a potential hazard related to sea level rise in the low-lying areas. With progressive sea level rise, the water table will likely rise at a similar rate and shallower groundwater could alter site conditions, impacting development and coastal resources. Likely changes to groundwater as a result of sea level rise requires more research in order to evaluate whether changes in groundwater will alter site conditions.

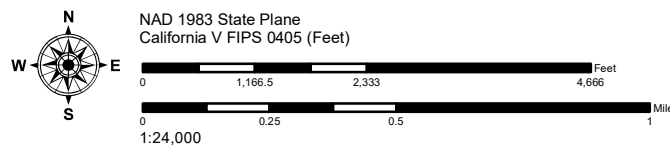
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FIGURE 5.1-1 INTERIM SHORELINE HAZARDS SCREENING AREAS



Planning Division, AJN, TRB, 5/31/2018



BOUNDARIES

- Coastal Zone
- City Limits

SHORELINE HAZARDS SCREENING AREAS

- Area 1 - City-Owned Low-Lying Beach and Backshore Areas
- Area 2 - Bluff-Backed Beaches
- Area 3 - Coastal Bluff Faces
- Area 4 - Coastal Bluff-Tops
- Area 5 - Stearns Wharf and Harbor
- Area 6 - Inland Coastal Flooding Area

Note: Large scale and digital versions of this figure and the data on the map are available at the City of Santa Barbara Community Development Department office. 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 Coastal Zone Boundary 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. This map was created using the middle confidence bound of the USGS CoSMoS 3.0 model outputs for the 150cm SLR scenario with a 100 year storm event, no beach nourishment, and no consideration of existing coastal protective structures. This is a tool used to depict hazard screening areas potentially subject to shoreline hazards including: beach erosion; coastal bluff erosion; coastal bluff slope failure or instability; coastal flooding; and wave impacts, now and in the future and factoring in the anticipated effects of sea level rise. This map is based on model outputs and does not account for all of the complex and dynamic geologic conditions and coastal processes that could occur at any given site, future construction, shoreline protection upgrades, or other changes to the City or region that may occur in response to sea level rise. This map provides a tool for when site specific technical evaluations may be required and when development standards pertaining to shoreline hazard areas may be applied. Any areas subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and/or wave impacts that are not depicted on the Map, shall also be subject to the policies of this Coastal LUP. This map shall be used in the interim period between Coastal Commission certification of this Coastal LUP and when new shoreline hazard screening procedures and maps are certified as part of a future Sea Level Rise Adaptation Plan process. Further information on the Shoreline Hazards Screening Areas can be found in Policy 5.1-29 Interim Shoreline Hazards Screening Areas Map.

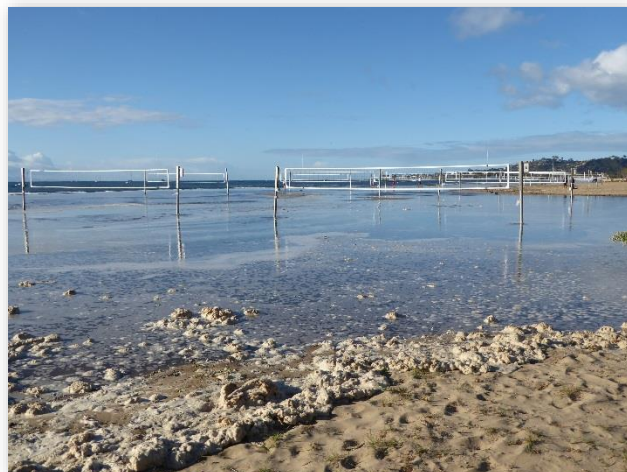
Sources: California Coastal Commission GIS/Mapping Unit (2017), USGS CoSMoS 3.0 (2017), City of Santa Barbara (2017), and Santa Barbara County Clerk-Recorder-Assessor's Mapping Division (2017).

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SHORELINE HAZARDS

The City's Coastal Zone shoreline includes beaches, backshore areas, and coastal bluffs. Hazards along the shoreline include beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding from the sea, and wave impacts. As sea level rises, inundation (when dry land becomes permanently submerged) will move inland, and so will coastal flooding and wave impacts. Beach and coastal bluff erosion will become significantly accelerated and will add to the inland extent of impacts. The updated policies for shoreline hazards include an Interim Shoreline Hazards Screening Areas Map that depicts six areas based on geographic composition and potential shoreline hazards that are or may be subject to in the future, factoring the effects of sea level rise. The Map also provides a general screening level evaluation tool to be used to identify shoreline hazards that may impact coastal development. The updated policies also include procedures for evaluating shoreline hazards and shoreline hazard development standards. The Map and policies are considered interim until the City completes a planned Sea Level Rise Adaption Plan, which may recommend a different or tiered approach for screening coastal hazards based on the best available sea level rise science.



FLOODED VOLLEYBALL FACILITIES DURING KING TIDE

The intent of the Coastal LUP shoreline hazards policies is to continue identifying and evaluating shoreline hazards and to provide detailed development standards to address new development and significant redevelopment, subject to existing and future coastal bluff and beach erosion, slope instability, wave impact, coastal flooding, and other hazards, including the impacts of sea level rise, with the aim of reducing hazard-related risk consistent with the hazard-related policies of the Coastal Act.

The following sections discuss the geography, history of development, and Coastal LUP interim policy direction for development along the City's shoreline.

Beaches

The City's beach system is one of its most important recreational assets and relates closely to the basic character of Santa Barbara. With this relationship, the beaches are an important recreational focal point for the community as well as a source of attractions for residents and visitors.

There are approximately six miles of beaches within the City limits, of which approximately 70 percent is in public ownership. The approximately three miles of City-owned beach area from Shoreline Park to the coastal bluffs near the eastern City limits is

a relatively wide sandy beach area with a high level of recreational use. Conversely, the several miles of coastal bluff backed tidal beaches offer a considerably different shoreline experience. Here, the higher tides occasionally cover the entire beach to the base of the coastal bluffs. At low tides the receding ocean exposes broad areas of smooth-packed sand, ideal for walking. While convenient access is provided at several points, most of this area is a secluded, quiet, walking beach. The City has a long history of keeping the coastal bluffs and bluff-backed beaches undeveloped dating prior to the 1970s. Attempts to make improvements of any kind to these natural coastal bluff and associated beach tidal areas, with the purpose of increasing the intensity of use for reasons other than coastal access and recreation, is not allowed.

Beach Modification & Erosion

The history of Santa Barbara's beaches include both natural erosion and storm damage processes and human interventions, particularly between Leadbetter Beach and East Beach, that extensively modified the coastline. Between Leadbetter Beach and East

Beach, modifications on or adjacent to the sandy shoreline started in the late 1880s, including development of several public pools, "West" and "East" Boulevards (now Cabrillo Boulevard), winter cottages, and public parks. The largest modification occurred with the construction of the Harbor breakwater, completed in 1930, which resulted in the creation (accretion) of Leadbetter Beach and erosion of East Beach and Cabrillo Boulevard and the installation of thousands of tons of boulders to stabilize the shoreline. The Harbor construction, ongoing maintenance dredging, and dredge spoils disposal for beach nourishment permanently altered much of this area.



THOUSAND STEPS DURING KING TIDE EVENT

Wave Impacts

Water levels along the coast vary depending on tides and wave conditions. Wave runup is the distance or extent that water from a breaking wave will extend up the shoreline, including up

a beach, coastal bluff, or structure. In Santa Barbara, periodic wave runup events have damaged beach access stairways, overtopped the Harbor breakwater, damaged Stearns Wharf, and deposited debris on beach access parking lots. Wave runup is exacerbated when wind and low pressure from a storm event cause a storm surge that pushes water on shore above the normal water level. The combination of wave runup with storm surge and high tides can cause coastal flooding, which is temporary but can be highly damaging, and erosion to beaches and coastal bluffs.

Shoreline Protection

Shoreline protection is a broad term for constructed features or other techniques that block the landward retreat of the shoreline and are used to protect structures or other

features from erosion, coastal flooding, wave impacts, and ocean currents. Shoreline protection devices include seawalls, revetments, riprap, earthen berms, and bulkheads.

As far back as the 1920s, shoreline protection devices were installed parallel to the City-owned beaches starting with a low concrete seawall constructed along West Cabrillo Boulevard. Reportedly, waves would come up to the edge of the wall. Now, as sand has accreted in this area, only a small portion of the wall is exposed and ocean waves no longer reach the seawall. In the early 1930s, timber sheet pile walls fronted by rock revetment and groins were constructed along East Beach to address severe erosion. After East Beach was further denuded of sand following heavy storms, a rock and rubble dike was placed in the area in the 1940s. Since then, beach nourishment from dredging has extended the beach width and slowly buried the majority of these structures with sand, but portions are temporarily exposed after large storms.



SEA LEDGE LANE ROCK REVETMENT

In 1983, during the 1982-83 El Niño season storm events, the eastern end of Leadbetter Beach and the Harbor commercial area were significantly damaged by waves and coastal flooding. Following this event, a three-foot high, 450-foot long concrete wave runup wall was permitted and constructed near the Yacht Club parking lot to protect the Harbor commercial area from future storms. The annual sand berm constructed on Leadbetter Beach also protects the Harbor commercial area from wave action damage.

The majority of the coastal bluffs remain in a natural condition. However, two private shoreline protection structures (rock revetments) were permitted at the toe of the bluffs following the 1982-83 El Niño season storm events: one 640-foot long revetment below Sea Ledge Lane at the western City limits to protect existing private structures from high waves and storms, and one 800-foot long revetment at the eastern City limits to protect Bellosguardo (formerly known as the Clark Estate) as a significant coastal resource.

Shoreline protection devices can cause considerable impacts to sand supplies, beach widths, and beach erosion. They prevent the shoreline and bluffs from naturally eroding. Normally, waves lose momentum and energy as they run up a gently sloping shoreline, and sand is deposited to form beaches. Many shoreline protection devices make it so that there is a hard back-stop to the shoreline. Waves hit the devices and reflect backwards, often causing increased sand erosion in front of the device. They can also increase beach erosion on either side of the device and impact down shore sand supplies. Shoreline protection devices such as revetments along coastal bluffs often impede vertical and lateral access to and along the beach as they can take up space on the beach and, over time, can narrow the sand area on the beach. For these reasons, the City's original 1981 Coastal LUP provided strict limits on when shoreline protection devices are allowed and how they should be designed to limit impacts on sand supplies and beaches. These policies are carried over into this Coastal LUP.

Beach Area Development

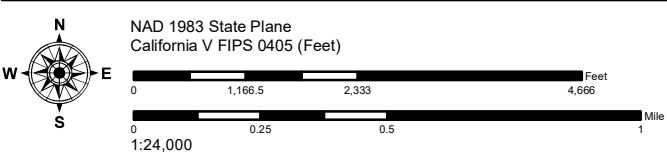
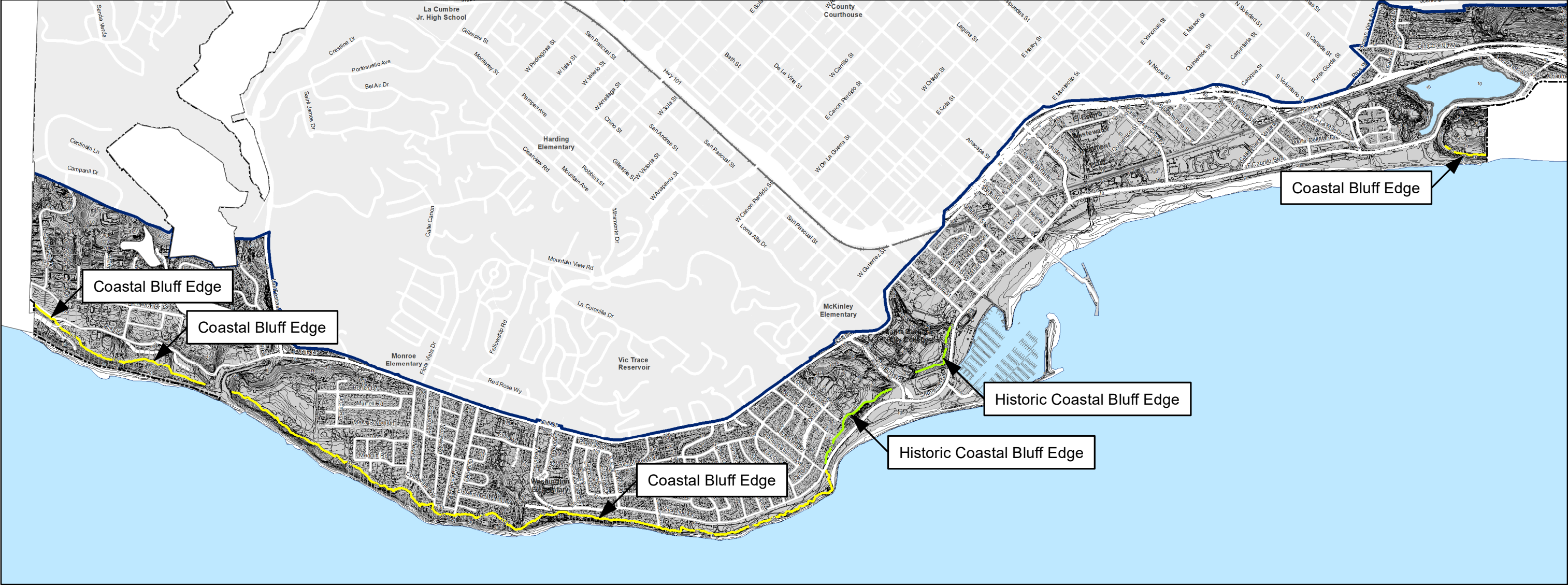
More than half of the beach portion of the shoreline is in public ownership, particularly from the western boundary of Shoreline Park through East Beach. Development in this area mainly serves public recreation and coastal-dependent purposes (e.g., parks, parking lots, the Harbor, Stearns Wharf, etc.). Existing City ordinances limit the uses allowed on City-owned beaches and backshore areas.

Most privately owned parcels on the coastal bluffs include some portion of the beach area to the mean high tide line, but this area is used as a public resource and is undeveloped except for coastal access stairways and the shoreline protection structures described above. Beginning in the early 1970s, City documents protect the bluff-backed beaches, prohibiting the installation of any improvements that would limit lateral access along the beach or change the nature of the beach from its natural condition that has long been used for walking, tidepooling, and other passive uses.

The beach portion of the shoreline is most exposed to wave impacts, beach erosion, and coastal flooding hazards. To date, parking lots and other structures in these areas have recovered from the occasional damaging storms, and no permanent inundation has occurred. The best available sea level rise models indicate that the threat of frequent flooding, permanent inundation, and beach loss will begin to increase significantly with approximately 1.5 feet of sea level rise, which is projected to occur by 2050. This provides the City a timeframe to design and implement sea level rise adaptation actions to mitigate future impacts. Going forward, new development and substantial redevelopment in areas depicted on Figure 5.1-1 *Interim Shoreline Hazards Screening Areas* will be evaluated to avoid shoreline hazards at any time during its expected life, factoring in the effects of sea level rise, to the degree feasible. During the time period prior to completion of the City's Sea Level Rise Adaptation Plan, it is the City's intent to retain and protect existing public development and operations of the City-owned beach and backshore areas, Harbor, and Stearns Wharf, including coastal access and coastal-dependent development, as long as doing so does not exacerbate risks to life and property. The Sea Level Rise Adaptation Plan will evaluate a full range of options to address the anticipated impacts of sea level rise on the City's beaches, Harbor, Stearns Wharf, and existing development and properly locate new development.

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FIGURE 5.1-2 COASTAL BLUFF EDGE



- BOUNDARIES**

 - Coastal Zone
 - City Limits
- COASTAL BLUFF EDGE**

 - Coastal Bluff Edge
(Defined in Policy 5.1-54
Coastal Bluff Edge Defined)
 - Historic Coastal Bluff Edge
(Defined in Policy 5.1-71
Historic Coastal Bluff Edge)

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 Coastal Zone Boundary 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. This figure shows the location of the coastal bluff edge in the City of Santa Barbara that meets the definition of Coastal Bluff Edge contained in Policy 5.1-54 Coastal Bluff Edge Defined and Historic Coastal Bluff Edge contained in Policy 5.1-71 Historic Coastal Bluff Edge. This figure may be updated by the City based on best available information and current site conditions. Large scale and digital versions of this figure and the topographical data on the map are available at the City of Santa Barbara Community Development Department office. Source: California Coastal Commission GIS/Mapping Unit (2017) and City of Santa Barbara Community Development Department (2016).

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Coastal Bluffs

The coastal bluff is composed of three main elements: the base of the bluff or toe, the face of the bluff (the vertical surface), and the top of the bluff. As defined in the Coastal Commission regulations, a “coastal bluff” is a bluff whose toe is now or was historically (generally within the last 200 years) subject to marine erosion.

There are approximately four miles of coastal bluffs along the City’s coastline, including the bluffs at the western City limits from Hope Ranch to Arroyo Burro Beach, the bluffs along the Mesa from Douglas Family Preserve to Shoreline Park at Leadbetter Point, and finally the bluffs at the eastern City limits adjacent to Bellosguardo (formerly known as the Clark Estate). Coastal bluffs whose toe was historically subject to marine erosion (prior to construction of the Harbor) include an area east of Shoreline Park and west of Pershing Park, depicted as Historic Coastal Bluff Edge on Figure 5.1-2 *Coastal Bluff Edge*.



COASTAL BLUFF

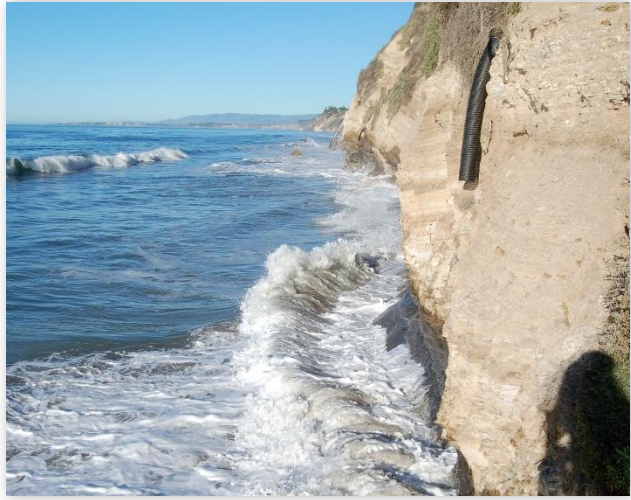
The coastal bluffs are composed primarily of the Monterey shale formation. This formation is prone to rapid erosion and landsliding for several reasons:

1. It is a thinly bedded sedimentary rock in which the bedding planes frequently slope seaward. This configuration facilitates wave erosion and allows the forces of gravity to pull slope material downward more easily than bedding planes that slope away from the base of the bluff;
2. The presence of bentonite clay layers adds to the inherent instability of the Monterey formation. When this highly expansive clay becomes wet, it expands and becomes slick, facilitating the downslope movement of the material above it;
3. The Monterey formation is often tightly folded, crumpled, and fractured. This allows thin, brittle rocks to be easily removed from the bluff by waves and deposited at the toe of the bluff as a pile of rock debris; and
4. The bedding planes, joints, and fractures allow water to enter the formation in many places, reducing overall rock strength.

Coastal Bluff Erosion & Retreat

One of the sources of erosion that can accelerate coastal bluff retreat is the addition of water from development along the coastal bluffs, including planting and watering of lawns and gardens, leaking of underground pipes, and unmaintained drain pipes overhanging the bluffs. Additional water on the coastal bluffs percolates down to the ground and emerges at the base as a spring or seep. The continual emergence of this water can significantly weaken bluff material. Other actions that can increase coastal bluff retreat include paths along the bluff edge and down the face that serve as water channels during rainstorms and cut gullies into the bluff material, increasing the weight placed on or near the bluff edge with buildings, fill, swimming pools, etc. that can make a formerly

stable slope unstable, and heavy non-native plants with shallow root systems (e.g., ice plant) overhanging the bluff edge and growing down the bluff face, pulling the slope material downslope.



COASTAL BLUFF WAVE ACTION

Coastal bluff retreat is a continual, natural process caused by both marine and terrestrial erosion and landslide processes that cause the bluffs to move landward. Wave action is the predominant erosion process as waves can erode the base of the bluff and remove support for overlying material, which increases the potential for landslides to occur. Terrestrial processes, such as erosion by water runoff over the face of the bluff, can also be a cause of coastal bluff retreat. Grading, vegetation removal, overwatering, poor drainage designs, and other development that contributes to excessive loading on the coastal bluff face and bluff top lands can also exacerbate erosion and instability on bluffs. Due to the perpetual nature

of these erosion processes, and the resulting landward retreat of the coastal bluffs, these areas should be recognized as temporary in nature.

Slope Stabilization Devices on Coastal Bluffs

Slope stabilization devices on coastal bluffs include constructed features such as retaining walls, sheet pile walls, buttresses, rip-rap, soldier piles, rock bolts, and gunite covering. Slope stabilization devices influenced by or designed to prevent impacts from waves and ocean currents are considered shoreline protection devices. While slope stabilization devices can mitigate slope instability, they can also cause other problems and have negative effects. Similar to shoreline protection devices, slope stabilization devices prevent the coastal bluffs from naturally eroding, but normally only in the location of the device. Slope erosion continues to occur around the device, devices weaken over time, or events occur that the device was not engineered to withstand, all of which eventually can result in gradual or catastrophic failure.

These devices also prevent the coastal bluffs and shoreline behind the beach from naturally eroding, which reduces sand supplies and beach widths. Other problems and negative effects of slope stabilization devices include visual impacts. Even when not originally visible or designed to blend into the natural landscape, over time these devices

may become exposed or deteriorate to the point that they are eyesores or disintegrate and litter coastal bluff faces and beaches.

For these reasons, the City's Coastal LUP and other planning documents limit when slope protection devices are allowed and how they should be designed to limit impacts.

Coastal Bluff Retreat Rates

Several different studies of coastal bluff retreat rates have been conducted in the Santa Barbara area. One study evaluated erosion rates over a 70-year period and determined that the highest retreat rate was approximately 12 inches per year, while the average erosion rate was eight inches per year. The estimated rates of coastal bluff retreat vary due to local differences in the composition and structure of the bluffs, the effects of bluff top development, and natural and human-made barriers located at the base of the bluffs, such as cobbles, boulders, and rock revetments. Although coastal bluff retreat varies at individual sites and generally occurs in an episodic manner, the average historic rate of coastal bluff retreat when measured over an extended period of time has been about six to 12 inches per year. At that average rate, the coastal bluffs could be expected to retreat by approximately 10-20 feet over the next 20 years, and approximately 45 to 90 feet by 2100. It should be noted, however, that site-specific studies of coastal bluff retreat rates have also determined that average retreat rates may be substantially lower than area-wide averages.



COASTAL BLUFFS

Coastal Bluff Retreat & Sea Level Rise

As sea level rises, coastal bluffs will be more vulnerable to wave-related erosion, which is expected to result in an increase in coastal bluff retreat rates. Currently, higher tides, storm surges, and wave uprush occasionally cover the entire beach at the base of the coastal bluffs. Sea level rise could increase coastal bluff retreat rates by greater than 55% over historical rates by 2100.

The faster coastal bluffs retreat with sea level rise, the more likely beaches will remain at the base of the bluffs, as the eroding bluffs allow space for the beaches to retreat and to some degree provide sediment to build up the height of beach. However, the rising sea level and associated beach erosion may occur faster than coastal bluffs erode, leading to the loss of bluff-backed beaches as they become inundated. Recent sea level rise model results suggest that beaches backed by coastal bluffs, as seen in the Mesa area, will narrow considerably and, in some cases, disappear with sea level rise.

Coastal Bluff Development & Risk Reduction

Most of the privately owned parcels along the coastal bluffs are developed with single-unit homes that were mainly constructed after World War II. Current setbacks from the

coastal bluff edge vary, with some primary structures located on the coastal bluff face, some adjacent to the coastal bluff edge, and others setback up to 50 feet. A Coast Guard lighthouse, Shoreline Park, the Douglas Family Preserve, and three public access stairs to the beach are also along the coastal bluffs. Of particular concern is development that is located on the bluff face or in close proximity to the coastal bluff edge. As the coastal bluff has retreated, this development causes a visual blight to the natural scenic qualities of the bluffs, and in some cases has become hazardous as disintegrating structures and improvements have fallen down the coastal bluff or onto the beach below.

In the late 1970s, the City established methods to mitigate hazards associated with development on the coastal bluffs. These included establishing adequate building setbacks for new development, requiring methods to drain water away from the coastal bluff top and edge, and controlling or prohibiting activities that contribute to coastal bluff erosion, such as unpermitted access routes, development that adds excessive weight to the coastal bluff top (i.e., large structures, swimming pools, artificial fill, etc.), non-native vegetation that requires a large amount of water (ice plant and annual grass), and disposal of material onto the coastal bluff face. At the time, a preliminary “seacliff setback line” was established such that the normal rates of erosion and coastal bluff material loss would not seriously affect the structure during its expected lifetime (75 years), to be verified by a site-specific investigation. An updated 75-year sea cliff retreat line map was developed in 2009 to identify areas where a site-specific geotechnical investigation for sea cliff retreat is required.

While the City has recognized the hazards of coastal bluff retreat for many years, this Coastal LUP updates policies for development on the coastal bluffs based on current best available science and the Coastal Commission *Sea Level Rise Policy Guidance*, and to clarify standards and procedures that were formerly not detailed enough for project applicants, planners, decision-makers, and the public. The City’s goals are to: 1) minimize exposure of new development and substantial redevelopment to the hazards of coastal bluff retreat and coastal erosion, 2) minimize risks to life and property through siting and design, 3) avoid project-induced exacerbation of erosion hazards, and 4) avoid the need for slope and shoreline protection devices that negatively impact natural landforms, beach widths, sand accretion, public access along the beach, and the aesthetic and biological resources of the beach and coastal bluff area. The overarching goal is to strictly limit development on the coastal bluff face to minimize risks to life and property from coastal bluff erosion and wave impacts. With these goals in mind, the City also recognizes the need for owners of coastal properties to perform maintenance and modest improvements to existing primary structures, garages, commercial buildings, and infrastructure.

The policies for coastal bluff development include procedures for identifying coastal bluff edge on a specific parcel and a map of the coastal bluff edge, as well as updated procedures for calculating the Coastal Bluff Edge Development Buffer. Also included are policies specifically outlining allowed development on the coastal bluff face, allowed development within the Coastal Bluff Edge Development Buffer, conditions for development in coastal erosion hazard areas, and a process to undertake if certain development standards cannot feasibly be met.

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Finally, with the updated coastal bluff edge information, some coastal bluff structures are considered nonconforming due to their location on the coastal bluff face. The Coastal LUP policies provide standards and findings to assist project applicants, planners, decision-makers, and the public on permit decisions for nonconforming new development and substantial redevelopment.

CREEK FLOODING

Four major watersheds drain through the City of Santa Barbara to the Pacific Ocean. The creeks that drain those watersheds include Arroyo Burro, Mission Creek, Laguna Channel, and Sycamore Creek. Arroyo Burro, Mission Creek, and Sycamore Creek originate in the Santa Ynez Mountains and drain areas within the Los Padres National Forest as well as developed areas of the City. The watershed for Laguna Channel drains an almost entirely urbanized area within the City.

These creeks and channels often experience short-duration, high-intensity rainfall events, which can result in high runoff rates and creek flows that rise quickly. Many of the natural creek channels in the City do not have the capacity to convey a sudden increase in flood flows that can occur during a large storm, and the areas with the greatest potential to experience out of channel flows are the lower creek reaches, where streambed gradients flatten and channel bank tops are relatively low.

Floods are generally described in terms of their frequency of occurrence. For example, a 100-year flood (also referred to as the base flood) is defined by evaluating the long-term average time period between floods of a certain size and identifying the size of flood that has a one percent chance of occurring during any given year. Floods of any size may occur at much shorter intervals or even within the same year. Flooding at the immediate shoreline is often temporary and results from a combination of creek flow, storm drain discharges, high tides, large waves, and ocean storm conditions.



LOWER MISSION LAGOON, THE CONNECTION BETWEEN LAGUNA AND MISSION CREEKS.

The Federal Emergency Management Agency (FEMA) provides official flood hazard mapping data, known as Flood Insurance Rate Maps (FIRM), that support the National Flood Insurance Program (NFIP) and provide the basis for community floodplain management regulations and flood insurance requirements. FEMA also maps Special Flood Hazard Areas (SFHA), including areas along the coast subject to temporary inundation by the 100-year flood with additional hazards associated with storm-induced waves. FEMA is in the process of remapping coastal flood risk and wave hazards in a project known as the Open Pacific Coast (OPC) Study. Following FEMA's process and statutory requirements, the new base flood elevations and hazard zones will be presented on digital FIRM.

Currently, coastal areas that would be expected to incur temporary flooding-related damage include most beaches and adjacent areas as far inland as Shoreline Drive and Cabrillo Boulevard. The FEMA designated 100-year flood zone areas in the City's Coastal Zone are briefly described below.

Arroyo Burro

Within the Coastal Zone, Arroyo Burro flows through a fairly incised channel. Floodwaters during a 100-year storm may only inundate small areas directly adjacent to the creek.

Mission Creek

Along the lower reaches of Mission Creek, flooding may impact the West Beach neighborhood, lower State Street, and the Waterfront area. Floodwaters from Mission Creek can also enter the Laguna Channel watershed, which adversely affects the ability of the Laguna Channel to convey flood flows.

Laguna Channel & Tide Gate

Laguna Channel is an engineered flood control channel from Highway 101 to the ocean.



LAGUNA CHANNEL TIDE GATE

Flooding associated with Laguna Channel can affect large portions of the City, including lower State and Milpas Streets, the Industrial Area, the western end of East Beach, and portions of the Waterfront.

A hydraulic pump station and tide gate facility was constructed at the mouth of the channel in the 1950s to prevent flooding in the Downtown area during high tides and storm events with heavy creek flows. The tide gates are essential in preventing flooding, particularly in the areas of the City that were within the historic Laguna Estero. This includes key recreational areas and coastal access parking lots, essential transportation facilities, visitor-serving uses, and existing commercial and residential structures. The Laguna Channel tide gate is one

of the City's key flooding protection structures, and ongoing use and maintenance of this facility is critical to public health and safety.

Sycamore Creek

Sycamore Creek can cause flooding impacts in portions of the East Beach neighborhood, where overbank flows occur due to a reduction in the creek channel slope and the resulting reduction in channel conveyance capacity.

Andrée Clark Bird Refuge & Weir

Historically, the Andrée Clark Bird Refuge was a brackish area that was inundated with ocean water during high tides and also received fresh water input from Sycamore Creek. However, construction of the railroad resulted in rerouting of Sycamore Creek, and now the Bird Refuge is an artificially modified estuary. Runoff from the urban watershed enters

the Bird Refuge via a mix of open channels and storm drains, and the Bird Refuge is connected to the ocean through a weir system on the inland side of Cabrillo Boulevard, passing under the roadway to a coastal lagoon. The outlet weir was installed in the 1980s to prevent flooding of Cabrillo Boulevard. Potential improvements to the weir system are currently being evaluated by the City.

Creek Flooding & Climate Change

Recent climate models to the year 2100 indicate that annual precipitation rates could remain relatively unchanged, but the number of large rainfall events could increase. The rainy season is projected to start later and end sooner, but shorter seasons with more large rainfall events will lead to more runoff and larger peak discharges, resulting in an increase in flooding events. More research is needed to evaluate the potential impact of increased creek flooding coupled with sea level rise to determine if any changes to existing practices should occur to minimize the effects of flooding.



SYCAMORE CREEK OUTLET

FIRE HAZARDS

Wildland fires are a significant part of Santa Barbara's history, with most of them occurring on the south-facing slopes of the Santa Ynez Mountains, also known as the "front country." A wildland fire that occurs in the vicinity of urban development is often referred to as a "wildland-urban interface" fire. The high fire hazard areas in the Coastal Zone are not directly connected to the Los Padres National Forest, and there is no recent history of wildland fires in the Coastal Zone. However, the City has designated four fire hazard zones within the high fire hazard areas based on the degree of hazard. Two of the hazard zones fall within the Coastal Zone: Coastal and Foothill, described below.

Development in high fire hazard areas requires provisions for appropriate site layout, building design and materials, access, water supply, and vegetation management practices to reduce the potential for wildfire-related damage. The Fire Department reviews projects to determine if building materials, defensible space, and water storage capacity are adequate for fire protection purposes.

Coastal

This zone is at the western City limits in a developed neighborhood north of Cliff Drive and west of Las Positas Road. This zone is mostly developed with single-unit homes with landscaped vegetation. The ocean's influence dominates weather patterns in this zone for most of the year; however, down canyon winds may occur that can cause the rapid spread of flames. The majority of the roads in this zone meet the Fire Department's



HARBOR VIEW OF WILDFIRE

standards, and water supplies also meet Fire Department requirements for fighting structure fires.

Foothill

Most of this zone is in the City's foothills located outside the Coastal Zone boundary, but a small portion of it extends into the Coastal Zone to Old Coast Highway/Highway 101 at the eastern City limits. This zone is almost entirely within the developed and irrigated golf course of the Montecito County Club. This zone is, however, connected to areas further inland with a mix of heavy brush and canopy fuels provided by oak and eucalyptus trees, heavy vegetation in creek

areas, and slopes with gradients that vary between 20 and 40 percent. This zone generally has adequate water supplies for fighting structure fires, which reduces potential fire hazards.

Fire Hazards & Climate Change

Climate change poses many potential challenges to California forests, including predicted increases in intensity and frequency of wildfire. In recent years, the California fire season has been starting sooner and ending later, and the severity of wildfire acreage burned has increased. It is unknown if the City's fire hazard zones will change due to changing climate. Any statewide updates to the fire hazard severity zones or building code requirements for high fire hazard areas will be reflected locally in the City of Santa Barbara.

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COASTAL HAZARDS POLICIES

CITY PLANNING EFFORTS & PROGRAMS

- Policy 5.1-1** Community Resilience. Promote community resilience through risk reduction, public education, and emergency response planning and programs.
- Policy 5.1-2** Tsunami Response Plans. Continue to participate in local and regional efforts to develop, implement, and update Tsunami Response Plans and evacuation routes. Implement the tsunami warning system, conduct public education and readiness measures, post Tsunami Hazard Zone signs, and develop response planning programs necessary to continue designation as a TsunamiReady® community.
- Policy 5.1-3** Floodplain Mapping Update. Coordinate with FEMA on updates to the Flood Insurance Rate Map (FIRM) floodplain boundaries for Special Flood Hazard Areas, as well as public education to keep the public informed of the risks and policies surrounding flooding.
- Policy 5.1-4** Fire Hazard Risk Reduction Programs. Continue to implement programs that reduce the risk of wildland and structure fires, and that minimize the short- and long-term effects of fires consistent with the policies of this Coastal LUP.
- A. *Wildfire Risk Reduction*. Continue to implement risk reduction measures such as vegetation fuels management and vegetation chipping through City operations, inter-agency programs, and programs for private property.
 - B. *Limit Residential Development in High Fire Hazard Areas*. Continue land use map designations that limit residential density in High Fire Hazard Areas.
 - C. *Wildland Fire Suppression Assessment District*. Continue to implement wildfire risk reduction programs facilitated by the Wildland Fire Suppression Assessment District, such as vegetation management, and homeowner education and assistance programs.
 - D. *Coordination*. Continue to coordinate fire risk prevention, management, response, recovery, and public education programs with the County of Santa Barbara, Montecito Fire Protection District, U.S. Forest Service, California Emergency Management Agency, CAL FIRE, Federal Emergency Management Agency, and other agencies.

- Policy 5.1-5** Evacuation Route Evaluation. Periodically evaluate the effectiveness of existing and proposed fire emergency evacuation routes, and develop standards or conditions that can be applied to projects to assure that adequate evacuation routes are provided and maintained, where feasible.
- Policy 5.1-6** Public Water System Improvements for Fire Fighting. Continue to periodically evaluate the potential for additional water system improvements to assist in emergency preparedness and incorporate feasible measures that are consistent with the policies of this Coastal LUP into the City Capital Improvement Plan and development standards and conditions.
- Policy 5.1-7** Private Water Supplies for Fire Fighting. Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies to support firefighting operations provided that procurement of such supplies and related development is consistent with the policies of this Coastal LUP.
- Policy 5.1-8** Sewer Line Erosion. Identify, prioritize, and support relocation of sewer lines that may be threatened by erosion.
- Policy 5.1-9** Regional Coordination on Beach and Coastal Bluff Erosion. Continue support for local and regional beach management strategies and coordinate with local and regional entities such as the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON), the County, other South Coast cities, Santa Barbara City College, and UCSB to manage regional beach and coastal bluff erosion issues including:
- A. Protection and restoration of natural sand transport;
 - B. Sand supply replenishment projects;
 - C. Natural coastal bluff restoration, stabilization, and erosion control measures;
 - D. Non-intrusive methods to slow sand transport and retain sand along the beaches; and
 - E. Funding opportunities and mechanisms to implement regional solutions.
- Policy 5.1-10** Harbor Dredging and Beach Nourishment. Continue to dredge the Harbor entrance channel and other areas, as necessary, to ensure the navigational channels permit safe travel for boating and fishing vessels and to provide sand for beach nourishment.
- Policy 5.1-11** Sand Management. Continue beach nourishment and dredged sediment management that protect shorelines from erosion and lessen the need for shoreline protection devices (e.g. seawalls), consistent with the

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policies of this Coastal LUP and subject to a valid Coastal Development Permit.

Policy 5.1-12 Laguna Channel Tide Gate and Pump Station Facility Maintenance and Improvement. The City shall prioritize the maintenance and improvement of the Laguna Channel Tide Gate and Pump Station Facility to ensure its function as a critical flood prevention device for protection of coastal resources, coastal access, public infrastructure and facilities, and existing development.

Policy 5.1-13 Monitoring, Data Collection, and Analysis of Sea Level Rise. Monitor, assess, and inform the public and City decision-makers about the effects of sea level rise on coastal resources, coastal access, public infrastructure and facilities, and existing development in order to make informed recommendations on adaptation and revise plans and policies as needed. This includes activities such as:

- A. Supporting sea level rise modeling, vulnerability identification, and adaptation planning efforts;
- B. Tracking NOAA tide gauge records and other resources to establish a long-term monitoring record of sea level changes;
- C. Coordinating with the State Lands Commission, other state and federal agencies, other jurisdictions, academic and research institutions, and other organizations along the coast to obtain mean high tide line survey data in order to document baseline data and monitor movement of the shoreline and public trust boundary;
- D. Documenting coastal bluff and beach erosion through photographs, mapping, and field notes;
- E. Documenting tide conditions, storm event flooding depths and duration, wave height and frequency, beach and coastal bluff erosion, and property damage through photographs, mapping, and field notes to validate numerical modeling results and track the frequency of events; and
- F. Supporting efforts to monitor sea level rise impacts to recreational resources (e.g. beaches), natural resources, and ESHAs.

Policy 5.1-14 Sea Level Rise Adaptation Plan.

- A. The City, in coordination with CCC staff, shall develop a comprehensive Sea Level Rise (SLR) Adaptation Plan that identifies the City's vulnerability to SLR and analyzes the feasibility, economic impacts, costs, and environmental consequences of a range of adaptation strategies. The SLR Adaption Plan shall, to the extent feasible, be coordinated with other regional jurisdictions and entities working on SLR issues and be guided by the California Natural Resources Agencies Safeguarding California Plans for

Reducing Climate Risk and the California Coastal Commission’s Sea Level Rise Policy Guidance.

B. The SLR Adaptation Plan shall include:

- i. A vulnerability assessment that uses best available science to examine potential SLR resource and hazard impacts, and assets at risk for the near-term, mid-term, and long-term to at least 2100. The assessment shall identify the areas, structures, facilities, and coastal resources that are most vulnerable. The assessment shall also analyze impacts to areas providing public access and recreation resources (including beaches, the California Coastal Trail, and Highway 101), significant ESHAs (such as wetlands), open space areas (in particular those that could provide areas in the future for migration of habitats and resources), and sites of existing or planned critical infrastructure. The assessment shall establish baseline conditions and analyze multiple sea level rise scenarios based on best available science, including a high emission sea level rise scenario based on state guidance;
- ii. An economic and fiscal impacts review that analyzes the value of property, public infrastructure, ecosystem, and recreational assets vulnerable to SLR;
- iii. A cost/benefit analysis of a range of adaptation strategies that address anticipated impacts of SLR identified in the vulnerability assessment. The plan shall include analysis of the feasibility of managed retreat or other ways to move existing and future development in order to minimize hazards, protect coastal resources from sea level rise, allow migration of wetlands and other habitats, and/or restore areas for open space, public access, biological, and recreational benefits to replace those lost due to the impacts of sea level rise; and
- iv. A timeline for phased implementation of the plan that includes action triggers.

Policy 5.1-15 Implementation of SLR Adaptation Plan. The SLR Adaptation Plan shall be used to draft policies, programs, and development standards to implement chosen SLR adaptation strategies for inclusion in the City’s LCP through a future LCP Amendment to be submitted to the CCC for review and certification.

Policy 5.1-16 Update Shoreline Hazard Maps. The City shall update shoreline hazard maps as necessary to incorporate new sea level rise science, monitoring results, and information on coastal conditions.

Policy 5.1-17 Educate Public on Sea Level Rise Hazards. Educate the public about the effects of sea level rise and shoreline hazards. Pursue various methods to notify and educate owners, residents, tenants, and potential future

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owners of property located in areas potentially subject to shoreline hazards and the effects of sea level rise. Support legislation to include the risks of sea level rise and shoreline hazards on real estate disclosures included in the sales of property.

DEVELOPMENT REVIEW POLICIES

General

Policy 5.1-18 Hazard Risk Reduction. New development and substantial redevelopment shall do all of the following, over the expected life of the development, factoring in the effects of sea level rise:

- A. Minimize risks to life and property from high geologic, flood, and fire hazards;
- B. Assure stability and structural integrity; and
- C. Neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

Policy 5.1-19 Adaptation in Development. New development and substantial redevelopment shall consider the expected life of proposed development in conjunction with the best available information on climate change effects, particularly sea level rise, and incorporate adaptation measures, as needed, in the location, siting, and design of structures in order to minimize hazards and protect coastal resources for the life of the development.

Geologic & Seismic Hazards

Policy 5.1-20 Avoid or Minimize the Effects of High Geologic Hazards. New development and substantial redevelopment in areas of potential fault rupture, groundshaking, liquefaction, tsunami, seiche, slope failure, landslide, soil erosion, expansive soils, radon, or high groundwater shall be sited, designed, constructed, and operated (including adherence to recommendations contained in any site specific geologic evaluation required) to ensure that the development minimizes risks to life and property, assures stability and structural integrity, and neither creates nor contributes significantly to erosion, geologic instability, or destruction of the site or surrounding area over its expected life, factoring in the effects of sea level rise.

Policy 5.1-21 Avoid Development on Slopes Greater than 30%. Avoid, and where avoidance is not feasible, minimize development that involves grading on any slopes greater than 30%.

Policy 5.1-22 Slope Failure Areas. New development and substantial redevelopment shall avoid areas subject to slope failure, to the extent feasible. Where avoidance is not feasible, minimize development and incorporate design and construction techniques that lessen slope failure risk, including use of deep-rooted, drought-tolerant vegetation, control of site drainage, and erosion control measures. Development proposed in slope failure areas within the Shoreline Hazards Screening Areas outlined in Policy 5.1-29 *Interim Shoreline Hazards Screening Areas Map* are subject to additional restrictions, as outlined in the shoreline hazard policies of this Chapter.

Policy 5.1-23 Slope Stabilization and Protection.

- A. Where such measures are otherwise allowed pursuant to the policies of this Coastal LUP, slope stabilization devices and other geotechnical mitigation measures that significantly modify landforms shall only be permitted when all of the following criteria are met:
 - i. When necessary to minimize the risk of a geologic or shoreline hazard and when alternative techniques to protect the development from risk of damage due to landslides and unstable slope have been determined to be infeasible or more damaging to coastal resources. Alternate techniques to protect development could include: siting of development; use of deep-rooted; drought tolerant vegetation; control of site drainage; erosion control measures; and relocation or demolition of threatened existing development when appropriate;
 - ii. Any new structures that are threatened by high geologic hazards (landslides, etc.) are setback from the hazard, to the maximum extent feasible;
 - iii. The development is designed and constructed to assure stability and structural integrity, including meeting an adequate factor of safety (1.5 static conditions; 1.1 pseudostatic conditions) for the expected life of the structure, factoring in the effects of sea level rise; and
 - iv. The development will not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area for the expected life of the development, factoring in the effects of sea level rise.
- B. Slope stabilization devices and other geotechnical mitigation measures that significantly modify landforms shall be designed to be the least environmentally damaging alternative, minimize landform alteration, avoid impacts to public access to and along the shoreline and coastal recreation areas, and be visually compatible with the surrounding natural environment, to the maximum extent feasible. Mitigation measures shall be incorporated into the design and

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construction of slope stabilization projects to minimize adverse impacts to coastal resources consistent with the policies of this Coastal LUP.

- C. Temporary slope stabilization methods such as placement of tarps shall only occur in cases of immediate threat or emergency and shall not be maintained as permanent stabilization measures.

Policy 5.1-24 Fault Rupture Setbacks and Safety Measures. Avoid placing new habitable structures across or adjacent to apparently active faults.

- A. *Fault Setbacks.* Habitable structures should generally be setback at least 50 feet from discrete fault surface rupture, or as determined by a site-specific fault investigation, to mitigate surface warping hazard.
- B. *Utilities that Cross Faults.* For linear utility infrastructure (e.g., water, sewer, gas pipelines) that must cross an apparently active fault, appropriate safety measures shall be provided. Examples of appropriate safety measures include providing shut-off valves on both sides of the fault, motion-sensitive shut-off valves, and appropriate structural engineering to accommodate anticipated levels of ground movement or surface warping.

Policy 5.1-25 Tsunami (Seismic Sea Waves) and Seiche Permit Conditions. Coastal Development Permits for new development and substantial redevelopment in areas designated as a tsunami hazard zone or a seiche hazard area shall include conditions that require:

- A. The owner acknowledges that:
 - i. The project site may be subject to hazards from tsunamis and/or seiches;
 - ii. The applicant assumes the risks of injury and damage from such hazards in connection with the permitted development; and
 - iii. The owner waives any claim of damage or liability against the City for injury or damage from such hazards.
- B. In the event of a tsunami and/or seiche hazard event that damages the development, the owner shall remove all recoverable debris associated with the development from the beach and the ocean and lawfully dispose of the material at an approved disposal site. Such removal shall require authorization through an emergency and/or regular Coastal Development Permit process; and
- C. The owner shall record a deed restriction, in a manner acceptable to the City Attorney, reflecting the conditions listed above.

Fire

Policy 5.1-26 Avoid or Minimize the Effects of High Fire Hazard. New development and substantial redevelopment shall provide appropriate site layout, structure design and materials, fire detection and suppression equipment, landscaping and maintenance including defensible space requirement, road access and fire vehicle turnaround, road capacity for evacuation (if new roads are proposed), and water supply to avoid or minimize risks to life and property. Any requirements for fire protection shall be considered as part of any Coastal Development Permit application review to ensure that adverse impacts to coastal resources are avoided or minimized consistent with the policies of this Coastal LUP.

Policy 5.1-27 Defensible Space Requirements. Existing structures, new development, and substantial redevelopment in high fire hazard areas shall provide defensible space as required by the Fire Department. Within defensible space vegetation (native or otherwise) must be maintained to create an effective fuel break by thinning dense vegetation and removing dry brush, flammable vegetation, and combustible growth. Fuel modification and brush clearance techniques shall minimize impacts to native vegetation, protect ESHAs consistent with the policies of Chapter 4.1 Biological Resources, and minimize erosion, runoff, and sedimentation, to the maximum feasible extent.

Flooding

Policy 5.1-28 Minimize the Effects of High Flood Hazard. New development and substantial redevelopment shall meet the following requirements over the expected life of the development, factoring in the effects of sea level rise:

- A. Avoid high flood hazards where feasible;
- B. Where avoidance of high flood hazards cannot be feasibly achieved, minimize flood risk by increasing elevation of structures, restricting basements or habitable floor area below grade, restricting grading, restricting fencing or yard enclosures that cause water to pond, and/or utilizing flood proof materials consistent with local building requirements; and
- C. Neither create nor contribute significantly to downstream flooding, erosion, geologic instability, or destruction of the site or surrounding area.

Shoreline Hazards

Policy 5.1-29 Interim Shoreline Hazards Screening Areas Map.

- A. Figure 5.1-1 *Interim Shoreline Hazards Screening Areas* depicts hazard screening areas potentially subject to shoreline hazards including: beach erosion; coastal bluff erosion; coastal bluff slope failure or instability; coastal flooding; and wave impacts, now and in the future, factoring in the effects of sea level rise. The Map is based on data from geological investigations, surveys, aerial photos, best available science modeling of sea level rise, and other sources. The Map depicts areas potentially impacted from shoreline hazards resulting from 150cm of sea level rise with a 100-year storm event. The Map provides a screening-level tool that depicts where site specific technical evaluations may be required and where development standards pertaining to shoreline hazard areas may be applied. Any development subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and/or wave impacts factoring in the effects of sea level rise, that are not located within the screening areas depicted on the Map, shall also be subject to the shoreline hazard policies of this Coastal LUP.
- B. Figure 5.1-1 *Interim Shoreline Hazards Screening Areas* shall be used in the interim period between CCC certification of this Coastal LUP and when new shoreline hazard screening procedures and maps are certified as part of the Sea Level Rise Adaptation Plan process.
- C. There are six potential shoreline hazards screening areas depicted on Figure 5.1-1 *Interim Shoreline Hazards Screening Areas* as follows:
 - i. Potential Shoreline Hazards Screening Area 1 (City-Owned Low-Lying Beach and Backshore Areas). This Area includes Arroyo Burro Beach; the portion of Arroyo Burro Beach Park subject to potential beach erosion; and the area bounded by the southerly prolongation of La Marina Drive to the west, Cabrillo Boulevard and Shoreline Drive to the north, the westerly edge of the Bellosguardo property to the east, and the ocean to the south, excluding Stearns Wharf and the developed portions of the Harbor. This Area is subject to the following potential shoreline hazards: beach erosion, coastal flooding, and wave impacts;
 - ii. Potential Shoreline Hazards Screening Area 2 (Bluff-Backed Beaches). This Area includes bluff-backed beaches from the mean high water line to the toe of coastal bluffs. This Area is subject to the following potential shoreline hazards: beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts;
 - iii. Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces). This Area includes coastal bluff faces from the toe of coastal bluffs up to the coastal bluff edge. This Area is subject

to the following potential shoreline hazards: coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts;

- iv. Potential Shoreline Hazards Screening Area 4 (Coastal Bluff-Tops). This Area includes those portions of the bluff top landward of the coastal bluff edge. This Area is subject to the following potential shoreline hazards: coastal bluff erosion, landslide, and coastal bluff slope failure;
- v. Potential Shoreline Hazards Screening Area 5 (Stearns Wharf and Harbor). This Area includes the developed portions of Stearns Wharf and the Harbor. This Area is subject to the following potential shoreline hazards: beach erosion, coastal flooding, and wave impacts; and
- vi. Potential Shoreline Hazards Screening Area 6 (Inland Coastal Flooding Area). This Area includes low-lying areas potentially subject to coastal flooding that are not included in Potential Shoreline Hazards Screening Areas 1-5. This Area is subject to the following potential shoreline hazard: coastal flooding.

Policy 5.1-30 Development Standards for Potential Shoreline Hazards Screening Area 1 (City-Owned Low-Lying Beach and Backshore Areas) on the Interim Shoreline Hazards Screening Areas Map.

- A. New development and substantial redevelopment in the Potential Shoreline Hazards Screening Area 1 (City-Owned Low-Lying Beach and Backshore Areas) on Figure 5.1-1 *Interim Shoreline Hazards Screening Areas* shall be limited to:
 - i. Public trails, walkways, engineered staircases, or related public infrastructure to provide public access to the beach and coast;
 - ii. Habitat creation, restoration, and enhancement;
 - iii. Remediation or removal of hazardous materials;
 - iv. Reestablishment of natural landforms that have been altered by previous development activities;
 - v. Subsurface public utility pipes or lines with no other feasible inland siting alternative;
 - vi. Pipelines for coastal dependent industry;
 - vii. Flood control projects;
 - viii. Lifeguard towers;
 - ix. Public restrooms and showers;
 - x. Substantial redevelopment, alteration, or relocation of existing public structures and public parking lots provided there is no net increase in overall development area. Relocation shall be to a site that is not located on the beach and that has the same or

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smaller threat of erosion, coastal flooding, or other wave impacts than the existing site. Any needed shoreline protection shall be consistent with the policies of this Coastal LUP, including Policy 5.1-44 *Shoreline Protection Device Permitting*;

- xi. Beach nourishment and dredged sediment management;
 - xii. Shoreline protection devices found to be consistent with Policy 5.1-44 *Shoreline Protection Device Permitting*;
 - xiii. Beach grooming found to be consistent with Policy 4.1-32 *Beach Grooming and Disturbance of Wrack*;
 - xiv. Beach volleyball courts and other minor, at-grade, easily removable, recreational equipment; and
 - xv. Temporary structures associated with a temporary event.
- B. New development and substantial redevelopment shall be sited outside areas subject to beach erosion and wave impacts over the expected life of the development, to the extent feasible, and factoring in the effects of sea level rise. If complete avoidance of beach erosion and wave impact hazards is not feasible, new development and substantial redevelopment shall be set back from beach erosion and wave impact hazards, to the maximum extent feasible. New development and substantial redevelopment shall be sited and designed to minimize the impacts of beach erosion, coastal flooding, and wave impacts to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over the expected life of the development, factoring in the effects of sea level rise.

Policy 5.1-31 Development Standards for Potential Shoreline Hazards Screening Area 2 (Bluff-Backed Beaches) on the Interim Shoreline Hazards Screening Areas Map.

- A. New development and substantial redevelopment on bluff-backed beaches (area from the mean high water line to the toe of coastal bluffs) shall be limited to:
 - i. Public trails, walkways, engineered staircases, or related public infrastructure to provide public access to the beach and coast;
 - ii. Habitat creation, restoration, and enhancement;
 - iii. Remediation or removal of hazardous materials;
 - iv. Re-establishment of natural landforms that have been altered by previous development activities;
 - v. Subsurface public utility pipes or lines with no other feasible inland siting alternative;
 - vi. Pipelines for coastal-dependent industry;

- vii. Flood control projects;
 - viii. Beach nourishment and dredged sediment management; and
 - ix. Shoreline protection devices found to be consistent with Policy 5.1-44 *Shoreline Protection Device Permitting*.
- B. New development and substantial redevelopment shall be setback from shoreline hazards to the maximum extent feasible and sited and designed to minimize impacts resulting from beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over the expected life of the development, factoring in the effects of sea level rise.

Policy 5.1-32 Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces) on the Interim Shoreline Hazards Screening Areas Map.

- A. New development and substantial redevelopment on coastal bluff faces (area between the toe of the coastal bluff up to coastal bluff edge) shall be limited to:
- i. Public trails, walkways, engineered staircases, or related public infrastructure to provide public access to the beach and coast;
 - ii. Habitat creation, restoration, and enhancement;
 - iii. Remediation or removal of hazardous materials;
 - iv. Re-establishment of natural landforms that have been altered by previous development activities;
 - v. Replacement of existing subsurface public utility pipes or lines where no inland siting alternative is feasible;
 - vi. Drainage systems consistent with Policy 5.1-39 *Drainage Systems On Coastal Bluff Faces and Coastal Bluff Edge Development Buffers*;
 - vii. Slope stabilization devices and other geotechnical mitigation measures consistent with Policy 5.1-23 *Slope Stabilization and Protection* that are necessary to protect: development that provides coastal public access; existing public structures; drainage systems consistent with Policy 5.1-39 *Drainage Systems On Coastal Bluff Faces and Coastal Bluff Edge Development Buffers*; replacement of existing subsurface public utility pipes or lines where no inland siting alternative is feasible; existing principal structures; other existing habitable structures; existing garages or required parking areas; and minimum required ingress and egress to these existing structures; and

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viii. Shoreline protection devices that are consistent with Policy 5.1-44 *Shoreline Protection Device Permitting*.

- B. If compliance with subsection A. above would prohibit a reasonable use of a lawfully created lot, Policy 5.1-36 *Reduction of Coastal Bluff Face and Coastal Bluff Edge Development Buffer Standards* or Policy 5.1-37 *Sea Ledge Lane* may apply.
- C. New development and substantial redevelopment shall be sited outside areas subject to beach erosion, coastal flooding, wave impacts, coastal bluff erosion, and coastal bluff slope failure over the expected life of the development, to the maximum extent feasible, factoring in the effects of sea level rise. If complete avoidance of hazard areas is not feasible, new development and substantial redevelopment shall be sited and designed to minimize impacts of beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over the expected life of the development, factoring in the effects of sea level rise.

Policy 5.1-33 Development Standards for Potential Shoreline Hazards Screening Area 4 (Coastal Bluff-Tops) on the Interim Shoreline Hazards Screening Areas Map.

- A. New development and substantial redevelopment shall be designed and sited to minimize impacts of coastal bluff erosion and coastal bluff slope failure to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding areas over the expected life of the development, factoring in the effects of sea level rise.
- B. Except for allowed development outlined in subsection C. below, new development and substantial redevelopment shall be sited landward of a Coastal Bluff Edge Development Buffer. The Coastal Bluff Edge Development Buffer shall be of sufficient size to ensure that new development and substantial redevelopment will not be threatened by erosion or slope instability, will not require the use of existing or new slope stabilization devices, and will not require the use of existing or new shoreline protective devices over the expected life of the development, factoring in the effects of sea level rise. Policy 5.1-70 *Coastal Bluff Edge Development Buffer Calculation* provides a detailed methodology for site-specific analysis of Coastal Bluff Edge Development Buffers.
- C. New development and substantial redevelopment within Coastal Bluff Edge Development Buffers shall be limited to:

- i. Development allowed on coastal bluff faces pursuant to Policy 5.1-32 *Development Standards For Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces) on the Interim Shoreline Hazards Screening Areas Map*;
- ii. Landscaping and other plantings consistent with Policy 5.1-38 *Landscaping, Watering, Weight, and Drainage on Coastal Bluff Faces and Coastal Bluff Edge Development Buffers*;
- iii. Substantial redevelopment, alteration, or relocation of existing public structures and public parking lots where no inland siting alternative is feasible and provided there is no net increase in overall development area. Relocation shall be to a site that has a smaller threat of erosion. Any needed shoreline protection shall be consistent with the policies of this Coastal LUP, including Policy 5.1-44 *Shoreline Protection Device Permitting*; and
- iv. Patios (constructed of wood, pavers, stone, brick, tile, or similar material) no more than 10 inches above existing grade, walkways, lighting for public safety purposes, fences limited to 42 inches in height, and vegetation barriers, if they are minor improvements, easily removable (without the use of mechanized equipment), and conform to the following:
 - a. Shall be located at least 10 feet from the coastal bluff edge (fences or other vegetation barriers for safety purposes could be located as close as 5 feet from the bluff edge if there is no other feasible option on the site);
 - b. Shall require an evaluation by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, or Civil Engineer, as applicable) that shows that the improvement will not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area;
 - c. Shall be designed to be visually compatible with the surrounding area; and
 - d. Shall be subject to the conditions listed in Policy 5.1-42 *Conditions for Development in Shoreline Hazard Areas on the Interim Shoreline Hazards Screening Areas Map* and additional conditions of approval that:
 - i. Require proper maintenance of the improvements so that they do not become a safety issue or begin to affect erosion, geologic instability, or destruction of the site or surrounding area;
 - ii. Require that no mechanized construction equipment is used for installation or removal;

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- iii. Require removal of the minor improvements when erosion reaches less than 5 feet from the improvements or if the improvements are otherwise deemed unusable or unsafe due to imminent threat of damage or destruction from geologic instability, erosion, flooding, wave impact hazards, or other hazards associated with development on a coastal bluff or beach; and
- iv. Limit the approval of the minor improvements to a maximum 20 years from the issuance of the Coastal Development Permit. When the permit term ends, the minor improvements shall be removed unless re-evaluation of the site shows the minor improvements still meet the standards and conditions listed above and a new Coastal Development Permit is approved to retain the minor improvements.

D. If compliance with subsection A., B., and C. above would prohibit a reasonable use of a lawfully created lot, Policy 5.1-36 *Reduction of Coastal Bluff Face and Coastal Bluff Edge Development Buffer Standards* or Policy 5.1-37 *Sea Ledge Lane* may apply.

Policy 5.1-34 Development Standards for Potential Shoreline Hazards Screening Area 5 (Stearns Wharf and Harbor) on the Interim Shoreline Hazards Screening Areas Map. New development and substantial redevelopment shall be sited and designed to minimize impacts of beach erosion, coastal flooding, and wave impacts to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over the expected life of the development, factoring in the effects of sea level rise. See additional policies addressing uses in this Area in Chapter 2.1 *Land Use & Development* and Chapter 2.2 *Coastal-Dependent & Related Development*.

Policy 5.1-35 Development Standards for Potential Shoreline Hazards Screening Area 6 (Inland Coastal Flooding Area) on the Interim Shoreline Hazards Screening Areas Map. New development and substantial redevelopment shall:

- A. Avoid high flood hazards unless determined to be infeasible or more damaging to coastal resources;
- B. Where avoidance of high flood hazards cannot be achieved, minimize flood risk by increasing elevation of structures, restricting basements or habitable floor area below grade, restricting grading, restricting fencing or yard enclosures that cause water to pond, and/or utilizing flood proof materials consistent with local building requirements; and

- C. Be designed to assure stability and structural integrity and neither create nor contribute significantly to downstream flooding, erosion, geologic instability, or destruction of the site or surrounding area over the expected life of the development, factoring in the effects of sea level rise.

Policy 5.1-36 Reduction of Coastal Bluff Face and Coastal Bluff Edge Development Buffer Standards. It is the goal of the City to move as many structures as possible outside of coastal bluff face and Coastal Bluff Edge Development Buffer areas. However, there may be existing legally established lots that are severely constrained where reasonable use of the property may not be feasible outside of these areas. This policy addresses the rare cases when a reduction of coastal bluff face and Coastal Bluff Edge Development Buffer standards (Policy 5.1-32 *Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces)* and Policy 5.1-33 *Development Standards for Potential Shoreline Hazards Screening Area 4 (Coastal Bluff Tops)*) may be allowed for new development and substantial redevelopment on severely constrained lots. Reductions of coastal bluff face and Coastal Bluff Edge Development Buffer standards may be allowed if all of the following findings can be made:¹

- A. The reduction of coastal bluff face and Coastal Bluff Edge Development Buffer standards is necessary to provide reasonable use of a legally established lot that cannot feasibly be accommodated outside the coastal bluff face and Coastal Bluff Edge Development Buffer areas;
- B. There are special circumstances or exceptional characteristics applicable to the property involved, such as size, shape, topography, location, or surroundings, that make it a severely constrained lot;
- C. Reduction of coastal bluff face and Coastal Bluff Edge Development Buffer standards shall be the minimum necessary to accommodate a reasonable use of the lot;
- D. The development allowed on the lot (outside and inside the coastal bluff face and Coastal Bluff Edge Development Buffer areas) shall only include the following and not exceed:
 - i. A principal structure that is the minimum size necessary to provide a reasonable use of the property but in no case exceeds the square footage of the existing permitted principal structure(s) on the lot or 1,200 square feet in cases where the

¹Any new development and substantial redevelopment necessitating shoreline protection devices inconsistent with Policy 5.1-44 *Shoreline Protection Device Permitting* does not adhere to the policies of this Coastal LUP and will require a property takings analysis pursuant to Policy 1.2-3 *Property Takings*.

- existing permitted principal structure(s) (excluding garage) is less than 1,200 square feet or there is no existing principal structure;
- ii. A garage or parking area, as applicable, sized to meet minimum parking requirements. Garages shall be integrated into the principal structure where feasible;
 - iii. The least amount of development necessary to provide ingress and egress to and from the principal structure/garage/parking area;
 - iv. Decks attached to the principal structure and not requiring additional caissons, slope stability devices, or other geotechnical mitigation measures;
 - v. Fences and natural barriers;
 - vi. Minimal exterior lighting;
 - vii. Any caissons, slope stabilization devices, or other geotechnical mitigation measures necessary to construct the principal structure, garage, and/or adequate ingress and egress to the site that are consistent with Policy 5.1-23 *Slope Stabilization and Protection*; and
 - viii. Development allowed within coastal bluff face and/or Coastal Bluff Edge Development Buffer areas (as applicable) pursuant to Policy 5.1-32 *Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces)* and Policy 5.1-33 *Development Standards for Potential Shoreline Hazards Screening Area 4 (Coastal Bluff-Tops)*.
- E. The granting of the reduction of coastal bluff face and Coastal Bluff Edge Development Buffer standards will not be materially detrimental to the public welfare or be injurious to other property or improvements in the same vicinity;
 - F. The development conforms to the City's Zoning Ordinance;
 - G. Compliance with coastal bluff face and Coastal Bluff Edge Development Buffer standards (including Policy 5.1-32 *Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces)* and Policy 5.1-33 *Development Standards for Potential Shoreline Hazards Screening Area 4 (Coastal Bluff Tops)*) are maximized to the extent feasible by minimizing the development area and siting of the development, as far inland as feasible;
 - H. Feasible modifications to required development standards that are not related to hazards and ESHA, wetland, and creek protection are included in the project to avoid or minimize hazard risks and impacts to coastal resources;

- I. The development is designed and constructed to assure stability and structural integrity, including meeting an adequate factor of safety (1.5 static conditions; 1.1 pseudostatic conditions) for the expected life of the structure, factoring in the effects of sea level rise;
- J. The development will not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area for the expected life of the development, factoring in the effects of sea level rise; and
- K. The development shall not rely on existing shoreline protection devices or require new shoreline protection devices for the expected life of the structure.

Policy 5.1-37 Sea Ledge Lane.

- A. All existing single-unit residential development on the following parcels on Sea Ledge Lane are considered non-conforming with respect to Policy 5.1-32 *Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces)* on the Interim Shoreline Hazards Screening Areas Map due to their location on a coastal bluff face:
 - i. APN 047-082-003 (3511 Sea Ledge Lane);
 - ii. APN 047-082-004 (3501 Sea Ledge Lane);
 - iii. APN 047-082-005 (3443 Sea Ledge Lane);
 - iv. APN 047-082-006 (3433 Sea Ledge Lane);
 - v. APN 047-082-007 (3429 Sea Ledge Lane);
 - vi. APN 047-082-009 (3427 Sea Ledge Lane);
 - i. APN 047-082-010 (3407 Sea Ledge Lane); and
 - ii. APN 047-082-012 (3425 Sea Ledge Lane).
- B. Maintenance, repair, additions, alterations, and substantial redevelopment on the parcels listed under subsection A. shall be processed according to Policy 2.1-19 *Nonconforming Development*.
- C. New or substantially redeveloped residential developments on the parcels listed under subsection A. may only be allowed if all of the findings contained in Policy 5.1-36 *Reduction of Coastal Bluff Face and Coastal Bluff Edge Development Buffer Standards* can be met. In addition, any new development or substantial redevelopment shall be located as close to Sea Ledge Lane as feasible².

² Any new development and substantial redevelopment necessitating shoreline protection devices inconsistent with Policy 5.1-44 *Shoreline Protection Device Permitting* does not adhere to the policies of this Coastal LUP and will require a property takings analysis pursuant to Policy 1.2-3 *Property Takings*.

Policy 5.1-38 Landscaping, Watering, Weight, and Drainage on Coastal Bluff Faces and Coastal Bluff Edge Development Buffers.

- A. Development, including landscaping and other improvements, shall be located and designed to prevent an increase in water percolation or excessive weight placed on coastal bluff faces and Coastal Bluff Edge Development Buffers, and to avoid increased drainage over the coastal bluff edge.
- B. All new plantings on coastal bluff faces and Coastal Bluff Edge Development Buffers shall be native, drought-tolerant vegetation. Sprinkler systems, irrigation plumbing, and in-ground irrigation systems shall not be allowed on coastal bluff faces and Coastal Bluff Edge Development Buffers. Watering shall not be allowed on coastal bluff faces or mapped slope failure areas, except for minimal manual watering needed for establishment of new plantings. Watering within Coastal Bluff Edge Development Buffers shall be limited to the minimum necessary for plant establishment and survival and accomplished via manual watering or easily removable drip irrigation tubing that is designed with a dedicated shutoff valve outside of the Coastal Bluff Edge Development Buffer. Additional limitations to watering in the Coastal Bluff Edge Development Buffer may be required based on the geologic conditions of the site.
- C. When new development or substantial redevelopment is proposed on coastal bluff faces or within Coastal Bluff Edge Development Buffers, existing landscaping and other plantings that are not drought-tolerant (e.g., lawns) shall be replaced with native, drought-tolerant vegetation when appropriate based on the scope and nature of the development.

Policy 5.1-39 Drainage Systems on Lots Containing Coastal Bluff Faces and Coastal Bluff Edge Development Buffers.

- A. Existing drainage systems on coastal bluff faces, including drainage pipes that hang partially or fully down the coastal bluff face and any drainage outlet on the coastal bluff face, shall be phased out and removed, to the maximum extent feasible, due to their continued impacts on bluff and beach erosion, visual resources, and biological resources.
- B. New development or substantial redevelopment on lots containing coastal bluff faces and Coastal Bluff Edge Development Buffers shall have drainage systems carrying runoff landward away from these areas and shall be conditioned to remove existing private bluff face drainage pipes, to the extent feasible. Where infeasible, new drainage systems on coastal bluff faces may only be permitted if each of the following criteria are met:
 - i. It is not feasible to carry runoff landward away from the bluff face;

- ii. It is not feasible to utilize existing drainage systems, or use of existing drainage systems would result in more erosion or visual impacts than a new system; and
- iii. The new drainage system is sited and designed to:
 - a. Be effective for the expected life of the development;
 - b. Avoid erosion and slope stability impacts;
 - c. Operate properly with only minimal maintenance requirements; and
 - d. Remain minimally visible for the expected life of the project. Drainage pipes on the bluff faces shall blend into the bluff (e.g., no blue-colored pipe).
- C. Where new or substantially redeveloped drainage systems are needed, consolidated drainage systems should be used where appropriate and feasible. Consolidated drainage systems should be sized to accommodate runoff from nearby and similarly drained parcels, if the consolidated system is found to be most beneficial and efficient, will not result in environmental damage, and property owners are in agreement regarding the installation and maintenance of a consolidated system.

Policy 5.1-40 Private Bluff Accessways.

- A. As feasible, existing lawfully established private accessways on coastal bluff faces shall be phased out due to safety concerns and their cumulative impacts to coastal bluff erosion, slope stability, visual resources, beaches, and shoreline processes.
- B. No new private accessways (stairways, walkways, and trails), additions to existing lawfully established private accessways, or substantial redevelopment of existing lawfully established private accessways shall be allowed on coastal bluff faces.
- C. Unpermitted accessways on coastal bluff faces shall be removed and the coastal bluff face shall be restored.

Policy 5.1-41 Material Disposal. The disposal of unauthorized material onto coastal bluff faces or beaches, including brush clippings from landscape vegetation, shall be prohibited. Property owners shall be required to remove any unauthorized materials on coastal bluff faces or beaches.

Policy 5.1-42 Conditions for Development in Shoreline Hazard Areas on the Interim Shoreline Hazards Screening Areas Map. Coastal Development Permits for new development and substantial redevelopment located in Potential Shoreline Hazard Screening Areas on Figure 5.1-1 *Interim Shoreline Hazards Screening Areas*, or otherwise subject to reasonably foreseeable beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal

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flooding, and/or wave impacts over the expected life of the development, factoring in the effects of sea level rise, shall include conditions that:

- A. Require removal of the development by owners if any government agency has ordered that the structure(s) is not to be occupied or is otherwise unsafe due to imminent threat of damage or destruction from any shoreline hazard;
- B. Require removal of all recoverable debris associated with the development in the event that portions of the development fall on the bluff face, to the beach, or are swept to another location before they are removed. All such debris shall be disposed of in a lawful manner. Such removal shall require authorization through an emergency and/or regular Coastal Development Permit;
- C. For uses and/or structures not allowed to have shoreline protection devices pursuant to Policy 5.1-44 *Shoreline Protection Device Permitting*, the following condition shall apply: Prohibit the construction of new or substantially redeveloped shoreline protection devices in the future to protect the new development or substantial redevelopment from any shoreline hazard;
- D. For uses not allowed to have slope stabilization devices pursuant to Policy 5.1-31 *Development Standards for Potential Shoreline Hazards Screening Area 3 (Coastal Bluff Faces)* and Policy 5.1-32 *Development Standards for Potential Shoreline Hazards Screening Area 4 (Coastal Bluff Tops)*, the following condition shall apply: Prohibit the construction of new or substantially redeveloped slope stabilization devices in the future to protect the new development or substantial redevelopment from any shoreline hazard;
- E. Limit the Coastal Development Permit to only the time period that the land underlying the development is under the ownership of the applicant or successor in interest. If the public trust boundary moves landward, resulting in the development encroaching onto public trust lands, the Coastal Development Permit will expire and the development on such public trust lands must be removed at the property owner's expense, unless the property owner obtains appropriate legal authorization from the trustee of the public trust lands (e.g., City of Santa Barbara or State Lands Commission) and obtains a new Coastal Development Permit from the CCC to authorize any development of public tidelands. Authorization for such development on public trust lands is restricted by the Coastal Act and Public Trust Doctrine and may not be allowed if the proposed use significantly interferes with public access or other public trust uses. (This condition may not apply to applications for development in Potential Shoreline Hazards Screening Area 6 (Inland Coastal Flooding Area));
- F. Require the applicant to acknowledge that:

- i. The project site and public services to the site (utilities, roads, etc.) may be subject to beach erosion, bluff erosion, coastal bluff slope failure, coastal flooding, wave impacts, or other hazards associated with development on a coastal beach, coastal bluff face or top, or in a coastal flood and/or wave impact area, now and in the future, factoring in the effects of sea level rise;
 - ii. Public services to the site may not be maintained in perpetuity due to the impacts of sea level rise;
 - iii. The applicant assumes the risks of injury and damage from such hazards in connection with the permitted development; and
 - iv. The applicant waives any claim of damage or liability against the approving entity (the City, or, if the permit is appealed, the CCC) for injury or damage from such hazards.
- G. Require the applicant to record a deed restriction, in a manner acceptable to the City Attorney (or the Executive Director of the CCC if the permit is appealed), reflecting at a minimum the applicable Coastal Development Permit conditions listed above.

Policy 5.1-43 Shoreline Hazards Avoidance Preferred. Protection of development at risk from shoreline hazards shall first avoid the hazards, including through demolition, relocation, siting of structures, as well as drainage control and installation of drought-tolerant landscaping. If avoidance is not feasible, other techniques that minimize hazards and avoid use of shoreline protection devices, such as use of vegetative planting, dune creation, dune restoration, and beach nourishment, shall be implemented in conjunction with avoidance techniques, as feasible.

Policy 5.1-44 Shoreline Protection Device Permitting.

- A. New or substantially redeveloped shoreline protection devices shall not be permitted unless avoidance measures, including consideration of relocation or removal of the at-risk structure, beach nourishment, dune creation, dune restoration, and other similar techniques are determined to be infeasible. Shoreline protection devices shall be prohibited unless they are necessary to, and will accomplish the intent of protecting public beaches, coastal-dependent uses, existing public structures, and existing principal structures (main living quarters, main commercial buildings, and functionally necessary appurtenances to those structures, such as wastewater and water systems, utilities, and other infrastructure) in danger from erosion. Shoreline protection devices shall not be allowed for the sole purpose of protecting private accessory structures or landscape features (e.g., garages, carports, storage sheds, decks, patios, walkways, landscaping).

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- B. All shoreline protection devices shall:
- i. Be sited as far landward as feasible where appropriate;
 - ii. Be designed to factor in the effects of sea level rise, including associated changes to beach erosion, coastal bluff erosion, coastal flooding, and wave impacts over the expected life of the development;
 - iii. Be designed to have the smallest footprint possible;
 - iv. Minimize alterations of the natural landform and natural shoreline processes to the maximum extent feasible;
 - v. Avoid encroachment upon any beach area that impedes lateral public access along the beach at any tide condition. If it is infeasible to avoid impeding lateral access along the beach at any tide condition, mitigation shall be required that provides equivalent lateral access to that portion of shoreline at an alternate location;
 - vi. Avoid adverse impact on public access to and along the shoreline and coastal recreation areas, to the maximum extent feasible, through project siting and design and required mitigation; and
 - vii. Be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

Policy 5.1-45 Conditions of Approval for Shoreline Protection Devices for Private Development. Coastal Development Permits for new or substantially redeveloped shoreline protection devices for private development shall, at a minimum, include the following conditions:

- A. Require removal of the shoreline protection device by the applicant when either of the following occur:
 - i. The structure or use requiring protection is removed and the shoreline protection device is no longer needed for its permitted purpose; or
 - ii. The existing structure it is protecting is substantially redeveloped, removed, or no longer exists.
- B. Require any mitigation necessary to address impacts to public access and sand supply pursuant to subsections B. vi. and B. vii. of Policy 5.1-44 *Shoreline Protection Device Permitting*;
- C. Limit the Coastal Development Permit for a shoreline protection device to a maximum twenty (20) year, limited term permit;
- D. Require all adverse impacts be monitored periodically and reassessed and mitigation adjusted as necessary to address the adverse impacts at the end of the permit term or when

improvements are proposed that extend the life of the device, whichever comes first; and

- E. Require the applicant to record a deed restriction, in a manner acceptable to the City Attorney, reflecting the conditions listed above.

Policy 5.1-46 Conditions of Approval for Shoreline Protection Devices for Public Development. Coastal Development Permits for new or substantially redeveloped shoreline protection devices for public development shall, at a minimum, include the following conditions:

- A. Require removal of the shoreline protection device by the applicant when either of the following occur:
 - i. The structure or use requiring protection is removed and the shoreline protection device is no longer needed for its permitted purpose; or
 - ii. The existing structure, public beach, coastal recreation area, or coastal dependent uses it is protecting is removed or no longer exists.
- B. Require any mitigation necessary to address impacts to public access and sand supply pursuant to subsections B. vi. and B. vii. of Policy 5.1-44 *Shoreline Protection Device Permitting*;
- C. Require all adverse impacts be monitored periodically and reassessed at the end of the permit term or when improvements are proposed that extend the life of the device, whichever comes first; and
- D. Require reevaluation of the design and necessity of the shoreline protection device when the protected structure is substantially redeveloped.

Policy 5.1-47 Legal Title. Applicants for proposed development on a beach or along the shoreline, including but not limited to a shoreline protection device, must demonstrate that they own adequate legal title to the underlying property. This includes, without limitation, that the applicants must demonstrate that the development either will not be constructed on public trust tidelands or that the applicants have received appropriate legal authorization from the City or State Lands Commission, whichever is trustee for those particular lands, to undertake the development consistent with public trust principles.

Policy 5.1-48 Harbor Dredging and Beach Nourishment. The scheduling and design of dredging shall minimize impacts to coastal resources and water quality and maximize down coast movement of sand. Dredge spoils suitable for beach nourishment shall be used for such purposes whenever possible.

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Policy 5.1-49 Beach Nourishment Placement.

- A. The placement of sediments at appropriate points along the shoreline that were removed from erosion control or flood control facilities may be permitted for the purpose of beach nourishment, if the source material proposed for deposition contains the physical (e.g., grain size and type), chemical, color, particle shape, debris, and compatibility characteristics appropriate for beach replenishment.
- B. All beach nourishment projects shall be designed to: minimize adverse impacts to beach, intertidal, and offshore resources; incorporate appropriate mitigation measures; and consider the method, location, and timing of placement.
- C. Sediment removed from catchment basins may be disposed of in the littoral system if it is tested and is found to have suitable physical, chemical, color, particle shape, debris, and compatibility characteristics appropriate for beach replenishment.

Policy 5.1-50 Harbor Structures and Sand Movement. Development in the Harbor shall be designed to avoid negative impacts on the movement of sand to the extent feasible.**DEFINITIONS & PROCEDURES***Definitions*

Policy 5.1-51 Beach Defined. A beach is an expanse of sand, gravel, cobble, or other loose material that extends landward from the Mean Low Water (MLW) line to the place where there is distinguishable change in physiographic form (toe of the coastal bluff), or to the line of permanent vegetation.

Policy 5.1-52 Beach Erosion Defined. Beach erosion is the loosening and transportation of beach materials, and rock and soil along the shoreline's low-lying areas by wave action, currents, water, wind, or other natural forces. Development and other non-natural forces (e.g., water leaking from pipes or scour caused by wave action against a seawall) may cause or increase beach erosion.

Policy 5.1-53 Coastal Bluff Defined. A coastal bluff is a scarp or steep face of rock, weathered rock, sediment, and/or soil resulting from erosion, faulting, folding, or excavation of the land mass. The coastal bluff may be a simple planar or curved surface, or it may be step-like in section. For purposes of this Coastal LUP, "coastal bluff" is limited to those features having vertical relief of 10 feet or more and whose toe is or may be subject to marine erosion.

Policy 5.1-54 Coastal Bluff Edge Defined. The coastal bluff edge is the upper termination of a bluff. In cases where the top edge of the bluff is rounded

away from the face of the bluff as a result of erosional processes related to the presence of the steep bluff face, the bluff edge is that point nearest the bluff, beyond which the downward gradient of the land surface increases more or less continuously, until it reaches the general gradient of the bluff. In a case where there is a step-like feature at the top of the bluff face, the landward edge of the topmost riser is the bluff edge. Where a coastal bluff curves landward to become a canyon bluff, the termini of the coastal bluff edge shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the coastal bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the canyon-facing portion of the bluff. Five hundred feet shall be the minimum length of bluff line or edge to be used in making a determination of where a coastal bluff becomes a canyon bluff.

- Policy 5.1-55** Coastal Bluff Erosion Defined. Coastal bluff erosion is the loosening and transportation of rock and soil along coastal bluffs by wind, water, waves, currents, or other natural forces.
- Policy 5.1-56** Coastal Flooding Defined. Coastal flooding is temporary flooding due to high water level events caused by one or more of the following: high tides, storm surge (a rise above normal water level during storms), and/or sea level rise.
- Policy 5.1-57** Expected Life of a Development Defined. The expected life of a development is the time period for which a development is expected to function without major repairs. The expected life of residential and commercial structures shall be a minimum of 75 years, while other types of development shall be determined on a case-by-case basis.
- Policy 5.1-58** Shoreline Protection Device Defined. Shoreline protection devices are constructed features such as seawalls, revetments, riprap, earthen berms, coastal bluff retaining walls, gunite covering, and bulkheads that block the landward erosion of the shoreline and are used to protect structures or upland areas from erosion, coastal flooding, and other impacts of waves and ocean currents. Also known as “coastal armoring.” Beach nourishment and dredged sediment management are not considered shoreline protection devices.
- Policy 5.1-59** Shoreline Hazards Defined. Hazards along the shoreline to the ocean that are created by winds, waves, currents, tides, storms, water, and geologic instability. Shoreline hazards include beach erosion, coastal bluff erosion, coastal bluff slope failure, landslide, coastal flooding, and wave impacts.
- Policy 5.1-60** Slope Stabilization Device Defined. Slope stabilization devices are constructed features such as retaining walls, sheet pile walls, buttresses, rip-rap, soldier piles, rock bolts, and gunite covering that are used to stabilize slopes. Slope stabilization devices influenced by or designed to

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prevent impacts from waves and ocean currents are considered Shoreline Protection Devices as outlined in Policy 5.1-58 *Shoreline Protection Device Defined*.

Policy 5.1-61 Wave Impacts Defined. Wave impacts are damage and flooding caused by the velocity and volume of ocean waves and wave run-up (the vertical extent of wave uprush on a beach or low lying inland area) during normal and storm conditions. For the purposes of implementing the policies of this Coastal LUP, wave impacts (impacts from the force or velocity of fast moving, breaking waves) are distinguished from coastal flooding impacts (impacts from the presence of water in an area from tides, storm surge, or sea level rise).

Procedures

Policy 5.1-62 Geologic Hazards Evaluations.

- A. Geologic Hazard Evaluations may be needed for new development and substantial redevelopment located in an area potentially subject to high geologic or seismic hazards (including fault rupture, groundshaking, liquefaction, slope failure, expansive soils, soil erosion, radon, and high groundwater). See *Policies 5.1-64 through 5.1-68* for evaluations needed in Potential Shoreline Hazards Screening Areas. A City Environmental Analyst shall determine if and when a hazard evaluation is required, the scope of analysis, and the adequacy of any submitted reports prior to consideration of any Coastal Development Permit. Factors to be considered in determining whether a geologic hazard evaluation is required include, but are not limited to:
 - i. Location of the project in relation to geologic hazard areas identified on the City's Master Environmental Assessment hazard information maps, certified maps, or on any other maps prepared by other resource agencies that depict areas of known safety hazards;
 - ii. Site-specific hazards information;
 - iii. The adequacy of other existing hazards evaluations for the site or area;
 - iv. Potential for the project to exacerbate natural or human-caused hazards;
 - v. Potential for the project to be impacted by natural or human-caused hazards;
 - vi. Intended use of the site or proposed structures; and
 - vii. Current federal, state, and local hazards regulations, including local building code requirements.

- B. Site-specific hazard evaluations shall be prepared by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). A City Environmental Analyst shall determine the adequacy of any submitted evaluations prior to consideration of Coastal Development Permits. Some evaluations may require peer review by a technical specialist in order to be deemed adequate. The City may impose a fee on applicants to recover the cost of peer review of evaluations.
- C. Geologic Hazard Evaluations shall include:
 - i. Site specific hazards information (e.g. detailed descriptions of the hazard or other technical information relating to the hazard);
 - ii. Evaluation of the potential for geologic hazards to be present on the site based on hazards screening maps, site research, and field surveys, as appropriate;
 - iii. Evaluation of any potential adverse impacts the project may have during construction or operation on the extent or severity of geologic hazards on the site or neighboring sites;
 - iv. Identification of alternatives to avoid or minimize hazards and potential impacts of the project, consistent with the policies of this Coastal LUP;
 - v. Statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over its expected life; and
 - vi. In areas of potential slope failure, a screening level investigation to determine whether the site exhibits a high potential for slope failure and to determine if a detailed quantitative evaluation of slope failure is needed. When detailed quantitative evaluation of slope stability is required, the evaluation should demonstrate how all structures will meet a minimum factor of safety of 1.5 under static conditions and 1.1 under pseudostatic conditions.

Policy 5.1-63 Shoreline Hazard Evaluations.

- A. New development and substantial redevelopment in the Potential Shoreline Hazards Screening Areas 1-5 or areas otherwise subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, and/or wave impacts shall require a Shoreline Hazard Evaluation. Shoreline Hazards Evaluations shall also be required for repairs and alterations of existing structures that require foundation work or substantial grading.
- B. The evaluation may be waived by the Environmental Analyst for:
 - i. Minor development that meets the following criteria:

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- a. Does not require a structural foundation;
 - b. Does not require slope stabilization, retaining walls, or other geotechnical mitigation measures;
 - c. Does not require significant grading or modified landforms; and
 - d. Designed to be easily removed.
- ii. Development proposed in areas where previous hazard evaluations show no risk of the potential hazard (previous hazards evaluations completed for the development site must be no more than two years old).
- C. A City Environmental Analyst shall determine if and when a Shoreline Hazard Evaluation is required, the scope of analysis, and the adequacy of any submitted evaluations prior to consideration of a Coastal Development Permit. Some evaluations may require peer review by a technical specialist in order to be deemed adequate. The City may impose a fee on applicants to recover the cost of review of evaluations.
- D. The required content and procedures for shoreline hazard evaluations in each shoreline hazards screening area are specified in the policies below. All shoreline hazard evaluations shall use the current best available science on sea level rise projections to analyze hazard conditions on the site over the expected life of the proposed development. The evaluation should, at a minimum, examine storm (100-year storm) and non-storm conditions and sea level rise impacts under a high emissions scenario based on state guidance.

Policy 5.1-64 Potential Shoreline Hazards Screening Area 1 (City-Owned Low-Lying Beach and Backshore Areas) Evaluations for New Development and Substantial Redevelopment. The Potential Shoreline Hazards Screening Area 1 (City-Owned Low-Lying Beach and Backshore Areas) is potentially subject to beach erosion, coastal flooding, and wave impacts. Shoreline Hazard Evaluations for development in this screening area shall be prepared and signed by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). The evaluations shall be subject to review and approval by the City's Environmental Analyst. The Environmental Analyst may require peer review of evaluations by a technical specialist in order to deem them adequate. The City may impose a fee on applicants to recover the cost of review of evaluations. Evaluations shall analyze the effects of the hazard and the development over the expected life of the project, factoring in the effects of sea level rise, and with and without the effects of any existing or new shoreline protective devices except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate and

Pump Station Facility, etc). The evaluation may assume that existing authorized levels of dredging, sand management, and beach nourishment continue to occur. The following shall be evaluated:

- A. The profile of the beach;
- B. Mean high tide line, including a mean high tide line survey (unless data shows the mean high tide line will not be affected by the project);
- C. The area of the project site subject to beach erosion, coastal flooding, and wave impact hazards;
- D. The FEMA Base Flood Elevation and mapped areas;
- E. Future projections in sea level rise, associated beach erosion, coastal flooding, and wave impacts, and any additional sea level rise related impacts that could be expected to occur over the life of the project in both storm (100-year storm) and non-storm scenarios. The analysis shall utilize best available science and include, at a minimum, evaluation of projected sea level rise at a high emission scenario based on state guidance;
- F. Design requirements to assure stability and structural integrity;
- G. The need for a shoreline protection device over the life of the project;
- H. The long-term impacts of proposed development on sand supply;
- I. The impacts of the proposed development during construction and operation on beach erosion, coastal flooding, wave impacts, and any other hazards on or near the site;
- J. The impacts of proposed development on public access to and along the shoreline;
- K. Any necessary mitigation measures, alternatives, or monitoring protocols to be completed over the life of the development and that are needed to avoid or minimize any potential beach erosion, coastal flooding, wave impacts hazards, and any potential impacts to public access to and along the shoreline; and
- L. A statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area over its expected life, factoring in the effects of sea level rise.

Policy 5.1-65 Potential Shoreline Hazards Screening Area 2 (Bluff-Backed Beaches) Evaluations for New Development and Substantial Redevelopment. The Potential Shoreline Hazards Screening Area 2 (Bluff-Backed Beaches) is potentially subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts. Shoreline Hazard Evaluations for development in this screening area shall be prepared and

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signed by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). The evaluations shall be subject to review and approval by the City's Environmental Analyst. The Environmental Analyst may require peer review of evaluations by a technical specialist in order to deem them adequate. The City may impose a fee on applicants to recover the cost of review of evaluations. Evaluations shall analyze the effects of the hazard and the development over the expected life of the project, factoring in the effects of sea level rise, and with and without the effects of any existing or new shoreline protective devices except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate and Pump Station Facility, etc.). The following shall be evaluated:

- A. The profile of the beach;
- B. Mean high tide line, include a mean high tide line survey;
- C. The area of the project site subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impact hazards;
- D. The FEMA Base Flood Elevation and mapped areas;
- E. Future projections in sea level rise, associated beach erosion, coastal flooding, coastal bluff erosion, coastal bluff slope failure, and wave impacts, and any additional sea level rise related impacts that could be expected to occur over the life of the project in both storm (100-year storm) and non-storm scenarios. The analysis shall utilize best available science and include, at a minimum, evaluation of projected sea level rise at a high emission scenario based on state guidance;
- F. Design requirements to assure stability and structural integrity;
- G. The need for a shoreline protection device over the life of the project;
- H. The long-term impacts of the proposed development on sand supply;
- I. The impacts of the proposed development during construction and operation on beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, wave impacts, and any other hazards on or near the site;
- J. The impacts of the proposed development on public access to and along the shoreline;
- K. Any necessary mitigation measures, alternatives, or monitoring protocols to be completed over the life of the development and that are needed to avoid or minimize any potential beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and

wave impact hazards and any potential impact to public access to and along the shoreline;

- L. A statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area during its expected life, factoring in the effects of sea level rise; and
- M. A site map that shows all easements, deed restrictions, or “Offers to Dedicate” and/or other dedications for public access or open space and provides documentation for said easements or dedications. The approved development shall be located outside of and consistent with the provisions of such easements or offers.

Policy 5.1-66 Potential Shoreline Hazards Screening Area 3 (Coastal Bluff-Faces) Evaluations for New Development and Substantial Redevelopment. The Potential Shoreline Hazards Screening Area 3 (Coastal Bluff-Faces) is potentially subject to coastal bluff erosion, coastal flooding, coastal bluff slope failure, and wave impacts. Shoreline Hazard Evaluations for development in this screening area shall be prepared and signed by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). The evaluations shall be subject to review and approval by the City’s Environmental Analyst. The Environmental Analyst may require peer review of evaluations by a technical specialist in order to deem them adequate. The City may impose a fee on applicants to recover the cost of review of evaluations. Evaluations shall analyze the effects of the hazard and the development over the expected life of the development, factoring in the effects of sea level rise, and with and without the effects of any existing or new shoreline protective devices or slope stabilization devices except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate and Pump Station Facility, etc.). The following shall be evaluated:

- A. Detailed topographic information for the site, including representative cross sections;
- B. Mean high tide line, including a mean high tide line survey (unless data shows the mean high tide line will not be affected by the project);
- C. The toe of the coastal bluff and coastal bluff edge (see Policy 5.1-69 *Location of Coastal Bluff Edge* for more information);
- D. The area of the project site subject to coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impacts;
- E. The FEMA Base Flood Elevation and other mapped areas;

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- F. Future projections in sea level rise, associated beach erosion, coastal flooding, coastal bluff erosion, coastal bluff slope failure, and wave impacts, and any additional sea level rise related impacts that could be expected to occur over the life of the project in both storm (100-year storm) and non-storm scenarios. The analysis shall utilize best available science and include, at a minimum, evaluation of projected sea level rise at a high emission scenario based on state guidance;
- G. Design requirements to assure stability and structural integrity, including the need for any slope stabilization devices or other geotechnical mitigation measures over the life of the project. When detailed quantitative evaluation of slope stability is required after a screening-level investigation, a minimum factor of safety of 1.5 under static conditions and 1.1 under pseudostatic condition shall be provided for structures;
- H. The need for a shoreline protection device over the life of the project;
- I. The long-term impacts of the proposed development on sand supply;
- J. The impacts of the proposed development during construction and operation on beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, wave impacts, and any other hazards on or near the site;
- K. The impacts of the proposed development on public access to and along the shoreline;
- L. Any necessary mitigation measures, alternatives, or monitoring protocols to be completed over the life of the development and that are needed to avoid or minimize any potential coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impact hazards and any potential impact to public access to and along the shoreline;
- M. A statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area during its expected life, factoring in the effects of sea level rise; and
- N. A site map that shows all easements, deed restrictions, or “Offers to Dedicate” and/or other dedications for public access or open space and provides documentation for said easements or dedications. The approved development shall be located outside of and consistent with the provisions of such easements or offers.

Policy 5.1-67 Potential Shoreline Hazards Screening Area 4 (Coastal Bluff-Tops) Evaluations for New Development and Substantial Redevelopment. The Potential Shoreline Hazards Screening Area 4 (Coastal Bluff-Tops) is potentially subject to coastal bluff erosion and coastal bluff slope failure.

Shoreline Hazards Evaluations for development in this screening area shall be prepared and signed by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). The evaluations shall be subject to review and approval by the City's Environmental Analyst. The Environmental Analyst may require peer review of evaluations by a technical specialist in order to deem them adequate. The City may impose a fee on applicants to recover the cost of review of evaluations. Evaluations shall analyze the effects of the hazard and the development over the expected life of the project, factoring in the effects of sea level rise, and with and without the effects of any existing or new shoreline protective device or slope stabilization device, except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate and Pump Station Facility, etc.). The following shall be evaluated:

- A. Detailed topographic information for the site, including representative cross sections;
- B. The coastal bluff edge (see Policy 5.1-69 *Location of Coastal Bluff Edge* for more information);
- C. The area of the project site subject to coastal bluff erosion or coastal bluff slope failure;
- D. The required Coastal Bluff Edge Development Buffer (see Policy 5.1-70 *Coastal Bluff Edge Development Buffer Calculation* for more information);
- E. Design requirements to assure stability and structural integrity, including the need for any slope stabilization devices or other geotechnical mitigation measures over the life of the project. When detailed quantitative evaluation of slope stability is required after a screening-level investigation, a minimum factor of safety of 1.5 under static conditions and 1.1 under pseudostatic condition shall be provided for structures;
- F. The need for a shoreline protection device over the life of the project;
- G. The impacts of the proposed development during construction and operation on coastal bluff erosion, coastal bluff slope failure, and any other hazards on or near the site;
- H. Any necessary mitigation measures, alternatives, or monitoring protocols needed to avoid or minimize any potential coastal bluff erosion or coastal bluff slope failure hazards;
- I. A statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic

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instability, or destruction of the site or surrounding area during its expected life, factoring in the effects of sea level rise; and

- J. A site map that shows all easements, deed restrictions, or “Offers to Dedicate” and/or other dedications for public access or open space and provides documentation for said easements or dedications. The approved development shall be located outside of and consistent with the provisions of such easements or offers.

Policy 5.1-68 Potential Shoreline Hazards Screening Area 5 (Stearns Wharf and Harbor) Evaluations for New Development and Substantial Redevelopment.

Potential Shoreline Hazards Screening Area 5 (Stearns Wharf and Harbor) is potentially subject to beach erosion, coastal flooding, and wave impacts. Shoreline Hazard Evaluations for development in this screening area shall be prepared and signed by a qualified California licensed professional (e.g., Professional Geologist, Engineering Geologist, Geotechnical Engineer, Civil Engineer, Soils Engineer, and/or Coastal Engineer, as applicable). The evaluations shall be subject to review and approval by the City’s Environmental Analyst. The Environmental Analyst may require peer review of evaluations by a technical specialist in order to deem them adequate. The City may impose a fee on applicants to recover the cost of review of evaluations. Evaluations shall analyze the effects of the hazard and the development over the expected life of the project, factoring in the effects of sea level rise, and with and without the effects of any existing or new shoreline protective devices, except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate and Pump Station Facility, etc). The following shall be evaluated:

- A. The area of the project site subject to beach erosion, coastal flooding, and wave impact hazards;
- B. The FEMA Base Flood Elevation and mapped areas;
- C. Future projections in sea level rise, associated beach erosion, coastal flooding, and wave impacts, and any additional sea level rise related impacts that could be expected to occur over the life of the project in both storm (100-year storm) and non-storm scenarios. The analysis shall utilize best available science and include at a minimum evaluation of projected sea level rise at a high emission scenario based on state guidance;
- D. Design requirements to assure stability and structural integrity;
- E. The need for a shoreline protection device over the life of the project;
- F. The impacts of the proposed development during construction and operation on beach erosion, coastal flooding, wave impacts, and any other hazards on or near the site;

- G. Any necessary mitigation measures, alternatives, or monitoring protocols to be completed over the life of the development that are needed to avoid or minimize any potential beach erosion, coastal flooding, and wave impact hazards; and
- H. A statement verifying whether the development will minimize risks to life and property; assure stability and structural integrity; and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, during its expected life, factoring in the effects of sea level rise.

Policy 5.1-69 Location of Coastal Bluff Edge. The following outlines the process to determine the location of the coastal bluff edge to be used in the interpretation of the policies of this Coastal LUP.

- A. Figure 5.1-2 *Coastal Bluff Edge* shows the location of the coastal bluff edge in the City of Santa Barbara that meets the definition of coastal bluff edge contained in Policy 5.1-54 *Coastal Bluff Edge Defined*. This figure may be updated by the City based on best available information and current site conditions. Large scale and digital versions of Figure 5.1-2 *Coastal Bluff Edge* are available at the City of Santa Barbara Community Development Department office.
- B. The coastal bluff edge line depicted on Figure 5.1-2 *Coastal Bluff Edge* shall be used in the Coastal Development Permit process to establish a project's consistency with the policies of this Coastal LUP, unless a site-specific analysis demonstrates substantial inaccuracies in the topography depicted on Figure 5.1-2 *Coastal Bluff Edge* that, when considered in combination with the definition of coastal bluff edge in Policy 5.1-54 *Coastal Bluff Edge Defined*, would result in a coastal bluff edge line for the property that is materially different than that depicted on Figure 5.1-2 *Coastal Bluff Edge*.
- C. If it is demonstrated that there are substantial inaccuracies in the topography depicted on Figure 5.1-2 *Coastal Bluff Edge*, when considered in combination with the definition of coastal bluff edge in Policy 5.1-54 *Coastal Bluff Edge Defined*, and the inaccuracies would result in a coastal bluff edge line for the property that is materially different than that depicted on Figure 5.1-2 *Coastal Bluff Edge*, then an alternate coastal bluff edge line shall be used to determine the consistency of the project with the policies of this Coastal LUP. The alternate coastal bluff edge shall meet the definition of coastal bluff edge contained in Policy 5.1-54 *Coastal Bluff Edge Defined* and be based upon best available topographic survey data.
- D. If an alternate coastal bluff edge is identified, pursuant to subsection C., and is more than 20 horizontal feet seaward of the coastal bluff edge line depicted on Figure 5.1-2 *Coastal Bluff Edge*, an LCP Amendment amending Figure 5.1-2 *Coastal Bluff Edge* to correct the bluff edge in the subject area, shall be required concurrent with or

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prior to approval of a Coastal Development Permit that relies on the alternate bluff edge line, to find consistency with the policies of this Coastal LUP.

- E. Any Coastal Development Permit application requiring determinations outlined above as to inaccuracies of Figure 5.1-2 *Coastal Bluff Edge* and alternate coastal bluff edge locations shall include a detailed site-specific topographic survey, prepared by a licensed land surveyor, that includes representative cross sections and a figure showing changes in the slope angle of the coastal bluff. Peer review by a technical specialist chosen by the City, and paid for by the applicant, may be required.
- F. Planning Commission (or City Council or the California Coastal Commission on appeal) shall make all determinations regarding coastal bluff edge to be used in the interpretation of the policies of this Coastal LUP as part of the Coastal Development Permit process.

Policy 5.1-70 Coastal Bluff Edge Development Buffer Calculation. The methodology to be used by California licensed Geotechnical Engineers or Certified Engineering Geologists for analyzing site-specific Coastal Bluff Edge Development Buffer is described below:

Step 1. Identify the coastal bluff edge consistent with Policy 5.1-69 *Location of Coastal Bluff Edge*.

Step 2. Determine a “slope stability buffer.” Evaluate the stability of points along the coastal bluff edge. If a screening-level analysis of the top of the coastal bluff shows a potential for slope instability, then a detailed field investigation and quantitative slope stability analysis shall be conducted to establish a “slope stability buffer.” The slope stability buffer is the area landward of the coastal bluff edge line where the minimum factor of safety (1.5 static and 1.1 pseudostatic) cannot be met. When determining the slope stability buffer, the minimum factor of safety is analyzed without the use of existing or new slope stabilization or shoreline protection devices, except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate, and Pump Station Facility, etc).

Step 3. Determine the “coastal bluff erosion buffer.” A site-specific evaluation of the long-term coastal bluff retreat rate at the site shall be conducted that considers not only historical coastal bluff retreat data, but also acceleration of coastal bluff retreat caused by sea level rise and any known site-specific conditions. Such an evaluation shall be used to determine the distance from the coastal bluff edge line (or from the slope stability buffer line, if applicable) that the coastal bluff might reasonably be expected to erode over the expected life of the principal structure (assumed to be 75 years for single-unit residences and commercial

structures; otherwise determined on a case-by-case basis for public infrastructure), factoring in the effects of sea level rise, and without the use of existing and new slope stabilization or shoreline protection devices, except for existing major public shoreline protection and flood protection devices (breakwater and other protection devices for the Harbor, Laguna Channel Tide Gate, and Pump Station Facility, etc). Historic erosion rates can be determined by examination of historic records, surveys, aerial photographs, studies, or other evidence showing the location of the bluff edge through time. A minimum of 50 years' worth of historic data is generally used to evaluate historic erosion rates.

Step 4. Determine the Coastal Bluff Edge Development Buffer. Development shall be setback from the coastal bluff edge the distance needed to: ensure slope stability (the slope stability buffer), ensure the development is not endangered by erosion (the coastal bluff erosion buffer), and to avoid the need for existing and new slope and shoreline protective devices over the expected life of the structure.

Note: Modifications to the prescribed buffer methodology may be approved by a City Environmental Analyst to reflect updated guidance on sea level rise as it becomes available.

Policy 5.1-71 Historic Coastal Bluff Edge. The line depicted on Figure 5.1-2 *Coastal Bluff Edge* as “Historic Coastal Bluff Edge” east of Shoreline Park and west of Pershing Park is a historic coastal bluff edge that meets the California Code of Regulations Section 13577(h)(1) definition of coastal bluff that is used to establish the appeal jurisdiction for Coastal Development Permits and to determine whether projects are exempt from obtaining Coastal Development Permits. This definition of coastal bluff includes bluffs that historically (generally within the last 200 years) have been subject to marine erosion. The “Historic Coastal Bluff Edge” area used to be a coastal bluff, subject to marine erosion, prior to the construction of the Harbor in the 1920s. This historic coastal bluff area, however, shall not be subject to the policies in this Coastal LUP required specifically for all other coastal bluffs. All other policies of the Coastal Land Use Plan, including those relating to steep slopes, slope stability, and general erosion, would still apply as they do for any other area of the Coastal Zone. However, this policy shall expire in the event that sea level rise causes marine erosion to recommence at the toe of the bluff in this area.

Policy 5.1-72 Shoreline Protection Device Evaluation Requirements. Any application for installation of a new or a modification to an existing shoreline protection device shall require the following:

- A. A description of the structure in danger and the threats to the structure;
- B. A site-specific evaluation prepared and signed by a qualified California licensed professional (e.g., Professional Geologist,

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Engineering Geologist, Geotechnical Engineer, Civil Engineer, and/or Coastal Engineer, as applicable). The evaluation is subject to review and approval by the City's Environmental Analyst, including possible peer review at the expense of the applicant. The evaluation shall analyze the effects of the shoreline protection device over the expected life of the project, factoring in the effects of sea level rise. The following shall be evaluated, along with all information needed to comply with Policy 5.1-44 *Shoreline Protection Device Permitting*:

- i. The profile of the beach;
- ii. Mean high tide line, including a mean high tide line survey;
- iii. The area of the project site subject to beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, and wave impact hazards;
- iv. Future projections in sea level rise, associated beach erosion, coastal flooding, coastal bluff erosion, coastal bluff slope failure, and wave impacts, and any additional sea level rise related impacts that could be expected to occur over the life of the project in both storm (100-year storm) and non-storm scenarios. The analysis shall utilize best available science and include, at a minimum, evaluation of projected sea level rise at a high emission scenario based on state guidance;
- v. Design requirements to address stability and structural integrity;
- vi. The long-term effects of the device on sand supply;
- vii. The impacts of the device during construction and operation on beach erosion, coastal bluff erosion, coastal bluff slope failure, coastal flooding, wave impacts, and any other hazards on or near the site;
- viii. The impacts of the device on the ability of the mean high tide line to shift landward due to sea level rise and natural coastal processes;
- ix. The impacts of the device on public access to and along the shoreline, coastal recreation areas, and beach widths (additional evaluations may be needed to analyze impacts to habitat areas pursuant to the policies in Chapter 4.1 Biological Resources); and
- x. Any necessary mitigation measures and all feasible non-intrusive and least environmentally damaging alternatives to shoreline protection including, but not limited to, siting the device as far landward as feasible, relocation or removal of portions of the threatened structures, drainage control and improvements, installation of drought tolerant landscaping, and other adaptation strategies. Priority shall be given to

options that protect, enhance, and maximize coastal resources and access, including giving full consideration to nature-based or “soft” approaches such as living shoreline techniques, beach nourishment, or planned retreat.

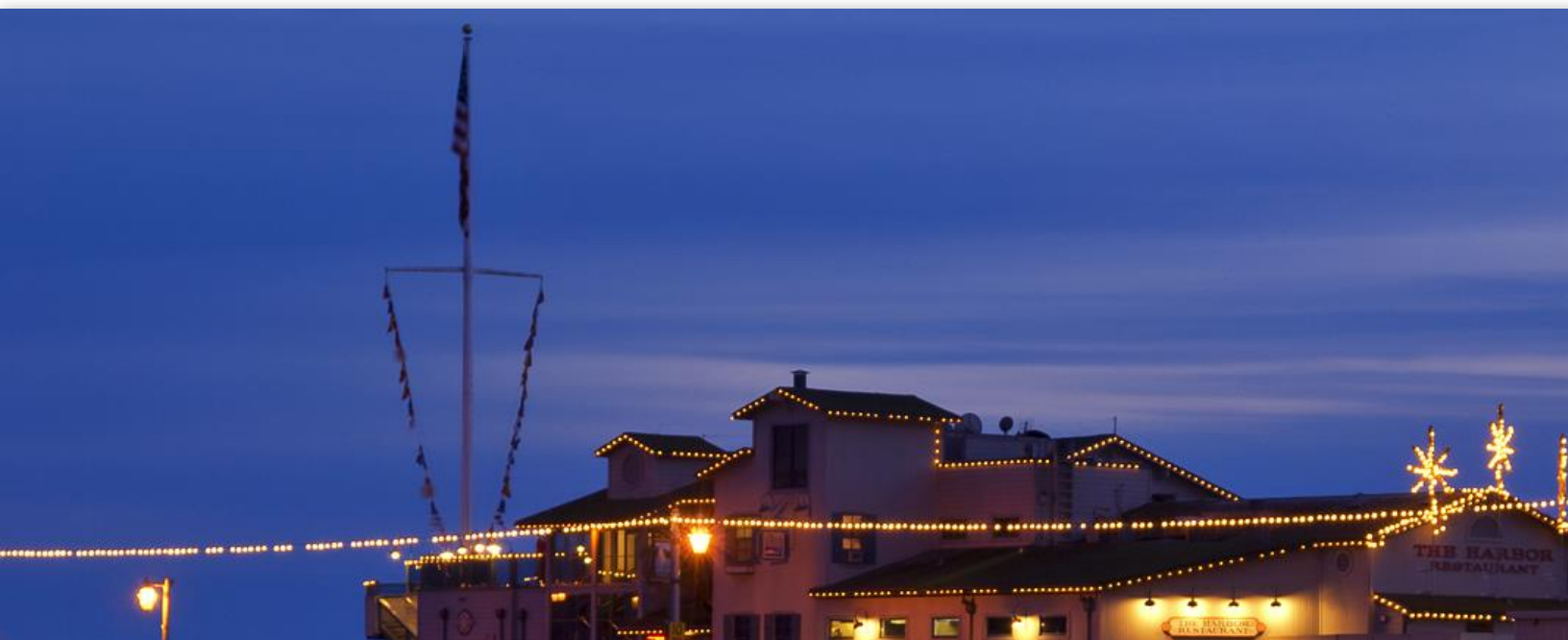
- C. A site map that shows all easements, deed restrictions, or “Offers to Dedicate” and/or other dedications for public access or open space and provides documentation for said easements or dedications. The approved device shall be located outside of and consistent with the provisions of such easements or offers; and
- D. If the project involves development on public trust lands, then review by the appropriate trustee to the public trust lands (e.g. City of Santa Barbara or State Lands Commission) shall be required.

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6. PUBLIC SERVICES & FACILITIES

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6.1 PUBLIC WORKS & ENERGY FACILITIES

PHOTO: HOLIDAY LIGHTS

Coastal Act policies related to Public Works & Energy Facilities that are relevant to Santa Barbara include the following:

Section 30232. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233(a). The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities...
- (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines...

Section 30250. (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources...

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

Section 30253. New development shall... minimize energy consumption and vehicle miles traveled.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

INTRODUCTION

This Chapter encompasses public water and wastewater facilities and telephone and other similar utilities as defined in part (a) of Coastal Act Section 30144 and energy facilities as defined in Coastal Act Section 30107. Other public works facilities as described in Section 30144 are discussed in Chapter 3.1 *Public Access*, Chapter 3.2 *Visitor-Serving & Recreational Facilities*, and Chapter 6.2 *Highway 101*.

Section 30114. *“Public works” means the following:*

(a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.

(b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division, neither the Ports of Hueneme, Long Beach, Los Angeles, nor San Diego Unified Port District nor any of the developments within these ports shall be considered public works.

(c) All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.

(d) All community college facilities.

Section 30107. *“Energy facility” means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.*

Development in the Coastal Zone is mostly redevelopment and infill projects located within existing developed areas accommodated by the City’s existing public works and energy facilities. To protect coastal resources, energy and utility transmission and other public works facilities in the Coastal Zone are designed and limited to accommodate needs generated by development and uses permitted in the Coastal LUP.

The Coastal Act contains policies (Article 7 Industrial Development) that specifically address oil and gas and other industrial development, separate from public works facilities. Article 7 contains a provision (Coastal Act Section 30260) to allow coastal-dependent industrial facilities that are not otherwise consistent with the Coastal Act as long as (a) alternative locations are infeasible or more environmentally damaging, (b) to deny the project would adversely affect the public’s welfare, and (c) adverse environmental effects are mitigated to the maximum extent feasible. The Coastal LUP does not include policies for coastal-dependent industrial or other industrial facilities, such as tankers, refineries, petrochemical facilities, and thermal electric generating plants, because there are no such facilities now within the City limits, and no new facilities could be permitted based on existing land use and zoning. Furthermore, as explained below, the City’s Charter prohibits drilling for oil, gas, or other hydrocarbon substances within City limits, including the offshore portion of the Tidelands Grant.

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PUBLIC WORKS FACILITIES

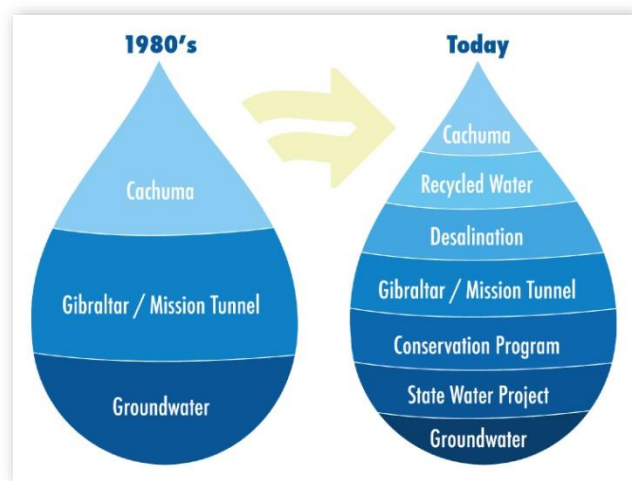
Water Facilities & Supply

The City of Santa Barbara operates a public water supply system that serves all of the properties within the Coastal Zone, as well as several unincorporated areas. The City's diverse potable water supply portfolio includes local reservoirs, groundwater from City production wells, the State Water Project, a conservation program, and desalination. A separate Tertiary Treatment facility supplies treated and recycled wastewater, primarily for irrigation of landscaping, to offset the need to use potable water.

Public works facilities for water supply and distribution in the Coastal Zone include the Tertiary Treatment facility for recycled water and the Charles E. Meyer Desalination facility. There are no public reservoirs or public groundwater production wells in the Coastal Zone. There are three existing private wells in the Coastal Zone that may or may not still be in use; nonetheless, construction of new private wells is prohibited for properties connected to the City's water supply system or within 500 feet of a feasible connection to the water supply system.

The Coastal Land Use Plan policy goals for water facilities and supply include:

- New facilities are sited and designed to protect coastal resources and sized appropriately to accommodate the certified land uses.
- Adequate water supply exists to serve existing and new development, including multiple-year drought conditions.
- Water conservation is a key component of water supply management.
- Desalination is included as a permanent part of the City's water supply portfolio.
- Groundwater is managed to prevent depletion of groundwater levels and prevent degradation of groundwater quality.



WATER SUPPLY PORTOLIO

Water Conservation

The City's Water Conservation Program is operated to minimize the use of potable water supplies, meet the requirements of the California Water Efficiency Partnership Best Management Practices, and achieve compliance with the state's requirements for water conservation. The City's Water Conservation Program includes the following activities:

- Incentive programs for large commercial, institutional, and industrial water users, identifying strategies to substantially reduce water use.
- Restaurant and lodging water conservation programs.

- Water conservation and drought response marketing.
- Landscape rebate program on eligible, pre-approved material costs for water-efficient landscaping and irrigation.
- Rebate program for high-efficiency clothes washers.
- Free residential and commercial water checkups.
- Free high-efficiency sprinkler nozzles and rain sensors.
- Water wise landscaping training and workshops for homeowners and landscape professionals.
- Water education programs for K-12 students.
- Water Hero Awards to highlight individuals, businesses, and organizations that go above and beyond in their water conservation efforts and serve as an example of resource efficiency in the community.

The City continues to promote water conservation through the following practices to the maximum extent feasible:

- Establishing goals for reducing water use in the City.
- Monitoring and documenting water use.
- Promoting water conservation through public information and marketing campaigns.
- Providing guidelines for the use of water and emergency guidelines for water use in times of drought.
- Providing and enforcing building standards for use of water wise plants and irrigation for development projects.

Water Supply & Demand

The City's Coastal Zone is mostly built out, and adequate water is supplied to meet demand. Furthermore, with the state's urban water conservation requirement (20% reduction by 2020), the City's sustainability principles (managing wise use of resources), and the City's drought condition water conservation target (currently, a 30% reduction under Stage Three Drought Conditions), the City has consistently met and exceeded the state's water use reduction targets and mandated conservation standards.

Additional infill development as anticipated based on existing land use designations and zoning would create an incremental increase in citywide water demand to the year 2030. However, the small increase in water demand is not predicted to significantly impact existing City supplies due to substantially lower water use in new projects (required water-efficient plumbing fixtures and landscaping), continuing water conservation measures, and long-term efficiency improvements with redevelopment from updated plumbing codes and appliance standards, offsetting the effects of development.

Wastewater

The City's El Estero Wastewater Treatment Plant (El Estero) is located in the Coastal Zone between Highway 101 and the railroad tracks. Other wastewater facilities in the Coastal Zone include three lift stations to pump wastewater from low spots to higher elevations in the gravity collection system.

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El Estero provides full secondary treatment, which involves the removal of solids and the reduction of the biological oxygen demand of the wastewater through a series of physical and biological processes. After secondary treatment, the wastewater is chlorinated, and then de-chlorinated, in order to eliminate remaining pathogens prior to discharge. This treated water is disposed of through an effluent outfall pipeline that discharges treated effluent into the ocean at a water depth of 70 feet, approximately 1.5 miles offshore of East Beach. With the exception of approximately 100 parcels near the western City limits, all Coastal Zone properties are connected to the City's sanitary sewer system.

Design work is underway to modify El Estero's secondary treatment process to a nitrification/denitrification system, along with other upgrades. The nitrification/denitrification process will produce a more stable secondary effluent, increase production of higher-quality process water for subsequent production of recycled water, and yield a higher quality of treated effluent discharge.

As with water facilities, the policy goals for wastewater facilities include ensuring that any new facilities are sited and designed to protect coastal resources, and any new or expanded facilities are sized appropriately to accommodate the certified land uses. The design capacity of El Estero is 11 million gallons per day (MGD). Wastewater flow anticipated up to the year 2030 is projected to average 8.55 MGD.

Other Utilities

Utility companies provide telephone, cellular phone, television, and internet services to residents and businesses within the City. These utility companies design, install, and maintain facilities located within the City pursuant to permit approvals. Chapter 4.3 *Scenic Resources & Visual Quality* includes additional policies to address utility undergrounding and visual impacts of telecommunications facilities.

ENERGY FACILITIES

On & Offshore Oil & Gas

There are no existing on or offshore oil and gas processing or producing facilities, pipelines for transporting crude oil, refineries, petrochemical facilities, or thermal electric generating plants within City boundaries and, based on existing land use designations and zoning, no large energy facilities could be developed within the Coastal Zone. However,



DISTANT OIL PLATFORM

the production and distribution of offshore oil and gas has long been a part of the history of the surrounding Santa Barbara County, and several offshore oil platforms can be seen from the City. Most of the visible offshore oil platforms are located in federal waters. In state waters, the last remaining visible oil platform (Platform Holly, located west and not visible from the City's Coastal Zone) was recently quitclaimed back to the State Lands Commission, which is prevented from offering new offshore oil and gas leases in this location in the Santa Barbara Channel.

The City's coastal natural resources, ocean-related and visitor-serving uses, and working harbor are dependent upon healthy marine

resources in the Channel. Additionally, there are no appropriate areas to support oil and gas development within the City's Coastal Zone. Further, since 1967, the City's Charter prohibits drilling for oil, gas, or other hydrocarbon substances within City limits, which includes the offshore portion of the granted tidelands. See Chapter 4.2 *Water Quality* for more information about the history of oil and gas development in relation to water quality.

Electrical Power

Electrical power is provided to the City by Southern California Edison and brought from the electrical grid to substations located within the City over the Edison transmission system. No large renewable (e.g., utility-scale photovoltaic or wind farms) or fossil fuel electric power stations exist in the City. There is, however, a small hydroelectric plant at Lauro Reservoir (outside the Coastal Zone) capable of powering 200 homes. Otherwise, with the exception of private and public small renewable energy systems (e.g., roof top photovoltaic), all local electrical power is produced elsewhere in the state or in neighboring states.

Gas

Gas is supplied by Southern California Gas Company, which obtains the gas from throughout the country and Canada and stores it locally at an underground gas storage

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unit located at a facility near the Santa Barbara Airport. Natural gas is provided to City customers from the storage facility via pipelines.

Renewable Energy

Renewable energy means power sources that would not be depleted, such as solar, wind, geothermal, hydroelectric, biomass, methane, and wave energy. Use of renewable energy sources reduces carbon emissions that result from combustion of fossil fuels. In accordance with directives of the Global Warming Solutions Act (AB 32), the City supports energy efficiency and renewable energy projects to reduce the rate of carbon emissions generated within the community. The City is a partner with the County of Santa Barbara in pursuing Community Choice Aggregation, a tool through which local governments can purchase electricity from cleaner sources like wind, solar, and geothermal and use the existing utilities transmission lines to deliver that power to everyone in the community.

For private development, the City encourages the use of photovoltaic arrays on new construction, redevelopment, and significant remodeling projects, if physically feasible. Furthermore, the City has integrated environmentally sustainable goals in the management and operation of all City Departments. Examples of renewable energy sources employed in City operations include photovoltaic generation facilities in the Public Works Corporate Yard, solar thermal systems used to heat water at the Harbor restrooms, and a cogeneration system at the El Estero Wastewater Treatment Plant that converts fats, oils, and grease from local restaurants into renewable energy to power the plant. In 2017, 30 percent of electrical power that powers City facilities is defined as renewable, and the City adopted a goal of 100 percent renewable energy use by municipal facilities and the community by 2030.



CITY CORPORATE YARD SOLAR PANELS

HAZARDOUS MATERIAL TRANSPORT & DISPOSAL

Highway 101 and the Union Pacific Railroad extend through the Coastal Zone, and both are used to transport hazardous materials. In the event of a transportation-related hazardous material leak, emergency response is provided by the California Highway Patrol, City and County Fire Departments, Caltrans, and local Sheriff and Police Departments for containment, enforcement, and traffic routing assistance.

There are no large industrial or commercial users of hazardous materials located within City limits; however, there are small-quantity hazardous waste generators associated with existing commercial and industrial facilities. Typically, these wastes include fuels,

lubricants, waste oil, batteries, aerosols, and chemical solvents associated with service industries like dry cleaning, vehicle maintenance, photographic processing, and painting. Hazardous waste disposal from small-quantity generators and community members occurs at four locations outside the Coastal Zone.

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PUBLIC WORKS & ENERGY FACILITIES POLICIES

CITY PLANNING EFFORTS & PROGRAMS

Water

- Policy 6.1-1** Water Conservation. Continue to promote water conservation to reduce water demand and require extraordinary water conservation measures during periods of drought to manage water supply.
- Policy 6.1-2** Water Reuse for Landscaping. Plan for, and implement where feasible, water recycling and reuse for landscape irrigation, in order to reduce the demand on potable water and reduce ocean discharges of treated effluent.
- Policy 6.1-3** Groundwater Basins. Groundwater production may augment depleted surface water during a drought, provided that there are no adverse impacts on coastal resources and the integrity of the groundwater basin is maintained. Monitor groundwater withdrawals, and when necessary, require in-stream flow studies or hydrologic studies, to prevent depletion of groundwater levels and degradation of groundwater quality and to protect the potable groundwater supply from saltwater intrusion.

Energy

- Policy 6.1-4** Energy Efficiency and Conservation. Continue to reduce the rate of carbon emissions generated within the community by implementing municipal and community-wide energy efficiency projects, promoting energy conservation, facilitating renewable energy technologies, and converting City operations to renewable energy sources.

DEVELOPMENT REVIEW POLICIES

Public Works Facilities

- Policy 6.1-5** New Public Works Facilities Capacity. Public Works facilities shall be safe, efficient, and cost-effective. The capacities of new, expanded, or substantially redeveloped public works facilities shall not be oversized so as to induce growth in the Coastal Zone beyond land uses permitted or certified to be consistent with the Coastal Act and the Coastal LUP.

Special Districts to provide water, sewage, or other public works services shall not be formed or expanded if assessment for and provision of the service would facilitate new development inconsistent with the Coastal Act or the Coastal LUP.

Policy 6.1-6 Sufficient Wastewater Capacity/Water Supply for New Development. If new development is outside the scope of the certified land use or intensity of uses anticipated in the Coastal LUP, or if changed conditions in wastewater capacity and/or water supply warrant an update to the analysis of capacity and supply, the City shall make a finding, based on substantial evidence, that adequate wastewater capacity and/or water supply exists to serve the new development for the life of the development, including multiple-year drought conditions.

Policy 6.1-7 Public Works Facilities for New Development. All required public works infrastructure for a project shall be in place prior to occupancy of the new development or substantial redevelopment. Where adequate infrastructure does not extend into the project area at the time of permit approval, the Coastal Development Permit shall be conditioned to require all public works facilities necessary to serve the development to be in place prior to occupancy.

Policy 6.1-8 Public Works Facilities Siting. New public works facilities shall be sited and designed in a manner that:

- A. Protects coastal resources consistent with all policies and provisions of the Coastal LUP;
- B. Minimizes risks from shoreline hazards due to rising sea level;
- C. Minimizes the need for new shoreline protection devices. New shoreline protection devices shall only be allowed pursuant to Policy 5.1-44 *Shoreline Protection Device Permitting*;
- D. Protects public scenic views in scenic areas by being located and painted so as to not be visually obtrusive, except as required by regulation or code; and
- E. Where feasible, are located within existing rights-of-way or utility easements, provided that the existing rights-of-way and utility easements are otherwise consistent with the provisions of the Coastal LUP.

Policy 6.1-9 Abandonment Provisions. Existing public works and energy facilities proposed for abandonment and all new public works and energy facilities shall require an abandonment plan if there is a potential for abandonment of the facility to impact ESHA, wetlands, creeks, and/or coastal waters. The abandonment plan shall outline the measures that will be taken once the facility is no longer in use to ensure the facility is abandoned in a manner that is safe and protective of coastal resources.

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This may include such measures as abandoning subsurface facilities in place or facility removal and restoration of the site.

Water

- Policy 6.1-10** Minimize Water Use. New development and substantial redevelopment shall minimize water use by implementing the best available technology and water conservation practices. New development and substantial redevelopment shall be evaluated for methods to conserve water that could include, among other things, optimizing use of recycled water, low water use plumbing fixtures, climate-appropriate landscaping, low-flow irrigation, Low Impact Development, or other new technologies as they become available.
- Policy 6.1-11** Maintain Desalination Component of Water Supply. The Charles E. Meyer Desalination Plant is an important and permanent part of the City's water supply portfolio that provides critical and intermittent water supply. As a part of any Coastal Development Permit to improve or expand the facility beyond the currently permitted 10,000 AF/year capacity, the City should implement, as feasible, state-of-the-art technology and design practices that increase energy efficiency and minimize potential impacts on coastal resources.

Pipelines

- Policy 6.1-12** Utility Pipelines Design and Routing. New utility pipelines (e.g., natural gas, water, and wastewater pipelines) shall be sited and designed to prevent erosion and avoid impacts to coastal resources to the maximum extent feasible. Improvements to existing utility pipelines shall avoid impacts to coastal resources to the maximum extent feasible. Where avoidance is not feasible, adverse impacts to coastal resources during construction, operation, or improvements to utility pipelines shall be minimized and mitigated, consistent with the policies and provisions of the Coastal LUP.
- Policy 6.1-13** Utility Pipeline Construction. Herbicides shall not be used during pipeline construction, and sidecasting of soil may be restricted when deemed necessary to protect coastal resources, in which case excess soil shall be removed to an approved dumping site after the excavation has been backfilled and compacted.

Hazardous Material Transport & Disposal

- Policy 6.1-14** Hazardous Substances. Development involving the transport of hazardous materials shall be evaluated during environmental review for potential health, safety, and coastal resource adverse impacts. New development and substantial redevelopment shall minimize use and

production of hazardous waste to the extent feasible, and in projects where potential health, safety, and coastal resource adverse impacts are identified, appropriate measures to minimize the risk of adverse impacts shall be required.

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6.2 HIGHWAY 101

PHOTO: HIGHWAY 101

INTRODUCTION

U.S. Route 101 (Highway 101) is a major transportation corridor that extends through California and is an important travel corridor for Santa Barbara County. Highway 101 enters the City's Coastal Zone at Mission Creek and extends to Olive Mill Road. Highway 101 provides a distinct visual gateway to the City with its landscaping, views of the mountains and ocean, and unique highway structures. Several undercrossings of Highway 101 connect the City to the coast, including Castillo Street, State Street, Garden Street, Calle Cesar Chavez, Quarantina Street, Milpas Street, Cacique Street, and Cabrillo Boulevard. A pedestrian-only undercrossing is also provided at Butterfly Lane.

Highway 101 Congestion

Concerns about growing congestion on Highway 101 go back to the 1960s, when Caltrans studied the feasibility of expanding Highway 101 from four to six lanes from the Ventura County line through the City of Santa Barbara. In the late 1980s, a segment of Highway 101 outside the Coastal Zone, from the western City limit to Castillo Street, was widened to six lanes. After further limited infrastructure improvements, Santa Barbara County Association of Governments (SBCAG) prepared a corridor study that identified Highway 101 capacity deficiencies along the South Coast. As a result of this study, by 1992, Caltrans completed the Crosstown Freeway project, which widened a segment of Highway 101 within the Coastal Zone (from Castillo Street to Milpas Street) to six lanes and removed all four traffic signals, and was prepared to continue widening from Milpas Street to

Carpinteria. In anticipation of continued widening, the City amended the Coastal LUP in 1994 to adopt policies and guidelines for projects constructed within the City's portion of the Highway 101 right-of-way within the Coastal Zone to provide strong protection of the scenic character of this stretch of Highway 101.

The proposal to widen Highway 101 from Milpas Street to Carpinteria was met with substantial community opposition, and in response to local concerns, SBCAG prepared an *Alternatives Analysis of Highway 101 Corridor* that considered multi-modal and operational solutions that did not require widening of Highway 101. Eventually, based on



HIGHWAY 101

policy directives to find long-term solutions to growing congestion problems along the corridor, a "101 in Motion" consensus package was adopted with solutions, including adding a carpool/high occupancy vehicle (HOV) lane in both directions from Milpas Street to the Ventura County line and adding commuter rail service from Camarillo/Oxnard to Goleta with stops in Santa Barbara.

In 2012, Caltrans completed a phase of the "101 in Motion" improvements from Milpas Street to Hot Springs Road, including highway widening

and the Cacique Street pedestrian, vehicle, and bicycle connection under Highway 101. A future, much larger phase implements the HOV lane concept, known as the "South Coast 101 HOV Lanes Project," proposed to add one HOV lane 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.

Because physical roadway improvements cannot be relied upon to address future vehicle traffic demands, and in compliance with Coastal Act policy to reduce vehicle miles traveled, the City has supported various methods to reduce vehicle trips and encourage use of sustainable transportation through policies and implementation strategies. Sources include the Circulation Element, a Transportation Demand Management (TDM) program, the Bicycle Master Plan, the Pedestrian Master Plan, and other mechanisms. In relation to the Highway 101 corridor, all feasible efforts to increase the use and availability of sustainable transportation (e.g., carpooling, bicycles, public transit, rail service, walking) should be implemented before undertaking any major capacity improvements. Furthermore, any improvements to Highway 101 should incorporate features that encourage sustainable modes of transportation, such as improved pedestrian walkways, bike lanes, park-and-ride facilities, and transit stops.

It should also be noted that while Highway 101 serves as a vital transportation link for Santa Barbara and coastal California, it is a circulation barrier between the coastal portion of the City and the inland areas. Where feasible, improvements to Highway 101 should incorporate measures to increase access and prevent or remove barriers to coastal areas by pedestrians, bicyclists, and vehicles through either new or existing routes and improvements to existing underpasses and overpasses.

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HIGHWAY 101 VISUAL QUALITY

Highway 101 Appearance

The attractive appearance of Highway 101 in the Coastal Zone has resulted to some degree from the construction of the highway many years ago to serve the established communities of Santa Barbara and Montecito, rather than the communities growing around an existing highway (which has often been the norm in many parts of Southern California). The vast amount of landscaping and the human-scale character of the highway's bridges, walls, and interchanges set Highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is itself unique.

Critical to maintaining the character of this outstanding community gateway is the preservation of established mature landscaping as well as skyline and specimen trees. Landscaping consists of native and non-native species, and all landscaping along Highway 101 is currently irrigated by recycled water. The established plantings impart a sense of "old growth grace" that cannot be easily or quickly replaced.

Another important aspect of Highway 101's appearance is the idiosyncratic character of many of the bridges, interchanges, and walls. Unlike many highways, the structures along Highway 101 in Santa Barbara are not characterized by massive gray concrete diamond interchanges or imposing concrete block sound walls. Instead, the appearance of highway structures is softened by landscaping and by the use of wood and other materials, and the structures are often small and somewhat peculiar in design (e.g., left-hand exits). Unfortunately, these highway designs of a different era do not always match current highway traffic volumes and travel patterns. As a result, replacement of many of these structures or construction of additional highway improvements may be necessary.

Highway 101 Coastal Parkway Design Guidelines

In the early 1990s, when the Coastal LUP was amended to include text and policies related to the Highway 101 corridor, one of the actions of the amendment was to create a special design district for the Highway 101 corridor for review of aesthetics, design, compatibility, landscaping, and cultural resources by the Architectural Board of Review (ABR) or Historic Landmarks Commission (HLC). In 1994, a subcommittee consisting of members of the ABR and HLC was formed to develop design guidelines for Highway 101. The ensuing Highway 101 Coastal Parkway Design Guidelines is a stand-alone document that was certified by the Coastal Commission in 1996.

IMPACTS OF HIGHWAY 101 DEVELOPMENT

Recreation, Public Access, & Visitor-Serving Establishments

The Coastal Act requires that development in areas adjacent to parks and recreation areas be sited and designed to prevent impacts that would significantly degrade those areas, and be compatible with the continuation of the recreational uses. Furthermore, new development should maintain and enhance public access to the coast. Several recreational facilities and beaches in the Coastal Zone, including but not limited to, East Beach, Dwight Murphy Ball Field, the Santa Barbara Zoo, Andrée Clark Bird Refuge, Municipal Tennis Courts, and Montecito Country Club golf course, are adjacent to Highway 101 and its interchanges. To some degree, these facilities are currently affected in some way by the close proximity of Highway 101, and Highway 101 development projects could positively or negatively impact these facilities.

The most noticeable effects are related to public access to the coast and recreational facilities, the visual impact of the highway, high traffic volumes, and high noise levels on or near the recreational facility site. Highway 101 development, such as widening, replacement of highway structures, construction of sound barriers, or changes in landscaping could impact public access and recreational facilities and thereby limit their suitability for continued recreational use.

Therefore, the design for any proposed Highway 101 development projects should include measures to enhance the recreational suitability of these areas (for example, by providing better, safer, and more convenient public access in the vicinity and under or across the highway corridor) while addressing potential negative effects to these recreational facilities (such as higher levels of vehicle traffic noise, traffic congestion, or increased visibility of the highway structure).

During the construction of Highway 101 projects, visitor-serving establishments, destinations, and points of interest may experience declines in business because of ramp closures and temporary detours, which may make access to these areas less convenient. Highway 101 development projects need careful planning for necessary closures and detours and should include effective measures to reduce potential disruptions to public access to the shoreline and along the coast and the local economy, particularly visitor-serving uses.

Creek Environments & Water Quality

Within the City's Coastal Zone, Highway 101 spans or is adjacent to several creeks. Development of new highway bridges or other structures near creek environments must be designed to completely span the creek and avoid use of pilings or other materials in the creek corridor. A further concern of highway structures and maintenance activities near creek environments is stormwater pollution, non-point source pollutants, and accidental spills. Caltrans is responsible for the *Statewide Storm Water Management*

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Plan, and best management practices are required to address storm water pollution controls related to Highway 101 planning, design, construction, and maintenance activities. Caltrans' *Hazardous Waste Management Program* provides statewide assistance with managing contaminants and wastes encountered on highway projects, including required cleanup of accidental spills performed according to the appropriate regulatory agency requirements.

Visual & Scenic Resources

Consistent with the Coastal Act's directives, Highway 101 development must be sited and designed to protect views to and along and ocean and scenic coastal areas and to be visually compatible with the character of surrounding areas. As noted above, Highway 101's unique aesthetic and visual qualities could be impacted by new highway structures, landscape removal, and sound barriers. New structures and improvements should strive to capture the human-scale qualities of the original structures that contributed to the overall character of the highway. In addition, the design of new structures and sound walls should take into account important views of the ocean, mountains, and City. If feasible, attenuation for Highway 101 noise should consider retrofitting existing buildings with sound-proofing material or use of new sound-control technology as it becomes available before use of sound barriers that could block public views.

Where removal of landscaping is unavoidable and in the best public interest due to either highway improvements or maintenance, it is imperative that revegetation follow immediately and be continuously maintained to allow effective and timely regrowth. Plant types, species, and sizes selected for revegetation should be drought-tolerant and emphasize species and varieties that convey a feeling of lushness and are generally associated with the character of the Santa Barbara region, while preserving and enhancing vistas and views of the mountains and ocean.

Historic Resources

A number of the existing highway structures in the Coastal Zone may be eligible for designation as a historic resource given their age and the human-scale quality of their designs. To the extent feasible, these unique structures should be preserved, and careful consideration must be given to preserving the setting of adjacent resources, such as the Charles Caldwell (C.C.) Park Watering Trough and Fountain, which is a City Landmark adjacent to the Hot Springs Road/Cabrillo Boulevard/Coast Village Road interchange, and the East Cabrillo Boulevard Parkway Historic District, an area formally determined eligible for inclusion in the National Register of Historic Places, discussed further in Chapter 4.3 *Scenic Resources & Visual Quality*.

HIGHWAY 101 POLICY GOALS

The Highway 101 policies share the objectives of the Highway 101 Coastal Parkway Design Guidelines to preserve and maintain the character of this important gateway to the City, which are enumerated as follows:

- Maintain the historic aspects of the original Montecito Parkway (Highway 101 from Ortega Hill to Milpas Street).
- Preserve and maintain existing highway structures and mature plant material unless demonstrated to be infeasible.
- Ensure changes to highway structures and landscaping reflect the historic character of the highway corridor.
- Work cooperatively with the City, Caltrans, and SBCAG to evaluate any alterations to existing structures, beginning at the earliest stages of project identification and design.

The policies also address the City's goals to protect coastal resources, incorporate sustainable transportation improvements into project design, and reduce the impacts of construction on residents and visitors while accommodating future local, regional, and statewide transportation needs.

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HIGHWAY 101 POLICIES

Please see Chapter 4.1 Biological Resources for policies related to landscaping and tree removal in ESHA, creek, wetland, and/or buffer areas.

CITY PLANNING EFFORTS & PROGRAMS

- Policy 6.2-1** Scenic Quality. Preserve the unique scenic and aesthetic quality of Highway 101.
- Policy 6.2-2** Highway Structures Appearance. The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework, or other artwork to improve the appearance of existing or future highway structures where needed.
- Policy 6.2-3** Improved Signage. Work with Caltrans to improve directional signage to and from the Downtown and Coastal Zone areas.
- Policy 6.2-4** Regional Coordination. Work with adjacent counties and cities, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of Highway 101 development, including landscaping. This includes supporting efforts by private organizations to provide additional trees or other landscaping along Highway 101 through the Adopt-a-Highway program or similar programs or efforts.

DEVELOPMENT REVIEW POLICIES

- Policy 6.2-5** Highway 101 Projects Consistency with Coastal LUP. Highway 101 development and associated mitigation shall be consistent with all policies and provisions of the Coastal LUP, including but not limited to resource protection provisions for environmentally sensitive habitat area (ESHA), public access, and visual resources.
- Policy 6.2-6** Address Transportation Disruptions. Highway 101 development shall include methods to address potential disruptions to the public, local economy, and visitor-serving uses during construction, operation, and maintenance of the development. As part of an application for a Coastal Development Permit, Caltrans shall submit a Traffic Management Plan to the City for all Highway 101 development involving road or ramp closures. Prior to project construction, Caltrans shall also provide the City with a Closure Plan that identifies the timing and duration of ramp closures; the location of alternative access points; methods to protect access to

businesses, destinations, and points of interest; proposed signage; and any other methods to mitigate the impacts of the closure.

- Policy 6.2-7** Address Impacts to Recreation. Highway 101 development shall be designed to provide benefits, as appropriate (such as improved public access across and along the highway corridor to coastal and other recreation areas), and limit negative impacts (such as increased visibility of freeway structures, increased noise or glare, or restricted access) to adjacent and nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, Santa Barbara Zoo, Andrée Clark Bird Refuge, beaches, Harbor, Waterfront area).

Creek Environments

- Policy 6.2-8** Creek Corridor Protection. Highway 101 development that includes new or substantially redeveloped highway bridges or other projects in or adjacent to creek corridors shall be designed to provide clear spans of the stream or creek and to avoid the use of pilings within the stream or creek corridor. Culverting creek channels shall not be permitted.
- Policy 6.2-9** Creek Pollutant Protection. Highway 101 development shall be designed to protect stream and creek environments from non-point source pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials. Best management practices shall be included in the design, consistent with the Water Quality Policies of the Coastal LUP.
- Policy 6.2-10** Toxic Material Cleanup. When highway bridges or other highway structures are replaced or renovated in the vicinity of streams or creeks, an emergency response and cleanup plan shall be prepared by Caltrans to address accidental releases of toxic materials.

Visual and Scenic

- Policy 6.2-11** View Protection. Highway 101 development shall protect views of the mountains and ocean from Highway 101 by minimizing view interruption. Highway 101 development shall protect scenic views from surrounding public areas including roads, parklands, trails, and other open spaces by minimizing view interruption or blockage.
- Policy 6.2-12** Landscape Plans Requirement. Highway 101 development that will result in plant removal or the planting of new landscaping shall require a landscape plan prepared by a licensed landscape architect. Landscape plans shall be consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines and shall be reviewed by the appropriate design review board and/or commission prior to approval of a Coastal

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Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

Policy 6.2-13 Minimize Sound Barriers. Highway 101 development shall minimize the use of sound barriers. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses and no feasible alternatives to sound barriers exist, they shall be:

- A. Consistent with all policies and provisions of the Coastal LUP, including, but not limited to, protection of ESHA, native trees, coastal access, and scenic public views;
- B. Sited to protect views of the ocean and mountains from Highway 101 and from frontage streets where feasible. Where public scenic resources and views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) shall be used in place of sound barriers wherever feasible;
- C. Attractively designed in a consistent manner that is compatible with the surrounding environment, including addressing both sides of the barrier; and
- D. Landscaped sufficient to fully screen the barrier in a timely manner and along both sides of the barrier where visible from public viewing areas, as long as the landscaping will not further impact views of scenic resources from public viewing areas at maturity.

Policy 6.2-14 New Highway Structures. Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.

Policy 6.2-15 Minimize Lighting. The amount of lighting provided along Highway 101 shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen from nearby residences and recreational areas. When reviewing Highway 101 development, the Architectural Board of Review and Historic Landmarks Commission shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.

Historic Resources

Policy 6.2-16 Preserve and Restore Historic Appearance of Highway 101. In order to preserve the historic appearance of Highway 101, exemplary bridges, structures, and other architectural features along the highway shall be preserved and restored to the maximum extent feasible. Where the City

finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and other development shall capture human-scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.

- Policy 6.2-17** Historic Sensitivity. Highway 101 development shall be designed in a manner that is sensitive in design and function to the highway's historic role within the City.
- Policy 6.2-18** Historic Resource Impact Avoidance. Highway 101 development shall avoid to the greatest degree possible impacts to historic resources.
- Policy 6.2-19** Historic Context of Cabrillo Boulevard Interchange. Any changes to the Cabrillo Boulevard/Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.
- Policy 6.2-20** Minimize Changes to C.C. Park Watering Trough and Fountain. Any changes to the Cabrillo Boulevard/Hot Springs Road/Coast Village Road interchange or the vicinity shall minimize impacts to the historic location, setting, or context of the C.C. Park Watering Trough and Fountain.

Public Access

- Policy 6.2-21** Pedestrian and Bicycle Access. Highway 101 development shall protect and improve existing pedestrian and bicycle access across Highway 101 to coastal areas and shall require the development of new pedestrian and bicycle accessways connecting the inland portion of the City with coastal access areas across Highway 101 where feasible.
- Policy 6.2-22** Butterfly Lane Undercrossing. The Highway 101 pedestrian undercrossing at Butterfly Lane shall be retained and its utility and appearance shall be enhanced to the maximum extent feasible, by provision of clearer signage, improved accessibility, and additional landscaping.
- Policy 6.2-23** Existing Public Access. Highway 101 development shall not remove any existing bikeways, pedestrian accessways, or coastal access parking and shall not preclude the construction of any proposed bikeways, pedestrian accessways, or coastal access parking without providing comparable or better replacement facilities.

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- Policy 6.2-24** Provide Functional Pedestrian Access. Highway 101 development shall include provisions for functional pedestrian access under or across the highway. The location of pedestrian access shall be carefully considered in the planning and review of Highway 101 development in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 6 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic.
- Policy 6.2-25** Interchange Construction and/or Modification. All modifications and/or construction of Highway 101 interchanges with City streets shall provide freeway and local street access that is sited and designed to provide safe and efficient connections for all modes of travel, maintain visual compatibility at its connection to the City street, minimize landform alteration to the extent feasible, and protect coastal resources consistent with the policies and provisions of the Coastal LUP. Modifications should strive toward resolving existing substandard functional and aesthetic concerns and shall provide robust pedestrian and bicyclist facilities to improve and increase use of walking and cycling for coastal access.
- Policy 6.2-26** Sustainable Transportation Improvements. Highway 101 development shall incorporate sustainable transportation improvements into the project design to the maximum extent feasible. Sustainable transportation improvements include, but are not limited to improvements to existing or new bikeways and pedestrian accessways; public transit improvements such as bus pockets, stops, and shelters; rail service improvements; other improvements that reduce single occupancy vehicle (SOV) use such as carpool lanes; and park-and-ride lots and increasing available local street non-SOV options that avoid the need to use Highway 101 as a surface road. Where these improvements cannot be feasibly integrated because necessary connections have not yet been developed, the project shall include sufficient area to allow for provision of these improvements in the future.
- Policy 6.2-27** Requirement for a Project Alternatives Study. Highway 101 development projects shall identify feasible methods to provide for sustainable transportation measures along the Highway 101 transportation corridor with the objective of reducing vehicle miles traveled while accommodating the anticipated future local, regional, and statewide highway transportation needs. Prior to the approval of a Coastal Development Permit for any major metropolitan transportation investment projects, including the addition, relocation, or widening of any lanes or construction of highway interchanges along Highway 101, the applicant shall prepare a Project Alternatives Study that demonstrates that sustainable transportation improvements have been incorporated into the subject highway project to the maximum extent feasible, and that the highway development is designed and limited to

the minimum configuration necessary to accommodate regional projections that are based on current land use and transportation data.

The City shall also find that:

The project is consistent with the most recently adopted Santa Barbara County Association of Government's (SBCAG) Regional Transportation Plan applicable to the City's portion of the Coastal Zone, and a Project Alternatives Study has been completed for the Highway 101 Corridor as described in Policy 6.2-29 *Project Alternatives Study Requirement* below.

DEFINITIONS & PROCEDURES

Policy 6.2-28 Landscape Plan Requirements. Highway 101 development that will result in plant removal or the planting of new landscaping shall require a landscape plan prepared by a licensed landscape architect consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines. The landscape plan shall address the following elements:

- A. To the maximum extent feasible, the landscape design shall minimize removal of existing trees and vegetation, particularly scenic skyline and mature trees, and restore previously degraded areas. A mature tree is defined as any tree with at least one trunk measuring four inches [4"] in diameter or greater at four feet six inches [4'6"] above grade in height;
- B. When non-native tree removal is unavoidable and is in the best public interest, replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude on-site replanting consistent with this ratio). Removal of native trees shall be consistent with Biological Resources policies;
- C. Landscaping in areas adjacent to streams/riparian or other ESHA and associated buffers shall be consistent with Biological Resources policies. Outside of ESHA and associated buffers, replacement trees shall be non-invasive and have a growth aspect that will not block scenic views at maturity. The species types of replacement trees shall be reviewed and approved by a City Arborist or City-approved designee. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location;
- D. The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner for the area between the highway shoulder and adjoining land uses, within medians, and

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around overpasses and ramps. Highway corridor landscaping between Milpas and Garden Street should be planned to screen views of the industrial area without restricting or blocking long-range views¹. Highway corridor landscaping elsewhere shall protect views of scenic resources while screening views of industrial areas and maintaining vegetation density critical to the character of the area. Plant materials utilized should be drought-tolerant and emphasize species and varieties that convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes;

- E. The plan shall include an installation schedule and an irrigation and maintenance plan that includes timing and extent of maintenance and irrigation from the City's recycled water pipeline or other water reuse technologies, except where adequate evidence is provided that use of such measures is technically infeasible; and
- F. The plan shall be reviewed by relevant City Departments and their comments and suggestions considered in the proposed design.

Policy 6.2-29 Project Alternatives Study Requirements. The Project Alternatives Study for the Highway 101 Corridor shall include an analysis of:

- A. The type and extent of development needed to accommodate projected transportation levels;
- B. The effectiveness and cost of investments or strategies in attaining local, state, and national goals and objectives;
- C. The costs of reasonable alternatives to the proposed project and such factors as multi-modal and sustainable mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing, and energy consumption;
- D. The feasibility of sustainable transportation modes such as, but not limited to, lanes dedicated to public commuter vehicles or multiple rider vehicles, mass transportation systems such as rail service, bicycling, and walking, or other means of supporting a multi-modal transportation system within the transportation corridor; and
- E. The feasibility of accommodating non-motorized traffic through the development of recreational trails or commuter bikeways as an integral part of the transportation corridor.

¹ Per the Highway 101 Santa Barbara Coastal Parkway Design Guidelines, views of Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains, and the Pacific Ocean must be considered when developing landscape plans.

For the purpose of satisfying the application filing requirements relative to this standard for a Coastal Development Permit, the scope of a Project Alternatives Study for the Highway 101 Corridor shall be developed jointly by the City and SBCAG and shall be proportionate and related to the scope of the proposed development. Further, the Project Alternatives Study shall be coordinated with Santa Barbara County, the cities within the Santa Barbara County Coastal Zone, and with the adjoining counties of San Luis Obispo and Ventura. The information requirements under this standard will be deemed met upon a determination by the Director of the Community Development Department that the scope of work has been fulfilled through the completion of the Project Alternatives Study.

The applicant may request a waiver of the Project Alternatives Study requirement by demonstrating this requirement is fulfilled by any combination of existing studies and/or environmental reviews. The existing studies and/or environmental reviews must reflect current data and analytical techniques, and their adequacy shall be confirmed to the satisfaction of the City. This determination shall be based on the finding that the study/document(s) contain an adequate analysis of the plans, methods, and potential actions to implement feasible sustainable transportation modes as described above.

The cost of complying with the above requirements shall be the responsibility of the project sponsor/applicant. The application for a Coastal Development Permit shall be deemed complete only after this requirement is satisfied.

7. BIBLIOGRAPHY

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7.1 BIBLIOGRAPHY

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8. APPENDICIES

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8.1 DETERMINING CREEK TOP OF BANK

PHOTO: SYCAMORE CREEK

The following is a method for determining the top of bank of creeks for the purpose of interpreting creek protection policies and buffers included in the City of Santa Barbara Coastal Land Use Plan. Where a creek's top of bank is not established by other policies of the LUP, the creek's top of bank shall be determined on a case-by-case basis depending on the channel geometry. Two of the most common channel geometries are described below as Case 1 and 2. In some situations, Case 1 and/or Case 2 could occur along a section of creek channel or on opposing creek banks. In addition, there are channel geometries that may reflect a combination or variation of the cases outlined below that may require slight differences in the use of the guidance provided by the Cases below. A City Environmental Analyst, in consultation with City Creeks Division and Building and Safety Division staff, shall make a final determination of top of bank. Where the top of bank can reasonably be determined using more than one of the Cases below or a variation of the Cases below, the Environmental Analyst assigned to the project shall employ an approach to determining the top of bank that is most protective of creek resources.

The applicant may be required to submit a topographic survey prepared by a Licensed Land Surveyor of the project site (including cross sections showing both banks) that shows the Federal Emergency Management Agency (FEMA) 100-year flood surface elevations of the site, where available, to assist in the determination. In limited cases where FEMA has not determined flood elevations for a creek and the top of bank is disputed, a hydrologic study showing 100-year flood surface elevations may be needed and could potentially be used in place of "FEMA 100-year flood surface elevations" below.

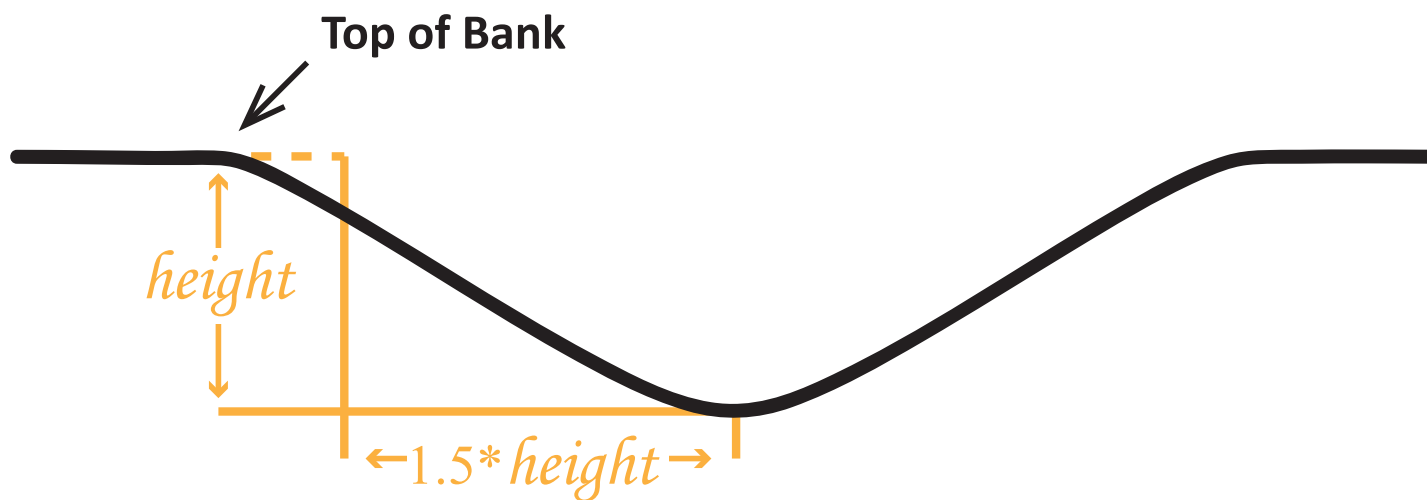
Case 1. *Bank Slopes with a Single Defined Hinge Point.* Case 1 occurs where the creek has a sloped bank rising from the toe of the bank to a hinge point at the generally level upper ground. The hinge point is the "top of bank." If the FEMA

100-year flood surface elevation is higher than the top of bank, the location of the top of bank does not change and is the hinge point. If the existing slope of the bank is steeper than 1.5 (horizontal):1 (vertical), the intersection of a projected plane with a 1.5:1 slope from the toe of bank to the generally level upper ground is the “top of bank.”

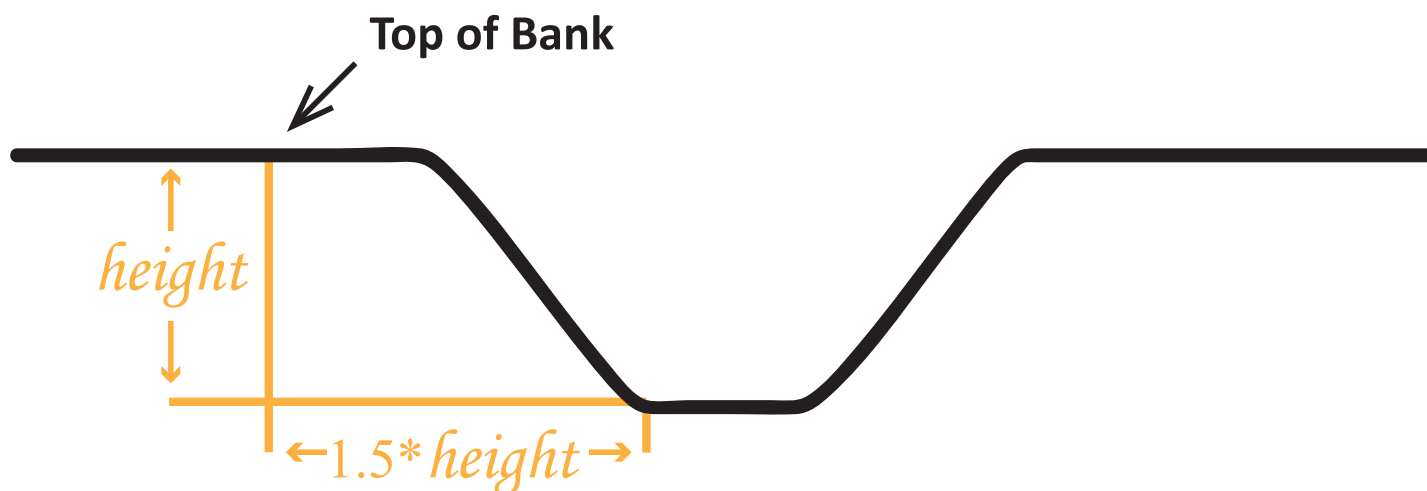
Case 2. *Bank Slopes with Multiple Hinge Points.* Case 2 occurs where the creek bank slope rises from the toe of the bank, levels off one or more times, then rises to a hinge point at the generally level upper ground. In this case, the hinge point at or directly above the FEMA 100-year flood surface elevation is the “top of bank.” If the FEMA 100-year flood surface elevation is above the highest hinge point, the location of the top of bank does not change and is the highest hinge point.

The portions of Mesa, Lighthouse, and Arroyo Honda Creeks that are above ground in the coastal zone are characterized by steep slopes that extend from the toe of the creek bank up a canyon that can be several hundred feet long. The top of bank for these portions of creeks is difficult to identify. For these reasons, minimum creek buffers in these areas are not based on a distance from the top of bank of the creek, but rather the top of the canyon as generally depicted on Figure 4.1-4 *Minimum Habitat Buffers for Mesa Creek, Lighthouse Creek, and Arroyo Honda* is used as the creek habitat buffer. Separate habitat buffers from riparian and other environmentally sensitive habitat areas (e.g. oak woodland) still also apply in these locations. See *Policy 4.1-13 ESHA, Wetland, and Creek Habitat Buffers* and *Chapter 4.1 Biological Resources* for more details.

Case 1: Bank Slopes with a Single Defined Hinge Point

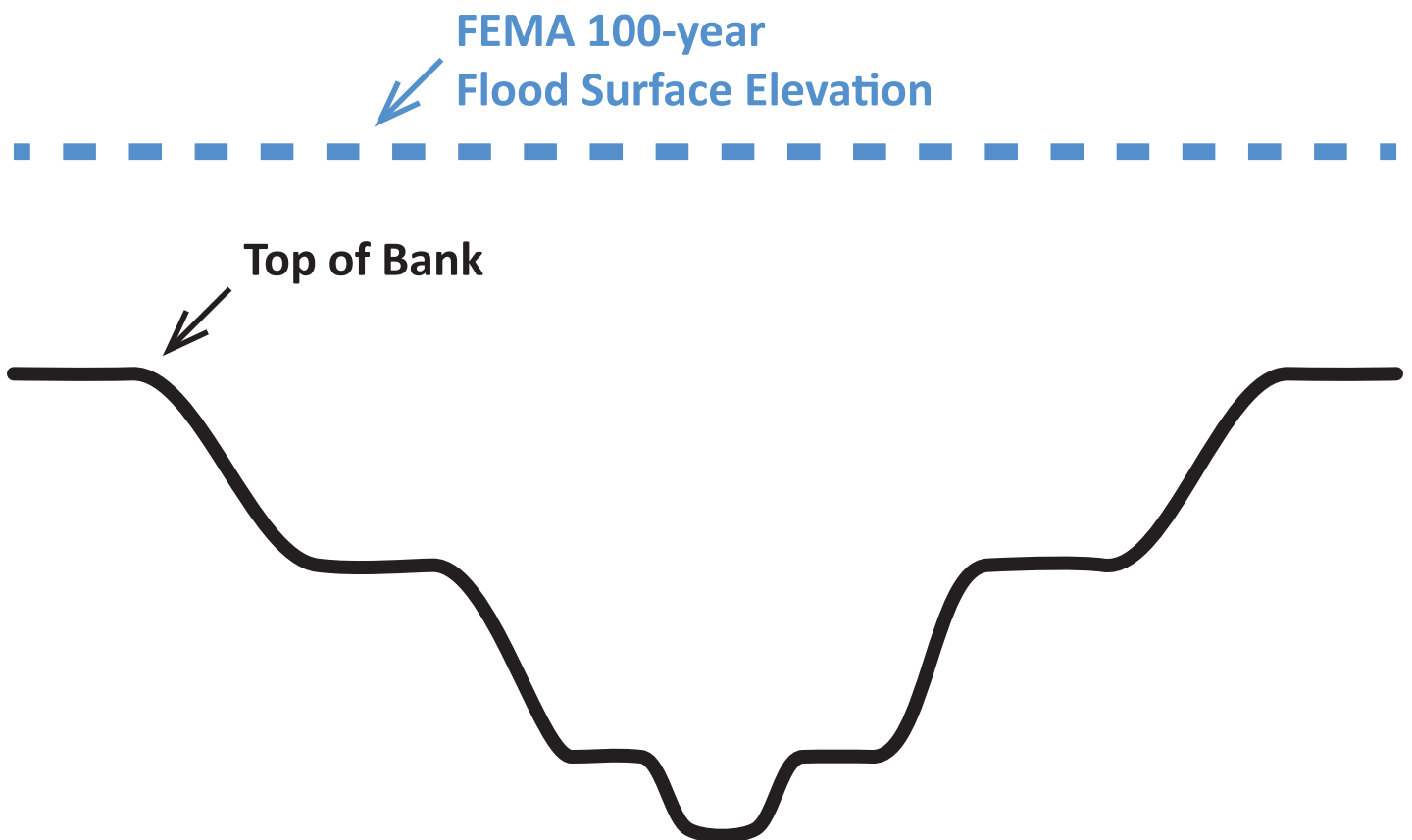
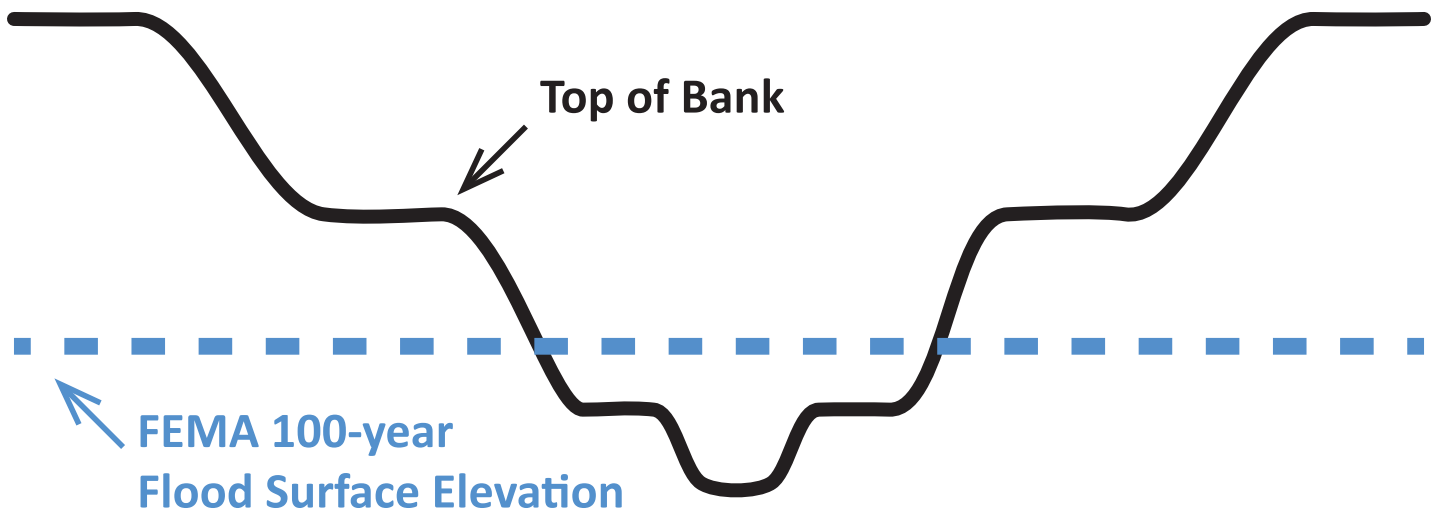


Case where existing slope of the bank is less steep than 1.5 (horizontal) : 1 (vertical)



Case where existing slope of the bank is steeper than 1.5 (horizontal) : 1 (vertical)

Case 2: Bank Slopes with Multiple Hinge Points



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