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CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
 SOUTH CALIFORNIA ST., SUITE 200
 VENTURA, CA 93001
 (805) 641-0142

RECORD PACKET COPY



May 19, 1998

TO: COMMISSIONERS AND INTERESTED PARTIES

FROM: Chuck Damm, Senior Deputy Director
 Gary Timm, Assistant District Director
 Mark H. Capelli, Coastal Program Analyst

SUBJECT: SANTA BARBARA CITY LCP AMENDMENT NO. 3-97 (Circulation Element).
 Public hearing and action on June 9, 1998 to amend the certified City
 of Santa Barbara LCP to include a Circulation Element in the LUP.

SYNOPSISBACKGROUND

The City of Santa Barbara Local Coastal Program (LCP) was certified by the Commission in two segments: the City segment and the Airport/Goleta Slough segment. The Commission certified the Land Use Plan (LUP) for the City Segment on January 22, 1981, and the Implementation Plan on November 12, 1986. The Airport and Goleta Slough segment has been certified separately. The City submitted LCP amendment 3-97 on December 16, 1997 and the amendment package was deemed complete and filed on January 16, 1998.

STAFF NOTE

This item originally appeared on the Commission's May agenda but was continued to allow the staff to clarify the nature of the public utilities component of the Circulation Element.

SUMMARY OF AMENDMENT REQUEST

The City of Santa Barbara proposes to incorporate a new comprehensive Circulation Element into its LCP Land Use Plan. The Circulation Element contains a single comprehensive goal and vision statement and sixteen broad goals, based upon issue areas. Each of the sixteen goals is accompanied by a series of Policies and Implementation Strategies. One of the sixteen goals (Goal 9) and related Policies and Implementation strategies focus on circulation and access in the City's portion of the Coastal Zone.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends the Commission deny the request to amend the Land Use Plan as submitted and approve the amendment with suggested modifications. The suggested modifications are necessary to clarify provisions regarding the public access in the coastal zone and that the use of land use allocation programs (Measure E) which are not part of the LCP within the coastal zone cannot be utilized for coastal permitting purposes. The appropriate motions are found on page 4 of the staff report; the suggested modification language is on page 5.

ADDITIONAL INFORMATION

For further information on this amendment request, please contact Mark H. Capelli at the South Central Coast Area Office, 89 South California Street, Ventura, CA 93001, (805) 641-0142.

List of Exhibits

1. General Location Map
2. Affected Planning Area
3. Existing Street System
4. Existing Bikeway System
5. City Council Resolution 97-143
6. Circulation Element (October 1997)
7. Circulation Element Changes (October 1997)

I. STANDARD OF REVIEW

The standard of review, pursuant to Section 30512(c) of the Coastal Act, for those portions of the proposed amendment that affect the Land Use Plan, is that the plan or any amendment to the plan meets the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act.

II. SUMMARY OF PUBLIC PARTICIPATION

Public Resources Code Section 30503 requires public input in Local Coastal Program development:

During the preparation, approval, certification, and amendment of any local coastal program, the public, as well as all affected governmental agencies, including special districts, shall be provided maximum opportunities to participate. Prior to submission of a local coastal program for approval, local governments shall hold a public hearing or hearings on that portion of the program which has not been subjected to public hearings within four years of such submission.

The proposed Circulation Element amendment was the subject of an extensive public planning and review process; a chronological account of the major elements are described below:

In 1995, the City Council created a twenty-two member Consensus Group representing business and neighborhood interests throughout the City. In May 1995 a Consensus Group Report, containing a vision statement and a series of goals relating to City Circulation issues was finalized. The report was endorsed by the City Council and released for public review.

In 1996, the City Council reconvened the Consensus Group so they could review detailed measures to implement the broad goals of the Consensus Group Report. The Consensus Group revised and commented on suggested policies and implementation strategies prepared by the City Staff during a series of hearings between October 1996 and April 1997. Each meeting was noticed and open to the public. The Consensus Group made their final recommendations in April 1997, and in May 1997 the Consensus Group Report Draft Circulation Elements as released of public review.

The Santa Barbara City Planning Commission reviewed the Consensus Group Draft Circulation Element during a series of six public meetings. During these meetings, the Commission received extensive input from representative of the Consensus Group, members of the public, transportation agency representatives, and the City Staff. On September 11, 1997, the Planning Commission held a final public hearing, gave final direction to the City staff, and made a unanimous recommendation to the Santa Barbara City Council to adopt the Circulation Element as amended by the Commission. A Draft 1997 Circulation Element was released for public review in October 1997.

On November 11, 1997 the Santa Barbara City Council held a noticed public hearing on the proposed Circulation Element, received public comments, and continued the public review for two weeks. On November 25, 1997 the City

Council read, considered, and adopted an amendment to the General Plan incorporating the 1997 Circulation Element and related Local Coastal Program Amendment into the City's General Plan, along with a Negative Declaration.

III. STAFF RECOMMENDATION: MOTIONS AND RESOLUTIONS

STAFF RECOMMENDATION

Staff recommends the adoption of the following motions and resolutions:

LAND USE PLAN AMENDMENT

1. DENIAL OF LAND USE PLAN AMENDMENT AS SUBMITTED

MOTION I:

"I move that the Commission Certify Land Use Plan Amendment 3-97 to the City of Santa Barbara Land Use Plan as submitted."

STAFF RECOMMENDATION

Staff recommends a NO vote which would result in denial of the amendment and adoption of the following resolution of denial and related findings. An affirmative vote by the majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION I

The Commission hereby Denies certification of Amendment 3-97, to the Land Use Plan portion of City of Santa Barbara Local Coastal Program and finds for the reasons discussed below and that the amended Land Use Plan does not meet the requirements of and is not in conformity with the policies of Chapter 3 (commencing with section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; and that certification of the amended Land Use Plan does not meet the requirements of section 21080.5(d)(2)(A) of the California Environmental Quality Act, because there are feasible alternatives or mitigation measures available, not adequately reflected in the Land Use Plan, that would substantially lessen significant adverse environmental effects.

2. APPROVAL OF LAND USE PLAN AMENDMENT IF MODIFIED AS SUGGESTED

MOTION II:

"I move that the Commission certify Land Use Plan Amendment 3-97 to the City of Santa Barbara Land Use Plan if it is modified as suggested."

Staff recommends a YES vote which would result in approval of the amendment and adoption of the following resolution of approval and related findings. An affirmative vote by the majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION II

The Commission hereby Approves certification Amendment 3-97, to the Land Use Plan portion of the City of Santa Barbara Local Coastal Program and finds for the reasons discussed below and that, as modified, the amended Land Use Plan meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act. This amendment, as modified, is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) and approval will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

IV. SUGGESTED MODIFICATIONS TO LAND USE PLAN

1. Modify Policy 9.2.2 to include the following additional language at the end of the Policy:

"providing such modification does not reduce the number of public parking spaces available to the general public for the purposes of accessing the shoreline and beach in the waterfront area."

2. Modify the Background discussion under Goal 11 on page II-1 of the Circulation Element to include the following language:

"However, because Measure E has not been incorporated into the City's Local Coastal Program it cannot be used for the purpose of making findings regarding the consistency of any project with the certified Local Coastal Program until such time as the provisions of Measure E are certified by the Coastal Commission through an amendment to the City's Local Coastal Program."

Also, modify Policy 11.1 to add the following language at the end of the policy:

"Within the Coastal Zone portion of the City, the provisions of Measure E shall not be used for the purpose of making findings regarding the consistency of any project with the certified Local Coastal Program until such time as the provisions of Measure E are certified by the Coastal Commission through an amendment to the City's Local Coastal Program."

V. FINDINGS

A. Description of Amendment

The Circulation Element consists of three elements: a comprehensive goal and vision statement, a set of 16 goals articulating a specific theme, and a set of related policies and implementation strategies for each of the 16 goals. One goal (#9) is concerned exclusively with the Coastal Zone portion of the City of Santa Barbara. The general thrust of the goals and policies is to increase the efficiency of circulation within the city, to reduce the dependency on the use of private automobiles, and to encourage wherever possible the use of alternative modes of transportation, including public transportation, and non-motorized modes of transportation.

The Circulation Element is intended to apply throughout the City, but for purposes of this staff report only that portion of the Circulation Element applying within the Coastal Zone is affected by the Commission's action. From the western City limits to Las Positas Road, the Coastal Zone extends inland approximately 1000 yards from the mean high tide line. At Las Positas Road, the inland boundary shifts seaward to Cliff Drive, and from that point easterly along Cliff Drive to Rancheria Street. From Rancheria to Chapala Street, Montecito Street forms the inland boundary. Easterly from Chapala Street to Salinas Street, the eastern City limit, the Coastal Zone widens again to 1000 yards from the mean high tide line. Another portion of the City, four miles to the west of the City property, includes the Municipal Airport, and enclave of approximately 950 acres which almost is wholly within the Coastal Zone.

B. LUP Text and Policy Changes

The amendment incorporates a comprehensive circulation element in the the City's certified Local Coastal Program LUP, consisting of a general over-arching goal and vision statement, 16 theme-specific goals, and related policies and implementation strategies. The comprehensive goal and vision statement, and the 16 theme-specific goals are presented below; individual policies are included in Exhibit 6.

Comprehensive Goal and Vision Statement:

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 meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions. The language presented here, when taken together, will move the City in the direction of achieving the Vision.

Goals

Goal 1: Provide a transportation system that supports the economic vitality of the City. Establish and maintain a transportation system that supports the economic vitality of local businesses.

Goal 2: Strive to achieve equality of convenience and choice among all modes of transportation. Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile.

Goal 3: Increase the availability and use of transit. Support the increased use and availability of transit. This will be accomplished by augmenting resources, planning, and funding to promote the development, expansion and use of transit, such as buses, shuttles, rail, and vanpools.

Goal 4: Increase bicycling as a transportation mode. Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.

Goal 5: Increase walking and other paths of travel. Develop a comprehensive system of pedestrian routes which are integrated with other modes of transportation and which provide safe and efficient paths of travel.

Goal 6: Reduce the use of the automobile for drive-alone trips. Efficiently and effectively use the existing street system through incentives, the provision of attractive alternatives and a transportation demand management program. Recognizing that automobiles will still be on the road, the City will support programs that encourage increased vehicle occupancies and trip reduction in order to enjoy the quality of life that currently exists. The City recognizes that reducing drive-alone trips from current levels may create roadway capacity for new development consistent with the General Plan.

Goal 7: Increase access by optimizing parking city-wide. Develop and implement innovative parking management strategies and a master parking plan that is consistent with the scale of surrounding neighborhood land uses, supports the land uses of the General Plan, and furthers the goals of the Circulation Element's Vision Statement.

Goal 8: Increase parking availability and access for Downtown customers and reduce the need for downtown employee parking by making alternative modes of transportation convenient for Downtown employees and the public through methods such as: improving pedestrian transit access, increasing bicycle parking, providing incentives for employees to use alternative transportation and park in peripheral lots, discouraging the employee shuffle, and managing parking resources and/or adding new parking spaces, where necessary.

Goal 9: Develop special policies related to transportation and parking in the Coastal Zone. Create a more consolidated parking system in the waterfront area and explore new and/or expanded opportunities for use of alternative transportation. In order to open up new areas for recreational use and to allow for better views from Cabrillo, no further development of parking should occur on the ocean side of Cabrillo Boulevard, except in the developed harbor areas if consistent with the Harbor Master Plan.

Goal 10: Develop a mobility system that will carry all modes of transportation, from pedestrians to automobiles. Develop a classification and service system that designates streets, walkways and bikeways in a manner that meets the overall objectives of the Vision. To do this, the City will develop and implement a classification system that integrates all modes of transportation, creates intermodal connections, and results in a City where automobile use is a choice, not a necessity.

Goal 11: Review traffic impact standards used at City intersections for consistency with the goals of the circulation element and general plan. Explore ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.

Goal 12: Establish a process to include neighborhoods in the discussion of the effects of traffic on residential streets. Develop a mechanism for monitoring changes to all neighborhoods and for addressing those changes if appropriate. The mechanism should take the form of a methodology or procedure for assessing and responding to neighborhood traffic impacts both during periodic reviews and upon neighborhood request. Any review and discussion of neighborhood through traffic should be addressed on an area-wide basis so that all segments of the community, including persons representing commercial and industrial areas, can participate in creating solutions to a given traffic problem.

Establish a process to include businesses and non-residential property owners in the discussion of the effects of traffic along business corridors. Establish a process to include businesses and non-residential property owners in the discussion of the effects of traffic along the business corridors. Opportunity to comment on the effects of traffic on business would provide assurance that future transportation policies support economic vitality. Any review and discussion of traffic in and around business areas should be addressed on area-wide basis so that all segments of the community including persons representing surrounding residential areas, can participate in creating solutions to a given traffic problem.

Goal 13: Apply land use planning tools and strategies that support the City's mobility goals. Enhance the historic pattern of compact development. The City can facilitate this development pattern in a number of ways, including: allowing more compact development along major transit corridors (without increasing the City-wide development potential as provided for in the existing Zoning Ordinance, and General Plan); providing incentives for mixed use development; establishing provisions that allow for creative site development and urban design standards; studying neighborhoods to determine their service needs and creating mechanisms to address those needs; encouraging development of schools, preschools, and day care centers in ways which reduces travel demand; encouraging and supporting neighborhood services and commercial uses in residential areas; establishing social/neighborhood centers (in conjunction with neighborhood schools if possible); reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate; and evaluating proposed annexations to ensure that service/commercial needs and transportation linkages are adequately addressed.

Goal 14: Coordinate with regional systems and goals. Increase the City's participation in regional transportation planning activities and continue to influence the development of regional plans.

Goal 15: Other transportation facilities. Continue to support the movement of people, goods, and services by transportation modes such as air, rail, and water. The movement of trucks and hazardous materials shall continue to be regulated to ensure safety.

Goal 16: Public Utilities. To meet existing and projected needs, continue to provide and maintain adequate storm drainage, water supply and distribution, and wastewater collection systems. In addition, the City shall continue to work with electric, gas, and communication suppliers to maintain and provide service.

The Circulation Element also contains a glossary of terms used in the document and an set of appendices which provide additional background information on urban circulation issues.

C. Consistency with Coastal Act

The standard of review for an amendment to the Land Use Plan is the requirements of, and conformity with, the policies of Chapter 3 of the Coastal

1. Access/Recreation

a. Coastal Act Policies

Public Resources Code (PRC) Sections 30210 through 30214 provide for the protection and provision of maximum public access to and along the coast.

PRC Section 30252 provides that:

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 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 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 on site recreational facilities to serve the new developments.

PRC Sections 30253 provides, in part, that:

New development shall minimize energy consumption and vehicle miles traveled

b. Analysis

Approximately 4 square miles of the City (including 1.5 square miles at the Airport) are located within the Coastal Zone and subject to the provisions of the California Coastal Act. The Coastal Act policies noted above encourage increased public access through alternative modes of transportation and reducing energy consumption and vehicle miles traveled. The Circulation Element places a strong emphasis on maximizing the efficiency of the City's existing transportation system and increasing the opportunities for non-traditional modes of transportation, including the use of public transit systems, and non-motorized transit.

The Circulation Element does not change any existing land use plan designation, or modify any of the public access or coastal resource protection policies of the City certified Local Coastal Program.

In addition to conforming to the access policies of the Coastal Act, the amendment addresses the requirements of PRC Section 30252 (i.e. the location and amount of new development to maintain and enhance public access) because (1) provisions of public transportation are enhanced; and (2) opportunities for non-automobile circulation are provided.

The proposed provisions of the amendment, except as discussed below relative to suggested modifications, will conform with, and meet the requirements of, the Coastal Act policies on access, recreation and visitor serving facilities for the following reasons.

Local Coastal Program Policy 11.5 provides that:

All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum consistent with City Ordinance requirements.

This policy is accompanied by two further Actions:

- * The City shall investigate the creation of a Waterfront Area Parking District.
- * The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require parking in excess of the minimum ordinance requirements.

The Circulation Element includes a new Policy 9.2.2 which stipulates that the City should:

Consider revising Local Coastal Plan Policy 11.5 to modify requirements that parking demand be met on site in the Coastal Zone. Amend the policy to allow property owners to propose alternative approaches to meeting parking demand in a manner consistent with other areas of the City.

The Discussion accompanying Goal 9 recognized that "Any changes to the transportation or parking system in the Coastal Zone must take into consideration the policy framework embodied by the California Coastal Act and the City's LCP. The Coastal Act policies emphasize provision of public access to coastal areas, including provision of adequate parking facilities. Any proposal(s) to change transportation or parking provisions and requirements in the Coastal Zone must demonstrate that coastal access will not be adversely affected."

While the proposed Policy 9.2.2 does not itself establish any new parking requirement, or modify the requirements of the previously existing Policy 11.5, it does represent the first step in a process aimed at modifying or eliminating the parking standard contained in Policy 11.5. Further, the language of Policy 9.2.2 does not provide any clear substantive policy guidance in the development of alternative approaches to meeting parking demands, or recognize the special role of parking in facilitating access to and along the beach within the Coastal Zone.

To ensure that the intent of this policy is expressed in the language, it is necessary to add language to the policy that explicitly indicates that modification to parking requirements will not adversely affect public access to and along the beach. Suggested Modification #1 adds language to Policy 9.2.2 which expressly prohibits any reduction of parking spaces available to the general public for the purpose of accessing the shoreline and the beach in waterfront area.

In summary, the proposed amendment, as modified by the suggested modifications, is consistent with Coastal Act policies on access, recreation and visitor serving facilities.

The Commission therefore finds that the proposed Land Use Plan Amendment, as modified by Suggested Modification #1, is consistent with the provisions of PRC 30210 through 30214 and 30252.

2. Locating and Planning New Development

a. Coastal Act Policies

PRC Section 30250 provides, in part, that:

(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. Analysis

The Circulation Element contains a background discussion of Measure E passed by the voters in 1989 and incorporated into the City Charter as Charter Section 1508. This Charter Section places a ceiling on the total amount of non-residential square footage developed in the City until the year 2010, and provides a method by which building square footage is allocated based upon the criteria for Economic Development projects identified in the City's Charter Section 1508 and Zoning Ordinance Section 28.87.300.

Neither the Charter Section or the Section 28.87.300 and the related Economic Development Plan and Implementation Program for the Economic Community Project are currently a part of the City's certified Local Coastal Program. Further these criteria and related provisions are not proposed to be included in the City's Local Coastal Program as part of this amendment. Section 30514(a) of the Coastal Act stipulates that no LCP amendment can take effect until it has been certified by the Commission. The current discussion does not distinguish between areas of the City which are within and which area are outside of the Coastal Zone.

In order to ensure that only those provisions which are part of the City's certified Local Coastal Program are used to review applications for locally issued Coastal Development Permits it is necessary to clarify the discussion of Measure E and modify policy 11.1.1 to indicate the status of Measure E within the Coastal Zone.

Suggested Modification #2 requires that the Discussion of Goal 11 and Policy 11.1.1 be clarified to indicate that Measure E has not been certified as part of the City's Local Coastal Program, and that its provisions cannot be used to review applications for Coastal Development Permits for consistency with the certified Local Coastal Program.

The Commission therefore finds that the proposed Land Use Plan Amendment, as modified by Suggested Modification #2, is consistent with the provisions of PRC Section 30250 and 30514(a).

3. Public Services

a. Coastal Act Policies

PRC Section 30254 provides, in part, that:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provision of 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 of land uses shall not be precluded by other development.

b. Analysis

The Circulation Element contains a Chapter 16 dealing with public utilities. The over-arching goal of this section is:

To meet existing and projected needs, continue to provide and maintain adequate storm drainage, water supply and distribution, and wastewater collection systems. In addition, the City shall continue to work with electric, gas, and communication suppliers to maintain and provide services.

Chapter 16 also contains specific policies and implementation strategies for electric and gas facilities, city utilities (e.g., water supply, wastewater treatment, flood control and drainage), communication facilities, and transportation and utility facilities.

Neither the general goal or the individual policies and implementation strategies change any existing land use plan designation or modify any of the coastal resource protection, or public service policies of the City's certified Local Coastal Program. These existing public service policies (Policy 11.2 through 11.15) provide more specific guidance and standards for the provision of public utilities than the generalized goal and policies and implementation strategies of the Circulation Element. The policies and strategies of the Circulation Element do anticipate that additional services will be necessary to accommodate future development authorized in the City's certified Local Coastal Program. However, Chapter 16 does not provide for or authorize any new or expanded public utilities, but rather provides only general guidance for the provision of adequate public services to support land uses currently allowed within the City's certified Local Coastal Program consistent with the requirements of PRC Section 30254.

The Commission therefore finds that the proposed Land Use Plan Amendment, as modified by Suggested Modification #2, is consistent with the provisions of PRC Section 30254.

B. Relationship to Local Coastal Program

The Coastal Commission's Administrative Regulations Section 13552(c) requires a discussion of the LCP Amendment's relationship to and effect on other section of the City's certified Local Coastal Program. Section 13552(e) also requires an indication of the zoning measures that will be used to carry out the amendment.

The proposed Circulation amendment, as modified by suggested modifications, is consistent with LCP Policies 2.1, 2.6, 3.5, 11.6, and 11.15 of the City's certified Local Coastal Program by providing direction to improve access, parking, and circulation within, from, and to the Coastal Zone. Additionally, the Circulation Element is consistent with the LCP Policies 2.4 and 3.4 by providing direction to continue to encourage improved access in new development projects. Further, the proposed Circulation Element is consistent with LCP Policy 7.3 by providing direction to encourage improved marine transportation opportunities by encouraging improved access to the Channel Islands National Park and continuing to implement the Harbor Master Plan.

The Circulation Element is also consistent with other adopted elements of the City of Santa Barbara's certified Local Coastal Program. Specifically, the Circulation Element addresses the Land Use, Noise, and Scenic Highways elements by providing direction to reduce dependency on the automobile for single occupant trips and provide opportunities for increased use of alternative forms of travel. The purpose of this direction is to improve existing circulation patterns and systems, access and to reduce automobile congestion. Reducing the dependency on the automobile and congestion may also result in reduced noise levels and improved air quality.

The Circulation Element is also consistent with the Conservation, Open Space and Parks and Recreation Elements of the City's certified Local Coastal Program, by providing direction to improve opportunities for alternative forms of travel, to improve access to recreational activities, and to continue to review transportation projects for potential environmental impacts.

VI. LCP/CEQA

The proposed amendment is to the City of Santa Barbara's certified Local Coastal Program. The Commission originally certified the City Local Coastal Program Land Use Plan and Implementing Zoning Ordinance in 1986.

The Secretary of Resources Agency has determined that the Commission's program of reviewing and certifying Local Coastal Programs qualified under Section 21080.5 of CEQA.

In addition to making the finding that the Local Coastal Program amendment is in full compliance with CEQA, the commission must also make a finding that the least environmentally damaging feasible alternative has been chosen. Section 21080.5(d)(2)(A) of CEQA and Section 13540(f) of the Coastal Commission's Administrative Regulations require that the Commission not approve or adopt a Local Coastal Program amendment "if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment."

As discussed in the findings above, the proposed amendment, as modified by the suggested modifications, would mitigate potential adverse impacts associated with Circulation Element of the Land Use Plan to the maximum extent feasible consistent with the relevant provisions of the California Coastal Act.

Specifically the proposed amendment would establish a comprehensive circulation program for the City of Santa Barbara which is intended to increase the efficiency of circulation within the City, to reduce the dependency on the use of private automobiles, and to encourage wherever possible the use of alternative modes of transportation, including public transportation, and non-motorized modes of transportation.

Additionally, the Circulation Element would be modified through suggested modifications to ensure that adequate parking would be provided in the Coastal Zone to assure access to and along the shoreline in the waterfront area, and to clarify the status of Measure E within the City's portion of the Coastal Zone.

The amendment, as modified, would therefore be consistent with the provisions of the California Environmental Quality Act.

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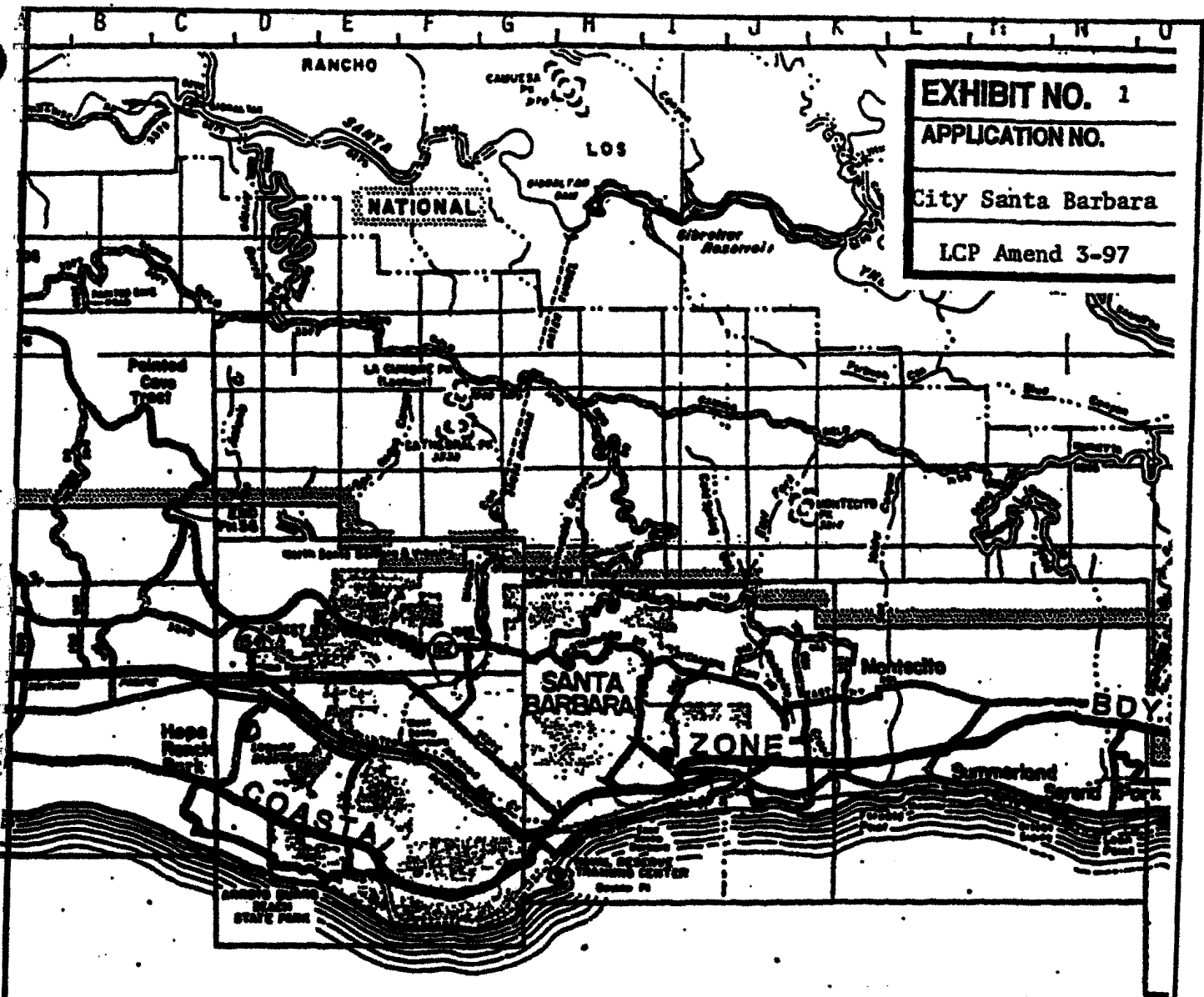
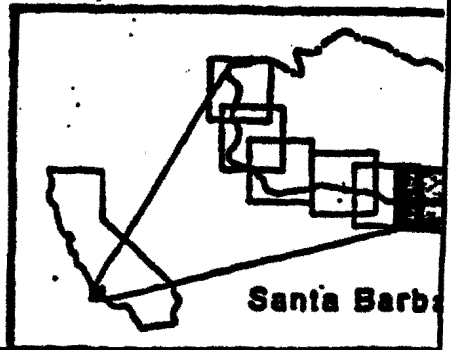


EXHIBIT NO. 1
APPLICATION NO.
 City Santa Barbara
 LCP Amend 3-97



California Coastal Commission

LOCATION MAP

EXHIBIT NO. 2

APPLICATION NO.

City Santa Barbara

LCP Amend 3-97

SOURCE: EPA ASSOCIATE

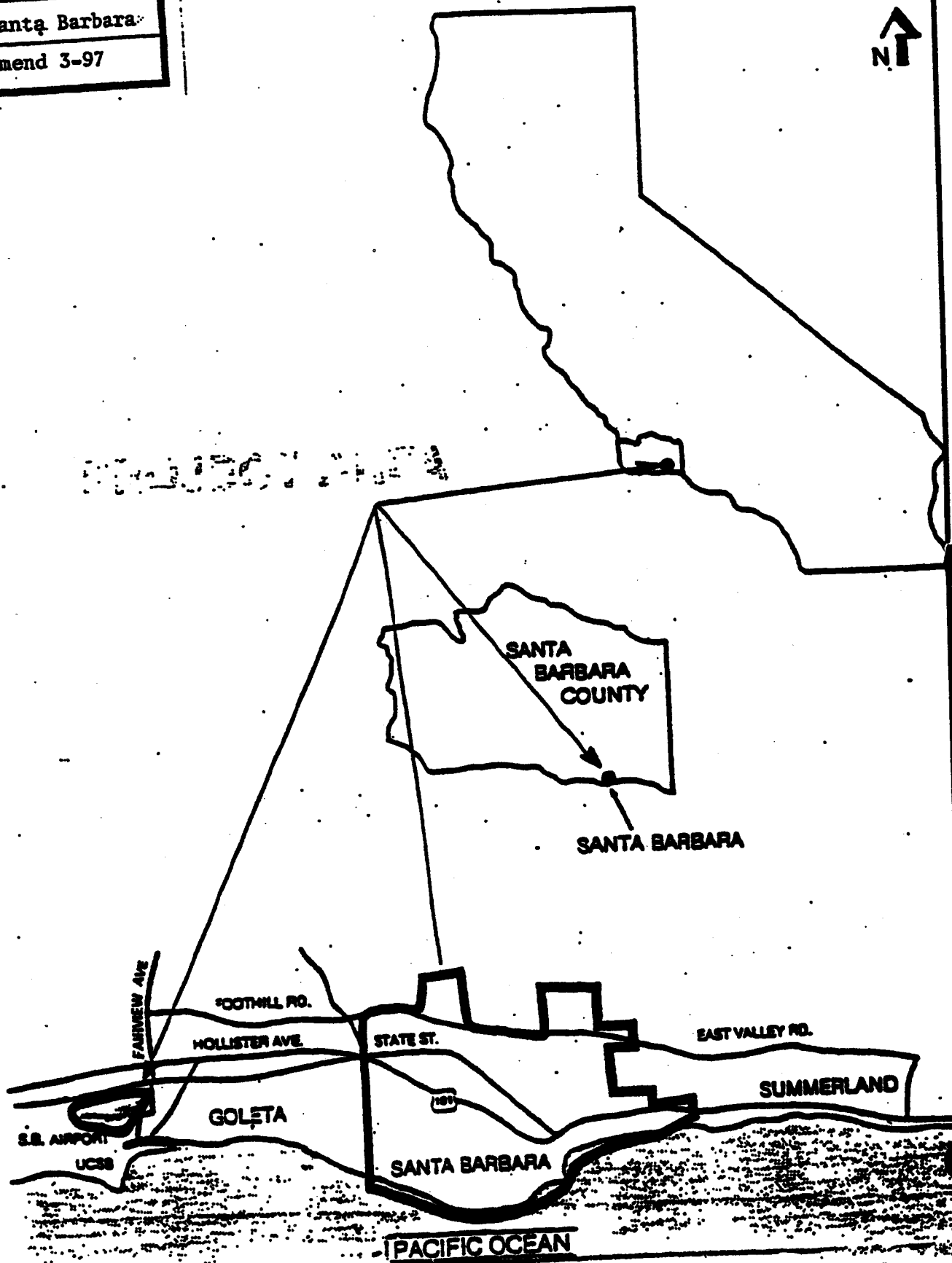


EXHIBIT NO. 3

APPLICATION NO.

City Santa Barbara

LCP Amend 3-97

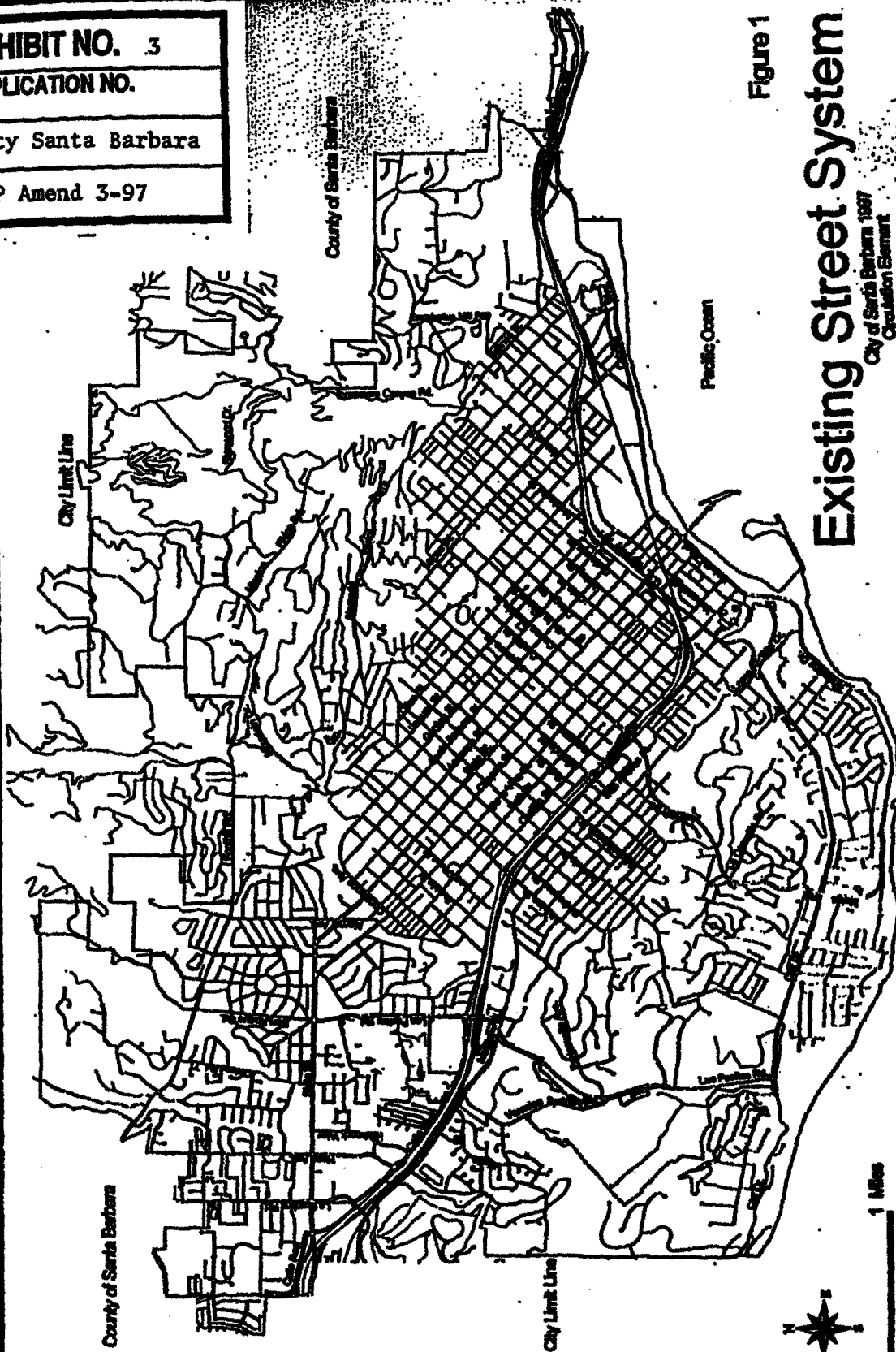


Figure 1

Existing Street System

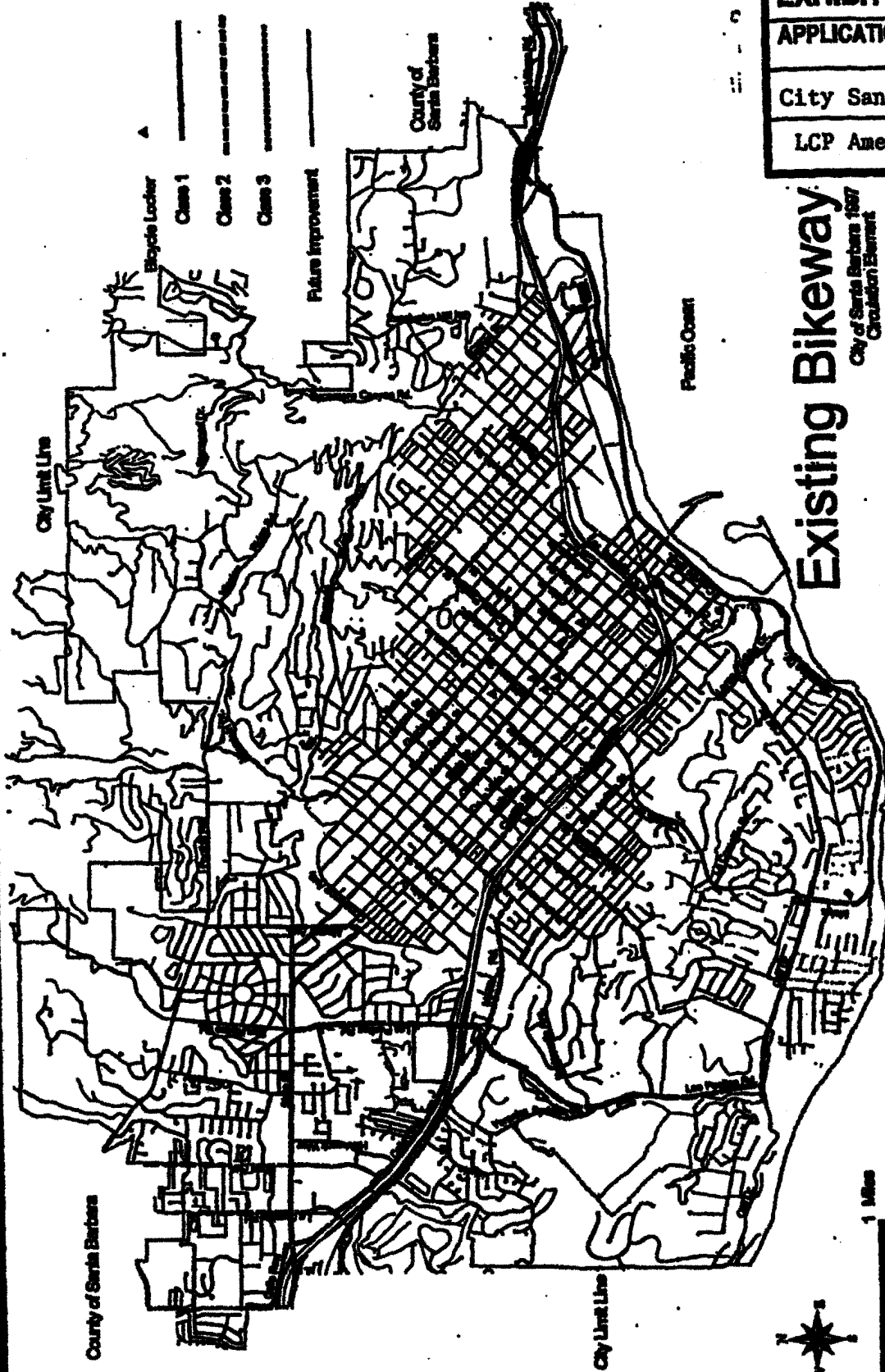
City of Santa Barbara 1997
Circulation Element

EXHIBIT NO. 4

APPLICATION NO.

City Santa Barbara

LCP Amend 3-97



Existing Bikeway

City of Santa Barbara 1997
Circulation Element

EXHIBIT NO.	5
APPLICATION NO.	
City Santa Barba:	
LCP Amend 3-97	

RESOLUTION NO. 97- 143

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ADOPTING AN AMENDMENT TO THE GENERAL PLAN INCORPORATING THE 1997 CIRCULATION ELEMENT AND RELATED LOCAL COASTAL PROGRAM AMENDMENT INTO THE CITY'S GENERAL PLAN

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 CITY OF SANTA BARBARA
 PLANNING DIVISION

WHEREAS, the adopted comprehensive long-range General Plan for the City of Santa Barbara contains statements of policy relative to the physical, economic, and social development of the City; and

WHEREAS, the California Government Code, Section 65302, requires the inclusion of a Circulation Element in a General Plan; and

WHEREAS, in 1992, the City Council initiated an effort to update the City's transportation policies and created a Circulation Element Update (CEU) Task Force comprised of two City Council members, two Planning Commissioners, and a member of the Environmental Review Committee; and

WHEREAS, in 1994, the City Council heard a presentation from the CEU Task Force regarding its Draft Vision Report and heard concerns that the interests of the business community had not been fully considered in the Draft Vision Report; and

WHEREAS, in 1995, the City Council created a 22 member Consensus Group representing business and neighborhood interests from throughout the City to review and comment on the Draft Vision Report; and

WHEREAS, in 1995, the City Council accepted the Consensus Group Report, replacing the Draft Vision Report, as the framework for preparing a Draft Circulation Element; and

WHEREAS, in 1996, the City Council reconvened the Consensus Group to review and revise a Working Draft Circulation Element prepared by City Staff; and

WHEREAS, in 1997, the City Council released for public review a Consensus Group Draft Circulation Element; and

WHEREAS, on June 26, 1997, the Planning Commission conducted an all day study session on the Consensus Group Draft Circulation Element; and

WHEREAS, on July 17, July 24, July 31, August 14, and August 21, 1997, the Planning Commission held noticed public discussion meetings to solicit input from members of the public and to discuss, strengthen and clarify the Consensus Group Draft Circulation

Element ; and

WHEREAS, on September 11, 1997, the Planning Commission conducted a noticed public hearing and made final recommendations to City Council to approve the Draft Negative Declaration and adopt the 1997 Circulation Element; and

WHEREAS, on November 11, 1997, the City Council held a noticed public hearing to consider the Negative Declaration (ENV97-0 363) issued for the Draft 1997 Circulation Element; and

WHEREAS, on November 11, 1997, the City Council held a noticed public hearing to receive input from the public on the Draft 1997 Circulation Element; and

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF SANTA BARBARA hereby amends the General Plan to incorporate the 1997 Circulation Element making the following findings and determinations:

A. Environmental Findings:

1. The City Council has read and considered the proposed Negative Declaration (ENV97-0363) together with all the comments received. In the City Council's independent judgement, there will be no significant environmental impacts as a result of adopting the updated Circulation Element.

2. Pursuant to Guideline Section 15074 of the California Environmental Quality Act, the City Council approves Negative Declaration ENV97-0363.

De minimis impact findings pursuant to California Code of Regulations Title 14, §753.5:

3. An Initial Study has been conducted by the lead agency, which has evaluated the potential for the proposed project to result in adverse effect, either individually or cumulatively, on wildlife resources. For this purpose, wildlife is defined as "all wild animals, birds, plants, fish, amphibians, and related ecological communities, including habitat upon which the wildlife depends for its continued viability." (Section 711.2 Fish and Game Code).

4. There is no evidence that the proposed Circulation Element would have any potential for adverse effect on wildlife resources because the policies encourage reduced dependency upon the automobile for single occupant trips, provide opportunities for increased use of alternative forms of travel, and raise awareness about the available travel choices with the intent of improving circulation; access, air quality and reducing the amount of space and pavement devoted to the automobile.

B. General Plan Consistency Findings:

1. In the City Council's independent judgement, the City Council finds that the 1997 Circulation Element comprises an integrated and compatible statement of policies that are internally consistent with the other adopted elements of the City of Santa Barbara General Plan in the following manner:

a. The 1997 Circulation Element is consistent with the policies and land uses contained in the Land Use, Noise, and Scenic Highways Elements by providing direction to reduce dependency on the automobile for single occupant trips and providing opportunities for increased use of alternative forms of travel with the intent of improving existing circulation patterns and systems, access, and reducing automobile congestion. Reduced dependency on the automobile and congestion levels may result in reduced noise levels and improved air quality.

b. The 1997 Circulation Element is consistent with the Conservation, Open Space, and Parks and Recreation Elements by providing direction to improve opportunities for use of alternative forms of travel, improved access to recreational activities, and to continue to review projects for potential environmental impacts.

C. California Coastal Act and Local Coastal Plan Consistency Findings:

1. The 1997 Circulation Element is consistent with the California Coastal Act (CCA), Local Coastal Plan (LCP), and all applicable guidelines in the following manner:

a. The 1997 Circulation Element is consistent with policies of the CCA and LCP addressing Shoreline Access and Recreation. Specifically the 1997 Circulation Element is consistent with Sections 30210 and 30212.5 of the CCA and Policies 2.1, 2.6, 3.5, 11.6, 11.14, and 11.15 of the LCP by providing direction to improve access, parking, and circulation within, from, and to the coastal zone, and to improve opportunities to use alternative forms of travel.

b. The 1997 Circulation Element is consistent with policies of the CCA and LCP addressing improved Shoreline Access. Specifically, the 1997 Circulation Element is consistent with Sections 30212 and 30252 of the CCA and Policies 2.4 and 3.4 of the LCP by providing direction to continue to encourage improved public access in new development projects.

c. The 1997 Circulation Element is consistent with policies of the CCA and LCP addressing Water and Marine Environments. Specifically the 1997 Circulation Element is consistent with Section 30231 of the CCA and Policy 6.8 of the LCP by providing direction to continue to review projects for potential environmental impacts and potential runoff.

d. ~~The 1997 Circulation Element is consistent with policies of the CCA and LCP~~ addressing Ocean Dependent Activities. Specifically, the 1997 Circulation Element is consistent with Section 30224 of the CCA and Policy 7.3 of the LCP by providing direction to encourage improved marine transportation opportunities and to continue to implement the Harbor Master Plan.

D. The General Plan of the City of Santa Barbara is hereby amended to incorporate the 1997 Circulation Element, a copy of which is attached as Exhibit A, and to repeal the 1988 Interim Circulation Element.

E. The Local Coastal Program will take effect automatically upon approval by the California Coastal Commission. No additional action is required.

Adopted November 25, 1997

Exhibit A - 1997 Circulation Element

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POLICIES AND IMPLEMENTATION STRATEGIES

ECONOMIC VITALITY

- 1.1 The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.**
- 1.1.1 Optimize access and parking for customers in business areas by implementing policies of the Circulation Element aimed at reducing dependence upon the automobile, and improving and increasing pedestrian, bicycle use, and transit use.**
- 1.1.2 Review traffic impact standards used at City intersections for consistency with the goals of the 1997 Circulation Element and General Plan through public worksessions with the Planning Commission and the City Council.**
- 1.1.3 Enhance alternative transportation services and infrastructure access between residential, recreational, educational, institutional and commercial areas.**
- 1.1.4 Provide adequate infrastructure and info-structure to support the delivery of goods and services to and from area businesses.**

IMPLEMENTATION OF THE CIRCULATION ELEMENT

- 1.2 The City shall place a high priority on funding and providing support for the implementation of the Goals, Policies, and Implementation Strategies of this Circulation Element.**
- 1.2.1 Designate a task force and coordinator to recommend priorities for funding to the City Council to support the Goals, Policies, and Implementation Strategies of this Circulation Element.**

POLICIES AND IMPLEMENTATION STRATEGIES

EQUALITY OF CONVENIENCE AND CHOICE

- 2.1 Work to achieve equality of convenience and choice among all modes of transportation.**
- 2.1.1 Work with transit providers to enhance and expand transit services throughout the City of Santa Barbara and the surrounding region.**
- 2.1.2 Expand and enhance the infrastructure for and promote the use of the bicycle as an alternative form of travel to the automobile.**
- 2.1.3 Create an integrated pedestrian system that promotes safe and convenient pedestrian travel throughout the City.**
- 2.1.4 Work with outside agencies, employees, and employers to optimize the use of alternative travel modes to reduce the use of the automobile, especially during peak periods of congestion.**
- 2.1.5 Manage the supply of parking on a City-wide basis and suggest methods to better utilize existing parking or to provide additional parking.**
- 2.1.6 Manage the parking supply and work to increase the use of alternative forms of travel to increase the availability of parking and access to the Downtown area.**
- 2.1.7 Address transportation issues and the provision of parking in the portion of the Coastal Zone that is within Santa Barbara city limits.**
- 2.1.8 Develop a new classification and service system that focuses on all forms of travel and considers the needs of the land uses served by the system.**
- 2.1.9 Explore ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.**
- 2.1.10 Develop urban design standards that will facilitate the use of alternative means of travel and reduce dependency upon the automobile. The standards shall address linkages throughout the City, such as walkways, bikepaths, and transit.**
- 2.1.11 Participate in an active and leadership role in regional transportation planning efforts through cooperation and communication with regional agencies.**

- 2.1.12 Continue to provide and maintain adequate storm drainage, water supply and distribution, and wastewater collection systems to meet existing and projected demands. In addition, continue to work with electric, gas, and communications suppliers to maintain and provide service.
- 2.1.13 Continue to support the movement of people, goods, and services by transportation modes such as air, rail, and water. Continue to regulate the movement of trucks and hazardous materials to ensure safety.
- 2.1.14 Create a program to coordinate the execution and review of Implementation Strategies addressing signage (see Index for comprehensive list). The program should be reviewed by the Sign Committee, Historic Landmarks Commission, and Architectural Board of Review.

MONITORING

- 2.2 **To assure that the community is moving towards the Vision articulated in this Circulation Element, the City shall monitor changes in traffic volumes, travel patterns and mobility choices through a program which:**
 - establishes a baseline of traffic volumes and travel patterns,
 - establishes performance benchmarks related to the policy statements and implementation strategies within each chapter of the Circulation Element,
 - assesses the impacts of policy implementation and progress against these benchmarks, and
 - includes City response strategies if the outcomes of policy and project specific decisions are not consistent with the Vision articulated within this Circulation Element.
- 2.2.1 **The City Administrator shall direct staff to develop and implement a monitoring program and submit reports every two years to the Planning Commission and City Council regarding the effectiveness of achieving the Goals and Policies of the Circulation Element. These reports shall include, but not be limited to, information on the following topics:**
 - land use policy effectiveness in meeting the City's mobility goals,
 - the effectiveness of the policies of the Circulation Element towards increasing the use and effectiveness of transit programs,

- the attainment of Regional air quality standards, and
- ridership patterns and use of alternative forms of transportation. Continue to obtain this information from responsible agencies, such as MTD. In areas where no information is available, conduct surveys.

2.2.2 Prior to each annual adoption of the Capital Improvements Program, public work sessions shall be held with the Planning Commission and the City Council to develop project priorities for funding.

ENVIRONMENTAL QUALITY

2.3 The development and maintenance of mobility and utility systems should include consideration of the impacts and enhancements to Santa Barbara's environmental quality.

2.3.1 Continue to review proposed mobility and utility projects for compliance with relevant documents such as the California Environmental Quality Act (CEQA), Santa Barbara General Plan, Santa Barbara Municipal Code, Santa Barbara Master Environmental Assessment, and Local Coastal Plan. The review should include, but not be limited to, an examination of the potential negative impacts of water runoff from streets and parking lots.

2.3.2 Continue to review proposed mobility and utility projects for compliance with the Santa Barbara County Clean Air Plan and Air Quality Plan.

POLICIES AND IMPLEMENTATION STRATEGIES

Please note: for purposes of this chapter, "support" refers to funding, coordination, and participation.

TRANSIT SERVICE

- 3.1** **The City shall promote the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit as they become available.**
- 3.1.1** **Encourage and support transit providers, in increasing the number of vehicles and reducing waiting times on selected popular routes. Explore the possibility of adding additional transit vehicles or creating new routes where it is suspected that use is low due to extended time periods between buses.**
- 3.1.2** **Help transit providers explore the use of "on demand" service, either by providing additional buses for expanded service or by other means such as jitneys, paratransit, shuttles, taxis and Dial-A-Ride operations.**
- 3.1.3** **Work with transit providers to serve new types of routes such as one that would connect grammar schools with major employers. This would provide parents the ability to take their child to school and then continue on to their place of employment.**
- 3.1.4** **Encourage and support MTD in expanding shuttle service to other routes within the City which have the potential to have a sustainable ridership.**

3.1.5 Help identify and fund fare subsidies or transit pass programs. Consider the following options:

- fare subsidies that could increase ridership on newly introduced routes,
- a system whereby employers can choose to pay an annual fee to be dedicated to a secured transportation fund to increase transit in lieu of providing employee parking spaces,
- a transit pass program for employers and employees,
- a transit pass program for schools or other groups,
- a Downtown employee subsidized bus pass program,
- senior and youth discount passes, and
- youth ridership programs for expanded weekend and nighttime ridership.

3.1.6 Identify and implement opportunities to give the movements of transit vehicles, such as buses, a priority over other vehicles through methods such as:

- allowing transit vehicles to make turning movements that are prohibited to other vehicles,
- allowing transit vehicle traffic signal pre-emption, and
- providing transit vehicle only lanes which may occur during selected times and would not prohibit vehicular traffic flow.

Improvements for transit only movements will be considered by the Planning Commission and City Council when service levels increase and the need is determined to be appropriate.

3.1.7 Work with transit providers to evaluate the impact of a centralized transfer system (spider web) against a potential for dispersed route interchange points (grid).

3.1.8 Encourage transit providers to establish programs for corporate sponsorship of vehicles.

- 3.1.9** Assist transit providers in the development of a strategic plan for service, including:
- links to State Street along Mission and/or Micheltorena,
 - shuttle service between the Westside to the Eastside, Downtown, and Waterfront areas,
 - shuttle service connecting the Lower with the Upper Westside,
 - improved two-way or loop shuttle service for the Mesa, Northside, Westside, and Downtown,
 - visitor destinations,
 - Downtown grid,
 - Downtown - Northside and La Cumbre Plaza,
 - Downtown - Waterfront, and
 - improved service between the Airport and other areas of the South Coast.
- 3.1.10** Support the continuation of frequent, inexpensive transit service in areas with high numbers of transit dependent persons.
- 3.1.11** Implement policies in the Land Use chapter of the Circulation Element and the General Plan Land Use Element that encourage the use of transit.
- 3.1.12** Coordinate and participate in transit master planning in order to achieve a comfortable, convenient, efficient, and affordable transit system that accommodates all users, including residents, commuters, shoppers, students, visitors, youth, seniors, and the transit dependent.
- 3.1.13** Support the expansion of the hours of operation for transit providers along routes or areas where there is a need.
- 3.1.14** Support transit providers in the provision of shuttle/bus services to and from special events in areas such as the Waterfront, Downtown, Mission/Museum, County Bowl, Oak Park, and City-College.
- 3.1.15** Regulate taxi operations in order to ensure fair pricing, safe and qualified drivers, efficient service, and service to heavily traveled areas such as tourist destinations or the Airport.

- 3.1.16 Provide for appropriately sited taxi loading zones when needed.
- 3.1.17 The City shall support transit through funding, coordination, and participation, including but not limited to:
- including transit improvements in the Capital Improvements Plan (CIP),
 - using discretionary funds to support transit operations and maintenance,
 - sponsoring a monthly roundtable of agencies representing various modes of travel to coordinate planning and implementation, and
 - maintaining strong policies that encourage citywide transit system improvements.

TRANSIT STOPS, SHELTERS AND INFORMATION SYSTEMS

- 3.2 The City shall improve and develop safe, convenient, and protected transit stops that are compatible in design, color, and material with the surrounding area.
- 3.2.1 Give bus stops a priority over on-street parking when there is a demonstrated conflict or need.
- 3.2.2 Encourage transit providers to provide or continue to provide clear and easy to understand route information and maps or other computerized transit information systems at transit stops.
- 3.2.3 Provide and regularly maintain amenities such as benches, shelters, lighting, newsracks, and decorative trash cans at transit stops.
- 3.2.4 Expand the Bicycle Locker Program at transit stops and other strategic locations.
- 3.2.5 Employ a portable transit shelter that can help in the evaluation of new demonstration routes in residential neighborhoods.
- 3.2.6 Develop a program which, at the request of the property owner, would allow the City to install and maintain additional landscaping adjacent to transit stops to address neighborhood concerns.

- 3.2.7 Work with transit providers to improve and expand the transit route and signage program by showing connections between major attractions such as schools, museums, places of worship, institutions, shopping and recreation areas.
- 3.2.8 Work with transit providers and property owners to provide transit stops within parking lots of large shopping centers and other major visitor destinations.
- 3.2.9 Work with transit providers to develop and maintain the transit infrastructure, such as transit stops, in a clean, safe and cost effective manner.

REGIONAL TRANSIT SERVICE

- 3.3 The City shall support increases in regional transit services.
 - 3.3.1 Mandate the coordination of local transit services with regional transit providers and regional transit master plans.
 - 3.3.2 Coordinate and encourage public participation in discussions with transit providers, Santa Barbara County, local cities, and transit users in the creation of a Regional Transit Master Plan that addresses regional transit needs (see Implementation Strategy 3.1.9 for related policies).
 - 3.3.3 Study and identify the means of providing improved transit service to the Milpas area, including, but not limited to, converting the Milpas Street post office building to a transit center which includes transportation services such as buses, vanpools, carpools, shuttles, and park and ride options, as well as post office boxes.
 - 3.3.4 Encourage the continuation and expansion of commuter subscription bus service, such as the Air Pollution Control District's (APCD) Clean Air Express.
 - 3.3.5 Explore the creation of designated areas for tour bus parking, drop-off and pick-up, as well as routes.
 - 3.3.6 Encourage the creation of light rail and metrorail connections between Santa Barbara, Oxnard, San Luis Obispo, and points in-between.

INTERMODAL CONNECTIONS

- 3.4 The City shall work to improve and expand intermodal connections.**
- 3.4.1 Support programs and policies that maintain or expand the level of passenger rail and bus service. Bus service shall be considered in any development in the vicinity of the Union Pacific Railway Depot.**
- 3.4.2 Assist transit providers in the placement of bike racks on all buses and secure storage at selected stops.**
- 3.4.3 Promote and expand the employee shuttle bus service to and from the parking lots at the intersections of Carrillo St. and Castillo St. and Santa Barbara St. and Cota St.**
- 3.4.4 Participate in and coordinate with efforts of the Technical Transportation Advisory Committee (TTAC) and Santa Barbara County Association of Governments (SBCAG) to develop vital links between their different services. In addition, the City shall provide information on popular bike and walking routes to the transit providers so their services can be linked with these routes (see 14.2.3 and 3.1.17).**
- 3.4.5 Provide improved service and hours of operation of transit and door-to-door transit service to and from the Santa Barbara Municipal Airport.**
- 3.4.6 Continue to support transit connections to other airports, such as but not limited to, Los Angeles International Airport.**

EDUCATION/OUTREACH

- 3.5 The City shall work to increase public awareness of and cooperation with the City's transit planning goals.**
- 3.5.1 Work with local businesses and transit providers to develop transit incentive programs.**
- 3.5.2 Train City appointed MTD Board Members, Council Members, City Staff, and MTD Staff on the functions and working of transit services to ensure the consideration of City transit issues, and conduct joint work sessions with the City Council and directors of transit providers.**

- 3.5.3 Encourage area schools to expand education programs about the benefits and advantages of the use of transit.
- 3.5.4 Develop and work with transit providers, regional rideshare programs, and others to expand existing transit marketing programs.
- 3.5.5 Market the City's transit system, through organizations such as the Chamber of Commerce and the Convention and Visitors Bureau.

POLICIES AND IMPLEMENTATION STRATEGIES

BICYCLE MASTER PLAN

- 4.1** **The City shall update and implement the City's Bicycle Master Plan.**
- 4.1.1** **Work with neighborhoods, interest groups, employers, the County, UCSB, and SBCAG to identify current and future needs for bikeways in the Bicycle Master Plan.**
- 4.1.2** **Outline criteria for installing bike lanes on City streets in the Bicycle Master Plan.**
- 4.1.3** **Review bikeway routes and the Bicycle Master Plan periodically to address changing conditions and the needs of bicycle riders of various types and skill levels.**
- 4.1.4** **Incorporate Bicycle Master Plan projects into the City's Capital Improvements Program.**
- 4.1.5** **Monitor the use and effectiveness of bicycle parking facilities required by the Santa Barbara Municipal Code.**

BIKEWAY SYSTEM

- 4.2** **The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.**
- 4.2.1** **Create bikeways that conveniently serve major areas of attraction, such as shopping centers, public buildings, parks, places of employment, schools, and the Waterfront.**
- 4.2.2** **Keep public bike facilities and rights-of-way in good condition, well lit, and well maintained.**

- 4.2.3 Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as:
- purchase, dedication, and other means of property acquisition,
 - conditions of approval,
 - expanding the scope of maintenance projects, and
 - enforcement of the Santa Barbara Municipal Code, Parking Section.
- 4.2.4 Create opportunities for bicycle travel to interface with bus and train travel by working with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity and that the equipment is consistently deployed.
- 4.2.5 Adopt and implement the Regional Bikeway Signage Program.
- 4.2.6 Increase attractive, convenient, and secure bike parking and storage facilities on public property and encourage the provision of the same on private property. Continue to consider fully enclosed individual lockers and/or bicycle racks.
- 4.2.7 Identify possible changes at freeway interchanges and over/under passes that will facilitate the movement of bicycles through the interchange. Gather input from neighborhood groups, business groups, bicycle support groups and other interested organizations.
- 4.2.8 Install bicycle sensitive traffic signals at main bikeway intersections.

BICYCLE COORDINATOR

- 4.3 The City shall designate a Bicycle Coordinator.
- 4.3.1 The Bicycle Coordinator shall coordinate implementation of the goals, policies, and strategies of the Circulation Element and the Bicycle Master Plan with those of the County.
- 4.3.2 The Bicycle Coordinator shall represent bicyclist's interests in any significant discussions of transportation developments within the City.

- 4.3.3 Implement a system to report maintenance needs to the Bicycle Coordinator.
- 4.3.4 The Bicycle Coordinator shall promote the use of bicycles.
- 4.3.5 The Bicycle Coordinator shall encourage City Staff to use bicycles for short trips or deliveries.
- 4.3.6 The Bicycle Coordinator shall encourage the use of programs intended to teach safe bicycle riding techniques.
- 4.3.7 Work with local and regional bicycle groups and coalitions to promote bicycling both within and outside of the City.
- 4.3.8 Encourage bicycle retailers to sponsor bicycle "Fun Rides" or races to promote bicycle riding.
- 4.3.9 Recognize the role of bicycle related businesses as important to supporting bicycle commuting and riding.
- 4.3.10 The Bicycle Coordinator shall explore the feasibility of creating a "green bike program" designed to provide communal bicycles for local trips.

PARKING REQUIREMENTS AND STANDARDS

- 4.4 The City shall continue to use parking restrictions to create peak commute hour capacity for bicycle traffic. Public hearings shall be held prior to the creation of new parking restrictions.
- 4.4.1 Consider prohibiting peak commute period parking on major streets to create additional bicycle travel lanes, as appropriate, and upon consultation with adjacent property owners and a properly noticed public hearing.

EDUCATION/OUTREACH

- 4.5 The City shall actively promote the safe use of bicycles as an efficient and affordable mode of transportation.
- 4.5.1 Work with the Convention and Visitor's Bureau and the Chamber of Commerce to promote a bicycle friendly image of the City to residents and tourists.

4.5.2

Work with schools to provide information to children, adults, bicyclists, and motorists about the safe use of the bicycle on City streets including, but not limited to, the following:

- **safety awareness programs at area elementary, middle, and high schools,**
- **providing maps outlining bikeways, streets with designated bicycle lanes, and streets with lesser traffic volumes that are safer for bicycle-travel,**
- **increased signage to alert motorists to the presence of bicycles,**
- **work with bicycle retailers to provide patrons with information regarding the safe use of the bicycle,**
- **promote ride-to-school days, and**
- **promote/sponsor a Bike-to-Work Day.**

4.5.3

Encourage local business to use bicycle couriers for deliveries.

4.5.4

Educate people about and enforce laws relating to safe bicycle use, such as:

- **using lights and reflectors at night,**
- **stopping at signalized or signed intersections and crosswalks,**
- **riding on the right side of the road,**
- **keeping off of the sidewalk, and**
- **properly using helmets, especially youth.**

POLICIES AND IMPLEMENTATION STRATEGIES

INCREASE ACCESS AND WALKING OPPORTUNITIES

- 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.**
- 5.1.1 Establish an annual sidewalk expansion and improvement program with a designated source of funding and update the Sidewalk Inventory Study to develop a process for funding priorities for improvements and incorporate into the Capital Improvements Program.**
- 5.1.2 Identify and link major activity centers and destinations with walkways. This will consist of the following:**
- **surveying existing connections between neighborhoods and identifying opportunities and constraints for new pedestrian connections,**
 - **identifying existing barriers to walking to school and where feasible eliminating those barriers,**
 - **providing improved access for pedestrians (for example, between such areas as the Eastside, Westside, Mesa, Lower State, Upper State and Waterfront areas, major attractions, recreation, cultural, and commercial areas),**
 - **working with neighborhood markets and grocery stores to identify ways to encourage walking trips to the market from surrounding neighborhood areas,**
 - **improving pedestrian access in and around the Mission by providing safe and attractive walking connections between the Mission, Rose Garden, Rocky Nook Park, Natural History Museum and Alameda Padre Serra, and**
 - **creating an integrated pedestrian system linking the Franklin Center, Franklin School, the Eastside Library and the community gardens.**
- 5.1.3 Work with local merchants to create a package delivery system.**

- 5.1.4 Work with Caltrans to improve and maintain Highway 101 pedestrian over/undercrossings to promote increased pedestrian use. This may include adding amenities such as lighting, landscaping, and identification signage.
- 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.

LINKING PEDESTRIAN PATHS TO ALTERNATIVE TRANSPORTATION

- 5.2 The City shall link pedestrian paths with other alternative modes of transportation.
 - 5.2.1 Work with all transit providers to develop links between different transit services. This may include providing route information along pedestrian routes, improved transit stops, and providing pedestrian connections to alternative forms of travel.
 - 5.2.2 Continue to provide information on popular bike and walking routes to the transit providers so that their services can be linked with these routes.

UPDATE AND EXPAND THE PASEO SYSTEM

- 5.3 Protect and expand existing paseos and acquire new paseos in the Downtown.
 - 5.3.1 Develop conceptual designs and guidelines for new paseos.
 - 5.3.2 Establish protective mechanisms such as land acquisitions, historic designations, use of easements, private development cooperation, and development controls for the paseo system.
 - 5.3.3 Encourage private development to incorporate public paseos by offering increased density and other incentives for providing or improving paseos and paseo connections.

- 5.3.4** Consider closing streets to create pedestrian plazas if, upon consultation with a broad segment of the community and general agreement of the affected business owners and property owners, it can be demonstrated that it would improve pedestrian access and enhance the Downtown business environment.
- 5.3.5** Encourage business owners to keep paseos in the rear of commercial buildings free of trash and limit deliveries to hours when the paseos are not heavily traveled.
- 5.3.6** Provide mid-block crossings to connect existing paseos, if appropriate and feasible.

DESIGN STANDARDS

- 5.4** The City shall revise and enhance design guidelines and standards for the City's pedestrian system.
- 5.4.1** Work with the Architectural Board of Review and Historic Landmarks Commission to revise and enhance City design standards for all sidewalks and paths of travel. Standards should address width of paths, safety, lighting, landscaping, location, street furniture, the availability of alternate pedestrian access-ways, and the provision of kiosks or other methods to exchange public information.
- 5.4.2** Provide parkways or tree wells and develop other innovative methods where appropriate to separate and/or protect pedestrians from traffic.
- 5.4.3** Revise Outer State Street Design Guidelines and Haley Milpas Design Guidelines to emphasize pedestrian friendly design.
- 5.4.4** Update and revise the Public Works Street Design Standards to include the following standards:
- sidewalks should be wide and shaded by trees,
 - trees should be placed at the curb-side of the sidewalk to provide a psychological and physical separation between pedestrians and auto traffic. Adequate room for growth should be given to avoid sidewalk damage by tree roots, and
 - the width and number of curb cuts (driveways) on City streets should be kept to a minimum or designed in a manner that protects the safety of pedestrians.

- 5.4.5 Improve design for disabled access by providing more ramps, providing more repair to cracked and heaved sidewalks, filling in gaps in existing sidewalks, identifying and relocating obstructions (fire hydrants, telephone poles, light poles) in narrow sidewalks or providing paths around obstructions, and using paving materials which are conducive to wheelchairs and those who have difficulty walking.
- 5.4.6 Require striping/signage, crossing guards, stop signs, and other devices to improve safety near schools and parks.
- 5.4.7 Notify and work with affected property owners, user groups, and tenants prior to the adoption of any design standards for pedestrian oriented improvements.
- 5.4.8 During the development review process, identify all sidewalk obstructions (e.g. fire hydrants, telephone poles, utilities, etc.) on development plans and, if feasible, locate or relocate them in such a way so as to remove the obstruction and to enhance visual aesthetics.

PHYSICAL IMPROVEMENTS AND AMENITIES

- 5.5 **The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.**
- 5.5.1 Provide street furniture, especially benches for resting and shade trees along streets, where appropriate. Look for opportunities for new resting spots, plazas, placitas, small squares, and landscaped areas in all areas of the City which should include focal point(s), opportunities for people watching, and/or attractive natural surroundings. These areas will encourage gathering, public and social interaction and could be used for cultural events and activities. An example could be the placement of benches and street furniture in Chase Palm Park.
- 5.5.2 Identify areas where additional street and paseo lighting is appropriate and implement methods to provide that lighting.
- 5.5.3 Improve sidewalk conditions to increase ease of use for all pedestrians including those with strollers, wheelchairs, carts, walkers, and other walking assistance devices.

- 5.5.4** Encourage plazas, courtyards, cafes, shops, and restaurants along walkways in commercial areas to encourage a mix of private business and public uses. Adequate width should remain for pedestrian travel.
- 5.5.5** Consider public plazas, restrooms, resting spots, or gathering places in all commercial areas of the City, especially in the following areas:
- Milpas Street from Cabrillo Boulevard to Anapamu Street, and
 - the Eastside near Milpas Street starting temporarily by blocking off parts of streets such as Montecito Street, Calle Puerto Vallarta, Alphonse or Jennings for special events.
- 5.5.6** Look for opportunities to connect placitas to public, private and institutional uses. Include signage, as appropriate.
- 5.5.7** Develop procedures that improve the City's infrastructure by incorporating the new sidewalk design standards into street maintenance projects.
- 5.5.8** Prior to creating any plaza areas conduct a noticed public hearing.
- 5.5.9** Improve the beachway to increase safety for all users.
- 5.5.10** Adequately fund programs for regular maintenance of heavily used pedestrian amenities, including sidewalks, under/overpasses, and footbridges. Programs should include litter removal, graffiti removal, steam cleaning, and landscape maintenance.
- 5.5.11** Create incentives and opportunities for private property owners to make incremental improvements to enhance the pedestrian environment surrounding their properties, such as widening sidewalks and planting street trees. Any improvements should comply with relevant design guidelines and standards.
- 5.5.12** Consider the creation of mercados, or markets, in appropriate commercial areas of the City.
- 5.5.13** Install small segments of sidewalks in selected areas, especially on blind curves or in hilly areas with narrow streets, to help improve the safety of pedestrians.

STREET CROSSINGS

- 5.6** The City shall make street crossings easier and more accessible to pedestrians.
- 5.6.1** Where necessary, allow all-way crossings or adjust signal timing to allow more time for pedestrians to cross the street. Priority should be given to areas with high pedestrian activity as identified in the Sidewalk Inventory Study. Possible areas include Cabrillo Boulevard/State Street, Carrillo Street/Chapala Street and along Milpas Street near Santa Barbara Junior High School, Santa Barbara High School, and Montecito Street.
- 5.6.2** Widen sidewalks and add medians and other means at intersections to reduce the crossing distance for pedestrians, where appropriate.
- 5.6.3** Reduce the speed limit in targeted pedestrian areas (e.g. near parks, schools, and hospitals) to 25 miles per hour.

LAND USE AND ZONING

- 5.7** The City shall amend the Zoning Ordinance to ensure that land use planning and zoning encourage pedestrian uses.
- 5.7.1** Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.
- 5.7.2** Review, and revise where appropriate, the Zoning Ordinance to allow more small/compact residential neighborhood services (e.g. corner markets, medical and professional offices) within walking distance of existing residential neighborhoods (see Implementation Strategies 13.5.1 and 13.5.2).
- 5.7.3** Continue to implement zoning practices that encourage mixed use developments in order to improve opportunities for pedestrian access and decrease dependency on the automobile.
- 5.7.4** Amend the Zoning Ordinance to encourage property owners to avoid situating parking lots between the street edge/sidewalk area and storefronts.
- 5.7.5** Continue to ensure that private and public developments; as well as capital improvements, are designed to accommodate the elderly, the handicapped, the disabled, and the blind.

EDUCATION/OUTREACH/COMMUNITY INVOLVEMENT

- 5.8** The City shall encourage community involvement in effectively promoting the benefits of walking and identify opportunities for improving the pedestrian system.
- 5.8.1** Establish a signage program for pedestrian routes throughout the City that links various neighborhoods and attractions.
- 5.8.2** Enhance existing or develop new partnerships with civic organizations to promote walking tours of Santa Barbara and provide brochures and signage to advertise these tours.
- 5.8.3** Encourage public and private schools, from pre-school through high school, to promote walking through methods such as walking field trips.
- 5.8.4** Work with public and private schools to identify and expand safe routes to school.
- 5.8.5** Consider establishing a hotline to report pedestrian trouble spots.
- 5.8.6** Continue a Traffic Safety Committee comprised of residents, the Assistant Traffic Engineer and business representatives for the purpose of studying matters of traffic and pedestrian safety, traffic calming, and making recommendations to the City Council regarding measures to promote and improve traffic and pedestrian safety.
- 5.8.7** Coordinate a "Walker's Appreciation Day" with Downtown retailers. Co-sponsor a "Walk to Work", "Take a Walk", or "Walk to School" day.
- 5.8.8** Work with community groups to encourage neighborhood walk-about activities.
- 5.8.9** Work with the Police Department to improve pedestrian safety at night (in areas including paseos and placitas) through such methods as increased bicycle patrols.
- 5.8.10** Encourage public and private schools to implement pedestrian safety education programs for all ages.
- 5.8.11** Encourage community groups, business groups, and individuals to assist in the cleaning and maintenance of sidewalks, sidewalk furniture, landscaping, and pedestrian overpasses, including graffiti removal and litter pickup.

Ride sharing can reduce peak hour single occupancy vehicle trips for commuters with similar schedules, origins, and destinations, because home/work, home/school, and school/work trips may be easily coordinated. Drive alone trips may also be reduced with employee incentives such as: preferential parking; guaranteed mid-work transit services; ride home transportation; and cash-out rebates. Expansion of transit services such as air, rail, water, bus, electric shuttles, taxis, and jitneys can remove additional trips from the roadway. Other opportunities to reduce the number of drive alone-trips may include:

- employee telecommuting,
- commercial telecommuting centers or satellite offices,
- local merchant tele-shopping services, and
- local merchant coordinated package delivery services.

POLICIES AND IMPLEMENTATION STRATEGIES

LOCAL AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

- 6.1 The City shall continue to support efforts to expand Transportation Demand Management Programs.**
 - 6.1.1 Work with local and regional transportation demand management services, such as Traffic Solutions, to actively promote the advantages and cost savings of alternative forms of transportation.**
 - 6.1.2 Work with local and regional transportation demand management services, such as Traffic Solutions, to explore opportunities for employer vanpool sponsorship.**
 - 6.1.3 Increase funding for local/regional Transportation Demand Management programs, such as Traffic Solutions.**
 - 6.1.4 Work with employers to provide transportation demand management programs that encourage employees to rideshare and use alternative modes of transportation. Such voluntary programs may include telecommuting, transportation allowances in lieu of free or inexpensive parking, free or low cost bus passes, and van-pools.**

CITY AS A MODEL EMPLOYER

- 6.2** The City shall set an example as a model employer to reduce the use of the single occupancy vehicle.
- 6.2.1** The City, as an employer, shall continue to promote its transportation demand management program and encourage employees to live close to the workplace. The City shall confer with employee union representatives in order to meet the program's objectives.

REGIONAL COORDINATION

- 6.3** The City shall support and promote regional programs that reduce the use of the single occupancy vehicle.
- 6.3.1** Create incentives to increase use of peripheral lots.
- 6.3.2** Consider establishing van/carpool parking on street and in public parking lots.
- 6.3.3** Develop and implement land use policies and Circulation Element Implementation Strategies such as those listed under the Regional Coordination section of Chapter 14 that promote the:
 - expansion of regional park and ride facilities,
 - development of regional rail service between Carpinteria and Goleta/Isla Vista, and
 - the provision of shuttle and or express service between Ventura and Goleta/Isla Vista.

EDUCATION/OUTREACH/COMMUNITY INVOLVEMENT

- 6.4** The City shall work to raise awareness about the effects of automobile use and the value of alternatives to driving alone.
- 6.4.1** Continue to work with agencies, such as the School District and Traffic Solutions, and fund programs that are designed to expand the education, outreach, and marketing components of transportation demand management services.

- 6.4.2 Work with groups such as the Air Pollution Control District (APCD) and Traffic Solutions to educate the public about auto-related air pollution emissions.
- 6.4.3 Work with groups such as the Community Environmental Council (CEC), to incorporate information about opportunities to decrease energy consumption, reduce air pollution, and improve resource conservation through decreased use of the automobile.
- 6.4.4 Encourage local and regional transportation demand management services, such as Traffic Solutions, the Air Pollution Control District (APCD), and the Community Environmental Council (CEC) to develop a local access television program aimed at raising awareness and discouraging drive alone trips.
- 6.4.5 Participate in the Clean Cities Program (see Glossary).
- 6.4.6 Continue to participate in and share information with the Environmental Protection Agency/Local Government Commission's Transportation Partners Program.
- 6.4.7 Encourage the use of bicycling and other forms of alternative transportation through the sponsorship of events such as a Bike-to-Work Day.
- 6.4.8 Work with groups such as the Convention and Visitors Bureau and the Chamber of Commerce to promote the use of public forms of transportation, alternative forms of travel and ridesharing to and within the City in all out of town advertising and promotion efforts.

POLICIES AND IMPLEMENTATION STRATEGIES

PARKING MASTER PLAN

- 7.1** **Develop and implement a Parking Master Plan to coordinate and manage parking in the City.**
- 7.1.1** **Create a Parking Master Plan that outlines strategies and implementation measures for addressing the City's parking supply, residential parking permit program, and parking requirements and design standards.**

PARKING SUPPLY

- 7.2** **The City shall improve ways to utilize existing parking and create new parking opportunities through partnerships and cooperation.**
- 7.2.1** **Research the availability and develop the mechanism that allows the general public to use private and governmental agency parking lots.**
- 7.2.2** **Work with other agencies to develop peripheral parking lots linked by a shuttle system to employment centers.**
- 7.2.3** **Explore new opportunities to expand designated on-street carpool spaces in parking impacted business areas.**
- 7.2.4** **Explore the feasibility of developing jointly coordinated business/package delivery services.**
- 7.2.5** **Explore the feasibility of developing parking facilities for multipurpose use by both public and private entities. For instance, a parking area can be used jointly by Santa Barbara Junior High School, the County Bowl, and Milpas area merchants and customers.**
- 7.2.6** **Create incentives to:**
 - **improve underutilized parking areas (for example, the rear of Milpas Street properties), and**
 - **create secondary access in the rear of buildings to provide opportunities for paseos, increased landscaping, and additional parking for motor vehicles and bicycles.**

- 7.2.7 Develop methods to optimize the use of on street parking. These methods may include the following:
- the reduction of red painted curbs and other street parking prohibitions where safe and feasible,
 - considering using on-street parking, where available, to satisfy private parking demands,
 - allowing design flexibility and building siting that enhances the use of alternative means of travel, and
 - increasing the availability and use of alternative means of travel to reduce the demand for parking spaces.
- 7.2.8 Encourage uses with different peak parking hours to share facilities and, therefore, reduce the total number of required parking spaces.

RESIDENTIAL PERMIT PARKING PROGRAM

- 7.3 The City shall continue to operate a Residential Parking Permit Program.
- 7.3.1 As requested, expand the Residential Parking Permit Program to help ensure on-street parking for residents in impacted areas such as Downtown or the Waterfront.

PARKING REQUIREMENTS AND STANDARDS

- 7.4 The City shall update its Parking Requirements and Design Standards to optimize its parking resources and to encourage increased use of alternative transportation.
- 7.4.1 Incorporate innovative design standards, such as tandem parking, stacked parking, and valet parking.
- 7.4.2 Consider allowing on site parking requirements to be reduced if amenities are provided that support the use of alternative transportation.
- 7.4.3 Survey land uses, public parking supplies, and available alternative modes of transportation prior to considering changes in parking requirements.

POLICIES AND IMPLEMENTATION STRATEGIES

DOWNTOWN PARKING AND ECONOMIC VITALITY

- 8.1 The City shall continue to manage the Downtown public parking supply to support the economic vitality of the Downtown business district while sustaining or enhancing its historical and livable qualities.
- 8.1.1 Operate and manage the Downtown public parking program in partnership with the Downtown community to reduce the need for employee parking and to increase available parking for customers and clients.
- 8.1.2 Establish consistent parking demand standards in the Downtown based on the Zone of Benefit principles and through methods such as:
- creating standards that allow capacity to be determined by the peak hour parking demands of various uses, and
 - extending the duration utilized when determining capacity. For instance, average the amount of use of parking over an entire day rather than during the peak periods.
- 8.1.3 Consider reducing or eliminating the parking requirements for small businesses and small additions (as defined in the Santa Barbara Municipal Code), when adequate alternatives are operational.
- 8.1.4 Operate and manage the Downtown public parking program in partnership with the Downtown community to meet existing public parking needs.

MANAGING DOWNTOWN PUBLIC PARKING

- 8.2 The City shall manage the Downtown parking supply to reduce the need for employee parking while increasing the availability of customer parking and working with the County of Santa Barbara to address parking needs.
- 8.2.1 Develop a subsidized bus pass program for Downtown employees. Consider other incentives for employees who bike, walk, or car/van pool to work.
- 8.2.2 Increase the awareness of employers and employees about impacts of employee parking and commuting habits through marketing and education.

- 8.2.3 Explore free or inexpensive preferential car and van pool spaces in the Downtown parking lots. Monitor any adopted program to ensure proper use and minimal customer displacement.
- 8.2.4 Sell daily parking permits in the commuter parking lots.
- 8.2.5 Support increased ridership on the electric Downtown Shuttle as an effective parking management tool which also reduces congestion.
- 8.2.6 Explore methods to discourage employee shuffling and, if possible, to increase revenue to fund alternative transportation programs while not impacting customer convenience.
- 8.2.7 Assess the impact of employee shuffling on Downtown parking.
- 8.2.8 In conjunction with any plans for new parking Downtown, assess the effectiveness of alternative transportation programs in reducing employee parking needs.
- 8.2.9 Consider reducing parking requirements for the downtown core if implementation strategies are successful in reducing employee parking.
- 8.2.10 Implement the strategies contained in the Circulation Element, Land Use chapter, and the Land Use Element pertaining to increasing housing in the downtown core and along major transit routes.
- 8.2.11 Parking structures shall be designed to be compatible with the surrounding area in terms of scale, materials, design, and color. The incorporation of commercial uses along the street level frontage should be encouraged.
- 8.2.12 The interior and exterior of parking structures shall be designed to facilitate the movement of pedestrians to and from their vehicles in a comfortable and safe manner. This may include reducing driveway entrances, improving pedestrian pathways, providing signalized mid-block pedestrian crossings, and allowing commercial or service uses on the bottom level (see Chapter 5, Walking).
- 8.2.13 Increase the use of underutilized public parking lots through marketing, improved signage, and other incentives.

SIGNAGE AND AESTHETICS

- 8.4 The City shall promote excellent signage and aesthetics in the Downtown area.**
- 8.4.1 Utilize the El Pueblo Viejo Design Guidelines to improve signage, aesthetics, and knowledge of transportation linkages to help resolve conflicts among various modes of transportation.**
- 8.4.2 Develop a program for the Downtown area to improve parking lot aesthetics and provide signage regarding location and transportation linkages between parking lots and points of interest.**
- 8.4.3 Work with Cal-Trans to improve freeway signage to and from the Downtown area.**

DOWNTOWN HOUSING

- 8.5 The City shall promote/facilitate the development of housing to decrease the need for parking through an increased walking/biking population that lives, works, and shops in the Downtown (See Chapter 13).**
- 8.5.1 Educate property and business owners, developers, and the community about the benefits of increased housing Downtown.**
- 8.5.2 Allow residential parking in public parking lots for mixed use development after ensuring that there is adequate capacity to serve existing uses.**
- 8.5.3 Develop public/private partnership criteria for the use of air space over Downtown public parking lots as an incentive for housing development.**

Draft Circulation Element

**City of Santa Barbara
Community Development Department and
Public Works Department**

October, 1997

EXHIBIT NO.	6
APPLICATION NO.	
City Santa Barbara	
LCP Amend 3-97	

POLICIES AND IMPLEMENTATION STRATEGIES

USE OF ALTERNATIVE TRANSPORTATION

9.1 The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.

9.1.1 Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:

- providing additional bicycle and pedestrian paths,
- working with transit providers to increase transit service,
- improving the existing beachway to increase safety for pedestrians, cyclists, skaters, and other forms of non-motorized travel,
- providing additional bicycle racks and/or lockers in public areas, including public parking lots,
- improving lighting along pedestrian routes to encourage pedestrian activity especially between Lower State Street, Stearn's Wharf, the Harbor and the overnight tourist accommodations, and
- providing additional seating and resting spots in public areas for pedestrians.

9.1.2 Increase pedestrian, bicycle, and transit access from the Westside, Eastside, and Downtown through such methods as:

- creating bicycle lanes between Rancheria Street and the Harbor area,
- widening and improving Castillo Street sidewalks from Downtown to the Waterfront,
- developing a walkway and improving existing bicycle lanes to connect Shoreline Park to Leadbetter Beach along Shoreline Drive,
- completing the Calle Caesar Chavez (Salsipuedes) and Garden Street extension projects,
- working with transit providers to increase transit service,
- creating access to the Waterfront from both a Cacique Street under-crossing

at Highway 101 and a Voluntario Street pedestrian overcrossing at Highway 101,

- providing additional bicycle racks and/or lockers in public areas along State Street and throughout the Downtown area, and
- increasing the frequency of shuttle service along the State Street route.

- 9.1.3 Develop a paseo plan for the interior portions of the HRC-2 zone, especially along Helena and Anacapa Streets between Cabrillo Boulevard, and Yanonali and State Streets to improve pedestrian circulation in the Waterfront area and attract visitors to the interior areas (see Chapter 5 for a description of paseos). Utilize dedication and development of paseos with landscaping and pedestrian amenities.
- 9.1.4 Work with the Conference and Visitors Bureau and Chamber of Commerce to market the transportation system and promote travel to Santa Barbara through methods such as:
- marketing improvements to the transportation system to make the City more attractive to tourists and companies seeking to locate in Santa Barbara,
 - promoting and marketing the use of alternative transportation by visitors, especially between the Railroad Depot, Airport, and Waterfront hotels/motels, and
 - encouraging visitors to use alternative forms of travel such as the train.
- 9.1.5 Connect the Cabrillo Boulevard Bikeway to the Douglas Family Preserve, Arroyo Burro County Beach, and Las Positas Park with a link to the UCSB/Santa Barbara bikeway running parallel to Modoc Road.
- 9.1.6 Study the adequacy of the Harbor as a destination and departure point for interregional water transit methods such as hydrofoil, hovercraft, and high-speed catamaran, as well as ocean-dependent and ocean related activities that attract large numbers of people to the Channel Islands National Park.
- 9.1.7 Encourage the use of the Harbor as a gateway to the Channel Islands National Park.
- 9.1.8 Encourage continued and improved water taxi service in the Wharf and Harbor areas:

MANAGE PARKING IN COASTAL ZONE

- 9.2 The City shall maintain, improve, consolidate, and promote the efficient use of parking supplies in the Coastal Zone.**
- 9.2.1 Study and where feasible, implement methods to extend the "park once" concept in the Waterfront through such methods as:**
- working with property owners to form a parking/transit assessment district in the Lower State Street area to consolidate existing parking resources while protecting low intensity/low density shoreline-oriented uses (see General Plan Land Use Element, page 29, Section III),
 - considering Zoning Ordinance amendments that would encourage development of private parking lots to supplement the existing parking supply in the Coastal Zone, and
 - considering Zoning Ordinance amendments that would reduce parking requirements for non-residential uses that share parking facilities.
- 9.2.2 Consider revising Local Coastal Plan Policy 11.5 to modify requirements that parking demand be met on site in the Coastal Zone. Amend the policy to allow property owners to propose alternative approaches to meeting parking demand in a manner consistent with other areas of the City.**
- 9.2.3 Prepare a long range Waterfront parking master plan, utilizing the Harbor Master Plan and traffic/transit studies as appropriate.**
- 9.2.4 Preserve existing on street parking where safe, appropriate, and feasible.**
- 9.2.5 Continue to work with the Santa Barbara City College to reduce the amount of drive-alone trips and the demand for parking through programs such as:**
- transit passes for students,
 - educational information about the benefits of alternative modes of travel,
 - bicycle facilities such as bike lanes and bike storage systems, and
 - pedestrian facilities such as paths, transit stops, landscaping, and benches.

LINK TO ALTERNATIVE TRANSPORTATION

- 9.3 **The City shall coordinate parking lot access and alternative modes of transportation.**
- 9.3.1 **Develop a Coastal Zone linkage plan for bicycles and pedestrians among parking lots and points of interest through dedication, acquisition, easements, the purchase of property, and other applicable methods.**
- 9.3.2 **Use the Redevelopment Agency (RDA) to consolidate parking facilities and create new opportunities for use of alternative transportation to connect existing parking facilities for Coastal Zone areas in and within the RDA.**
- 9.3.3 **Assist transit providers in providing low cost shuttle service between public parking lots and other destinations.**
- 9.3.4 **Work with transit providers to provide attractive, shaded shelters at shuttle stops.**
- 9.3.5 **Improve alternative transportation connections from the Coastal Zone to existing parking facilities outside the Coastal Zone.**

SIGNAGE AND AESTHETICS

- 9.4 **The City shall promote excellent signage and aesthetics.**
- 9.4.1 **Implement Harbor Master Plan policies and programs regarding improving signage, aesthetics, knowledge of linkages to, and resolving conflicts among various modes of transportation.**
- 9.4.2 **Develop a program for the entire Coastal Zone to improve parking lot aesthetics and provide signage regarding location and transportation linkages between parking lots and points of interest.**
- 9.4.3 **Work with Cal-Trans to improve freeway signage to and from the Downtown and Coastal Zone areas.**

CABRILLO BOULEVARD

9.5 The City shall develop a Master Plan for the entire length of Cabrillo Boulevard and interchanges which identifies potential operational and aesthetic improvements.

9.5.1 Create a Master Plan for Cabrillo Boulevard that explores the implementation of the following:

- **reducing traffic lanes on Cabrillo Boulevard to provide additional recreational areas, bike lanes, parking or landscaping,**
- **providing an all-way crosswalk at Cabrillo Boulevard and State Street to facilitate the movement of non-auto traffic (all-way crosswalks involve stopping vehicular traffic in all directions for a period of time to allow non-motorized travelers to cross intersections diagonally in addition to traditional street crossing),**
- **improving pedestrian access and crossing of Cabrillo Boulevard as new parking is developed on the inland side of Cabrillo Boulevard.**
- **maintaining on-street parking along Cabrillo Boulevard. No further development of off-street parking should occur on the ocean side of Cabrillo Boulevard, and**
- **relocating tour bus parking to an area designated and signed for that purpose and enforcing tour bus parking regulations.**

POLICIES AND IMPLEMENTATION STRATEGIES

CLASSIFICATION SYSTEM

- 10.1** The City shall develop and use a mobility classification and service system that will designate mobility corridors throughout the City based on their purpose and function. The purpose of this classification and service system is to ensure consideration of all forms of travel in the design, development, improvement, and maintenance of all mobility corridors.

Residential Corridors:

Residential corridors include public alleys, transit routes, streets, bicycle routes, sidewalks, and footpaths which are located in residential neighborhoods and which exclusively serve the local transportation needs of the surrounding residential neighborhood. While land uses along residential corridors are predominately residential, these corridors may also contain other residential serving land uses such as neighborhood markets, offices, child care facilities, churches, and public services facilities (fire stations, schools, etc.).

Residential corridors shall be designed and maintained in a manner that preserves and enhances neighborhood aesthetics. These corridors may be designed with lower automobile traffic speeds and provide comfortable paths of travel for children, pedestrians, bicyclists, and others. Consideration for the safety of children shall be particularly emphasized.

The following design features, as appropriate, may be incorporated into residential corridors (See Figures 3 and 4):

- Lighting
- Sidewalks
- Widened sidewalks
- Street trees
- Bicycle racks/lockers
- Parkways
- Stop lights
- Curb bulbs
- Chokers
- Speed humps
- Reduced Speed Limits
- Utility poles and equipment
- Neighborhood Traffic Circles
- Other Traffic Calming Measures
- Safe site distances for vehicles, bicyclists, and pedestrians
- Landscaping
- Seating
- Raised intersection
- Transit stops
- Bicycle lanes
- Newsracks
- One Way Streets
- Directional signage
- Signal pre-emption
- Fire Hydrants
- Permit parking

Commercial Corridors:

Commercial corridors include streets, public alleys, transit routes, bicycle routes, footpaths, sidewalks, and paseos which principally serve commercial and industrial areas of the City. These corridors shall be designed and maintained to support and serve commercial and industrial activities emphasizing multimodal access to preserve and sustain the economic vitality of local businesses. These corridors shall be designed and maintained in a manner that preserves and enhances aesthetic quality. The streets included in the Congestion Management Plan (listed on Page 10-2) would typically be covered in the Commercial and Multiple/Mixed Purpose categories. The following design features, as appropriate may be incorporated into commercial corridors:

- **Adequate delivery loading/unloading areas,**
- **safe site distances for vehicles, bicycles, and pedestrians,**
- **wide sidewalks,**
- **landscaping which does not distract nor conceal storefronts,**
- **transit stops,**
- **pedestrian scale amenities,**
- **signal preemption,**
- **paving materials, and**
- **traffic calming devices.**

Multiple/Mixed Purpose Corridor:

Multiple/Mixed purpose corridors include, public alleys, transit routes, streets, bicycle routes, footpaths, sidewalks, and paseos that serve multiple areas and functions (residential, commercial, scenic, through traffic between neighborhoods, etc.). Each multiple/mixed purpose corridor in the City is different as determined by location, principal transportation modes, and purpose of users. Therefore, each corridor requires individual design. The streets included in the Congestion Management Plan (listed on Page 10-2) would typically be covered in the Commercial and Multiple/Mixed Purpose categories.

The design features for both Residential and the Commercial Corridors, as appropriate, may be used in the multiple/mixed purpose corridors. However,

POLICIES AND IMPLEMENTATION STRATEGIES

TRAFFIC STANDARDS AND IMPACT THRESHOLDS

- 11.1** The City shall facilitate the use of transit and alternative modes of transportation by emphasizing compact, pedestrian oriented development and connections among all forms of travel during the development and environmental review process.
- 11.1.1** Continue to use existing traffic standards and impact thresholds as described in the City's Master Environmental Assessment (MEA), until new standards and thresholds consistent with the 1997 Circulation Element are developed and incorporated into the City's Environmental Goals and Guidelines.
- 11.1.2** In addition to the Implementation Strategies discussed in Chapter 13, Land Use, the City shall facilitate the use of transit and alternative modes by exploring methods such as, but not limited to:
- considering ways to allow Small Additions to existing businesses to occur in the Downtown area and along transit corridors near impacted intersections,
 - considering expanding the list of available methods to mitigate traffic impacts. This can include methods such as funding for transit operating costs or partial contributions to larger improvement projects supporting alternative transportation,
 - reviewing traffic impact standards used at City intersections for consistency with the goals of the 1997 Circulation Element and General Plan through public worksessions with the Planning Commission and City Council, and
 - considering adoption of the County Congestion Management Plan Level of Service Standards for freeway interchanges. This standard would allow higher volumes of traffic and increased congestion at freeway interchanges.
- 11.1.3** Assist all parties in assessing the potential costs related to development activities.

MOBILITY SYSTEM

- 11.2** **The City shall create an adequately funded mobility system consistent with the vision of this Circulation Element that will increase the access to and convenience of alternative forms of travel.**

- 11.2.1** **Increase funding for alternative transportation systems to solve community transportation issues and problems not resulting from new development.**

- 11.2.2** **Implement the Goals and Policies of Chapter 12, Public Involvement, to involve the community in methods to create a flexible system of mobility.**

- landscaping to enhance storefront displays and not distract or conceal those displays, and
- providing transit facilities,
- encourage community members to identify innovative solutions to address traffic problems,
- include the location of information sources related to traffic, including but not limited to the following:
 - status of current projects or improvements,
 - other applicable area plans, and
 - neighborhood traffic statistics such as traffic counts, speeds, local vs. cut-through traffic, truck traffic,
- describe a process by which concerned community members can effectively organize to address traffic related issues, and
- include video instruction detailing the process for developing Neighborhood Area and Business Area Mobility Plans.

12.1.2

The City shall fund a pilot Traffic Management Program to assess the efficiency/impact of such programs and to quantify the staff and resources needed to implement this program. The City shall dedicate the necessary staff and resources to implement the program.

12.1.3

Schedule a regular review and monitoring cycle of Neighborhood Area and Business Area Mobility Plans to address changing conditions. Prepare the Plans in advance of the Public Works' street maintenance cycle to ensure community input.

NEIGHBORHOOD AREA MOBILITY PLAN

12.2 Improve livability and economic vitality by working with residents, tenants, property owners, business owners, and other interested parties of an impacted area or corridor to mitigate the impacts of vehicular traffic. The City shall consult with residents, property owners, and commercial tenants located in close proximity to any corridor or street before implementing improvements that could result in changes to the existing characteristics of that corridor or street, its traffic patterns or infrastructure. Improvements shall be consistent with Neighborhood Area Mobility Plans.

12.2.1 Work with residents, tenants, adjacent business owners, property owners, and other interested parties to create Neighborhood Area Mobility Plans that:

- address community traffic concerns, including decreased access due to congestion, visual impacts, maintenance issues, traffic speeds, and high volumes that contribute to noise and collisions, and discourage pedestrian activity,
- prevent the diversion of traffic problems from one area to another, and
- facilitate the communication and interaction between the various areas to help coordinate efforts and strengthen the connections and interrelationships.

BUSINESS AREA MOBILITY PLAN

12.3 Sustain or improve economic vitality and quality of life in business areas or corridors by working with property owners, business owners, residents, tenants, and other interested parties to mitigate the impacts of vehicular traffic in business areas. The City shall consult with commercial tenants, property owners, and residents located in close proximity to any corridor or street before implementing improvements that could result in changes to the existing characteristics of that corridor or street, its traffic patterns or infrastructure. Improvements shall be consistent with Business Area Mobility Plans.

POLICIES AND IMPLEMENTATION STRATEGIES

GENERAL PLAN CONSISTENCY

- 13.1** The City shall integrate the goals of this Circulation Element with land use decisions.
- 13.1.1** Encourage the development of projects that combine and locate residential uses near areas of employment and services.
- 13.1.2** Continue to require the review of proposed projects for consistency with the Goals and Policies of the General Plan.

COMPACT DEVELOPMENT

- 13.2** The City shall allow more compact, pedestrian oriented development along major transit corridors without increasing the City wide development potential provided for in the existing Zoning Ordinance General Plan (see Traffic Standards Chapter, Implementation Strategy 11.1.1).
- 13.2.1** Coordinate with transit providers and the public to identify those streets and routes that could be designated as major transit corridors.
- 13.2.2** Consider amending the Zoning Ordinance to:
- allow increased residential densities and more compact, pedestrian oriented, non-residential development along streets identified as major transit corridors, and
 - reduce parking requirements for properties near major transit corridors if it can be demonstrated that a negative impact will not occur. In conjunction with this reduction, the City shall evaluate and aggressively monitor the results to ensure continued use of alternative means of travel and to justify reduced parking demands.
- 13.2.3** Identify commercial areas along transit corridors where opportunities exist for creating pedestrian access, such as paseos and paths.

INCENTIVES FOR MIXED USE

- 13.3** Provide incentives for mixed use development (see Glossary).
- 13.3.1** Evaluate the effectiveness of the post 1992 Zoning Ordinance Amendments that were intended to encourage mixed use development.
- 13.3.2** Continue to identify and pursue new strategies to encourage the development of mixed use projects.
- 13.3.3** Continue to assist in the development of mixed use projects through such methods as, but not limited to:
 - land use policies,
 - modified development standards, and
 - public - private partnerships and/or financial support, where a City Council finding of General Plan consistency has been made.

DESIGN STANDARDS

- 13.4** Establish provisions to allow for creative site development and urban design standards that support the City's mobility goals.
- 13.4.1** Revise the Public Works street design standards, as appropriate, to:
 - minimize the use of cul-de-sacs in new developments,
 - include properly maintained landscaping and street trees in public rights of way,
 - ensure access between cul-de-sacs and streets, and
 - allow narrower streets and intersections, wider sidewalks, and parkways where safe.
- 13.4.2** Ensure that all City design guidelines orient buildings toward pedestrian activities through such methods as:
 - Commercial Areas:
 - creating attractive, interesting, and pleasing building facades that are oriented toward paseos, streets and sidewalks,
 - reducing or eliminating setbacks for non-residential or mixed use

- buildings,
 - placing parking lots behind buildings or underground, if feasible,
 - encouraging shared parking facilities,
 - incorporating paths and paseos between adjacent properties as new development, redevelopment and infill development occurs,
 - screening equipment and materials storage from public view,
 - incorporating lighting, seating, landscaping, newsracks, shade structures, etc., and
 - creating landscaped open spaces.
- Residential Areas:
 - encouraging front porches,
 - encouraging garages to be placed behind residences to the rear of lots,
 - encouraging minimal use of new cul-de-sacs. Cul-de-sacs may be allowed where justified based on geologic or other significant features. Where allowed, provide access between cul-de-sacs and streets,
 - incorporating pedestrian and bicycle paths and connections between adjacent properties,
 - minimizing fences, walls, and private entry gates to separate large scale residential developments from the street (or use of private entry gates),
 - minimizing fences, walls, hedges and private entry gates along frontages of single family residential lots, and
 - allowing flexibility in design standards for residential development adjacent to transit corridors to ensure adequate buffering of noise and traffic.

13.4.3 Continue to prohibit new drive-through facilities.

13.4.4 Review the Transfer of Existing Development Rights (TEDR) Ordinance for consistency with the Circulation Element.

13.4.5 Explore the feasibility of the transfer of residential development rights from hillside and environmentally sensitive areas to transit corridors and commercial areas while preserving the residential development rights.

NEIGHBORHOOD SERVING USES

- 13.5 Determine the need for residential neighborhood services and commercial uses that support the City's mobility goals. Provide opportunities to address those needs, while preserving and protecting the neighborhood character.**
- 13.5.1 Allow small scale neighborhood serving commercial uses in residential areas if supported by affected property owners. Ensure that the character of the surrounding neighborhood is protected.**
- 13.5.2 Consider amending the Zoning Ordinance to:**
- reduce or eliminate automobile parking requirements for small scale neighborhood serving commercial uses,
 - encourage the establishment of new social/neighborhood centers, and
 - grandfather existing non-conforming uses.

LOCATION OF EDUCATIONAL FACILITIES

- 13.6 Identify specific suitable areas and encourage the development of schools, pre-schools, or day care centers that are compatible with surrounding land uses and that minimize travel demand.**
- 13.6.1 Work with school districts, private schools, major employers, and appropriate agencies to:**
- locate child care facilities near existing schools and major employment centers,
 - encourage parents to share trips, and
 - create employer incentives for sponsoring on-site child care facilities.

HOME-BASED BUSINESSES

13.7 Encourage and support appropriate home-based businesses in residential areas.

13.7.1 Revise the Zoning Ordinance to:

- allow home based business activities, and
- allow telecommuting centers (see Glossary) in appropriate areas.

ANNEXATION

13.8 Ensure that sustainable transportation linkages, public services, infrastructure, and commercial needs support the City's mobility goals and are evaluated in proposed annexations.

13.8.1 Implement the City's 1995 Annexation Policy Update that promotes sustainable development practices including development near existing services and use of alternative transportation. Discourage sprawl and land use patterns which further the region's dependence on the automobile.

POLICIES AND IMPLEMENTATION STRATEGIES

REGIONAL PLANS

- 14.1** **The City shall encourage regional transportation plans and programs (such as those under the jurisdiction of the Santa Barbara County Association of Governments) that support the Circulation Element.**
- 14.1.1** **Proactively participate in the development and review of regional plans. Allocate resources to ensure input from City Council, Planning Commission, the Planning and Public Works Departments, the offices of the City Attorney and the City Administrator's Office.**
- 14.1.2** **The City's representation on the SBCAG Board shall reflect the strength of the Circulation Element's community consensus.**
- 14.1.3** **The City's representative to the SBCAG Board shall inform the Planning Commission and the City Council if regional plans or impending decisions are discussed or decisions are made that are inconsistent with this Circulation Element.**
- 14.1.4** **Prior to each annual adoption of the Capital Improvements Program, public work sessions shall be held with the Planning Commission and the City Council to develop project priorities for funding.**

REGIONAL COORDINATION

- 14.2** **The City shall encourage coordination with the County of Santa Barbara and other agencies and jurisdictions through joint work sessions in order to pursue regional transportation goals.**
- 14.2.1** **Hold regular annual sessions with the Planning Commission and City Council on regional transportation issues. Invite the First, Second, and Third District Supervisors as well as the City of Carpinteria to the meeting.**
- 14.2.2** **Explore funding to expand a coordinated regional traffic model to include City streets (not just Congestion Management Plan routes).**

14.2.3

Establish a South Coast Land Use and Transportation Work Group that includes representatives from:

- **City of Santa Barbara Planning Department,**
- **City of Santa Barbara Public Works Department,**
- **City of Santa Barbara Airport Department,**
- **City of Santa Barbara Waterfront Department,**
- **County of Santa Barbara Planning and Development Department,**
- **County of Santa Barbara Public Works Department,**
- **County of Santa Barbara Affordable Housing Program,**
- **City of Carpinteria Planning Department,**
- **City of Carpinteria Public Works Department,**
- **Santa Barbara County Association of Governments,**
- **Air Pollution Control District,**
- **Metropolitan Transit District,**
- **Caltrans,**
- **school districts,**
- **Traffic Solutions and/or other regional transportation demand management programs,**
- **private sector transportation planners,**
- **private sector transportation engineers, and**
- **where appropriate, the Cities of Ventura, Lompoc, and Santa Maria.**

The work group shall focus on:

- **regional and local coordinated planning efforts,**
- **developing a comprehensive list of funding sources, and**
- **developing a prioritized list of potential projects for funding.**

The public shall be notified and permitted to observe all meetings of the South Coast Land Use and Transportation Work Group.

- 14.2.4 The City shall review and comment on significant development projects located outside of, but with potential impacts upon, the City of Santa Barbara. Each proposal's consistency with the Circulation Element should be addressed and the comments forwarded to appropriate agencies.

AIRPORT

- 14.3 The City shall coordinate with the County and other agencies and jurisdictions to improve transportation to and from the City's Airport.

- 14.3.1 Work with the County on high priority projects such as:

- the South Kellogg extension,
- Highway 217 off-ramp,
- the Hollister/Los Carneros intersection,
- electric shuttles,
- bicycle/pedestrian paths parallel to Hollister and the Railroad,
- the extension of the South Fairview bike path,
- bicycle/pedestrian bridge over the freeway either at La Patera or west of Fairview, and
- developing a direct connection between the Goleta Rail Depot and the Airport.

- 14.3.2 Encourage the development of transit services to, into, and from the Airport Terminal, such as:

- increased and enhanced taxi service,
- increased/regular bus service, and
- increased on-demand services such as airport shuttles.

- 14.3.3 Explore the development of bicycle paths/amenities to encourage bicycling to and from the Airport.

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POLICIES AND IMPLEMENTATION STRATEGIES

TRUCK TRAFFIC AND HAZARDOUS MATERIALS ROUTES

- 15.1** Regulate the movement of truck traffic and hazardous materials throughout the City.
- 15.1.1** Enforce weight limits as a means to safely regulate truck traffic in noise sensitive areas, such as residential neighborhoods and near schools and hospitals.
- 15.1.2** Ensure that signage indicating weight limits is clearly posted throughout the City.
- 15.1.3** Coordinate with agencies, such as the California Highway Patrol, the County Office of Emergency Services, and Union Pacific Railroad, to regulate the transportation and storage of hazardous materials in and through the City.
- 15.1.4** Continue to coordinate with the County to implement the Hazardous Waste Management Plan of the Santa Barbara Municipal Code.
- 15.1.5** Support the development and implementation of a quick-response emergency services program for the 101 Freeway and railroad corridors and continue to support the City's Hazardous Materials Team.
- 15.1.6** Continue to oppose the transportation of spent nuclear fuel through the City.

OTHER TRANSPORTATION FACILITIES

- 15.2** Manage and operate the Airport in an efficient, cost effective, and safe manner.
- 15.2.1** Operate the Santa Barbara Municipal Airport in a safe and cost effective manner.
- 15.2.2** Accommodate a variety of users, such as commercial and general aviation users, at the Santa Barbara Municipal Airport.

- 15.2.3** Implement the Airport Industrial Area Specific Plan to address circulation issues associated with the industrial area on the north side of the Airport, including policies designed to:
- improve vehicle circulation within the Plan area, including improved access to Hollister Avenue,
 - improve usability of the street system for pedestrians, including making the system more inviting and providing a pedestrian walkway along Hollister Avenue,
 - accommodate and support alternative modes of transportation, including working with Metropolitan Transit District and other agencies to provide transit and shuttle service within the area and to surrounding areas,
 - coordinate bicycle and pedestrian facilities with those planned by the County and design the new street system within the planning area to accommodate bicycles and pedestrians, and
 - develop a direct link between the Airport and the Goleta Rail Depot.
- 15.2.4** Implement the Aviation Facilities Plan to address existing and projected future safety and operational needs of the Airport.
- 15.2.5** Work with agencies, such as the FAA, the County Planning and Development and Public Works Departments, and U.C.S.B. to address circulation and Airport related issues, such as noise and the use of alternative modes of transportation.
- 15.2.6** Support the creation of excellent transit access to and from the Airport terminal.
- 15.3** Work with transit providers to ensure safe and reliable rail transportation.
- 15.3.1** Coordinate with rail transportation operators, such as Union Pacific Railroad and Amtrak, to ensure safe and reliable rail transportation in the City.
- 15.3.2** Work with rail transportation operators, such as Amtrak and Metrolink, to increase regional and commuter passenger rail service and connections to help reduce dependency on the automobile.

POLICIES AND IMPLEMENTATION STRATEGIES**ELECTRIC AND GAS FACILITIES**

- 16.1** **Ensure that adequate electrical systems are provided to meet the needs of Santa Barbara residents, industrial uses, and businesses.**
- 16.1.1** **Work with the Edison Company to maintain and improve current levels of service and meet future demands, assuring the development of three phase power throughout the M-1 zones.**
- 16.1.2** **Prior to approval of new or expanded structures that have the potential for significant energy use, contact the Edison Company to identify the adequacy of supplies.**
- 16.1.3** **As appropriate and feasible and based upon demand, work with the Edison Company to plan for and provide recharging stations for electric vehicles.**
- 16.1.4** **Where possible, place gas lines, electrical lines, and equipment underground.**
- 16.2** **Ensure that an adequate gas supply is provided to meet the needs of Santa Barbara residents and businesses.**
- 16.2.1** **Continue to work with Southern California Gas Company and other providers to maintain and improve current levels of service and meet future demands.**
- 16.2.2** **Prior to approval of new or expanded structures that have the potential for significant energy use, contact Southern California Gas Company or other providers to identify the adequacy of supplies.**

CITY UTILITIES

- 16.3** **Provide a storm drainage system that is able to support the permitted land uses while preserving the public safety.**
- 16.3.1** **Maintain and improve, as necessary, the existing public storm drains and flood control facilities.**

- 16.3.2 **Coordinate with County and Regional agencies in the maintenance and improvement of storm drain facilities in order to protect the City's residents, property, and structures from flood hazard (e.g. Highway 101 or railroad crossings and Laguna Creek).**

- 16.3.3 **Ensure that adequate storm drain facilities are in place to serve new or expanded uses.**

- 16.3.4 **Encourage the use of methods, such as the use of pervious surfaces and percolation ponds, that help to reduce the amount of runoff.**

- 16.3.5 **Require structures located in designated flood hazard areas to comply with local, State, and Federal building and safety standards.**

- 16.3.6 **Explore methods to educate and inform the public of the potential impacts of dumping dangerous/hazardous materials into the storm drains.**

- 16.4 **Provide an adequate water supply system to meet the needs of existing and future residents and businesses.**

- 16.4.1 **Manage and enhance the City's water supply facilities to accommodate existing and projected population levels as identified in the Long Term Water Supply Program.**

- 16.4.2 **Require the incorporation of water conservation techniques in the design of new work with Southern California Gas Company and other providers to maintain and improve current levels of service and meet future demands projects in order to reduce the demand on available water resources.**

- 16.4.3 **Ensure that there is sufficient water capacity and supply prior to approving new development projects or expansions to existing projects.**

- 16.5 **Provide a safe, efficient, and cost effective wastewater collection and treatment system that is able to meet the needs of permitted land uses.**

- 16.5.1 **Collect and treat wastewater to meet local, Regional, State, and Federal Standards.**

- 16.5.2 **Monitor existing and projected demands on the wastewater system and ensure that adequate capacity exists.**

- 16.5.3 Prior to allowing the development of new structures, ensure that adequate capacity exists. If capacity does not exist, identify means and costs involved in meeting the increased demand.
- 16.5.4 Improve and upgrade the wastewater treatment and collection system to mitigate existing deficiencies and meet the needs of projected growth.

COMMUNICATION FACILITIES

- 16.6 Ensure adequate telecommunication and cable services are provided to meet the needs of Santa Barbara residents and businesses.
 - 16.6.1 Work with communication service providers to maintain current levels of service and meet future demands.
 - 16.6.2 Promote the development of telecommuting and teleconferencing info/infra structure and facilities to help reduce the number of automobile trips.
 - 16.6.3 Promote implementation of new communication technologies (e.g. fiber-optic lines with higher speed and wider band-width utilization).

MAINTENANCE OF TRANSPORTATION AND UTILITY FACILITIES

- 16.7 Ensure that utility and transportation facilities are well maintained and located, so as not to impede pedestrians or traffic, and are aesthetically pleasing.
 - 16.7.1 Encourage and work with utility providers and transportation providers to maintain their facilities in a clean and safe manner.
 - 16.7.2 Continue the graffiti removal and enforcement program working closely with transportation and utility providers to ensure graffiti removal from their facilities.
 - 16.7.3 Expand public and private street and parking lot cleaning, maintenance, and improvement programs.

POLICIES AND IMPLEMENTATION STRATEGIES

TRAFFIC MANAGEMENT PROGRAM

12.1 Improve livability and economic vitality by creating a program that describes a process for residents, tenants, property owners, business owners, and other interested parties in an area or corridor, to address mobility issues and mitigate impacts of vehicular traffic.

12.1.1 Create a Traffic Management Program which will:

- detail a process to develop and implement Neighborhood Area and Business Area Mobility Plans that address the traffic and mobility concerns of an impacted area, including the concerns of any residential, commercial, mixed use, industrial, recreational, and service uses in the area. The types of issues that this plan is intended to address include: transit issues; mobility issues; maintenance issues; pedestrian and bicycle connections; through traffic volumes; visual impacts; traffic speeds; noise; safety for children and pedestrians; and collisions,
- detail the process required for education of traffic issues, implementation, potential costs and benefits of various alternatives addressing mobility and traffic issues, conflict resolution strategies, the public hearing and design review process, and future enforcement and monitoring,
- describe various options available to address traffic issues such as:
 - encourage the use of alternate modes of transportation to reduce vehicle traffic,
 - speed humps,
 - chokers,
 - street closures,
 - partial street closures,
 - raised intersections,
 - roundabouts,
 - neighborhood traffic circles,
 - street trees,
 - curb bulbs,
 - loading/unloading areas,
 - distances for vehicles leaving commercial facilities to reduce conflicts with bicycles and pedestrians,
 - providing wide sidewalks for pedestrian travel and outdoor display/activity areas, where appropriate,
 - access ramps,



**City of Santa Barbara
California**

EXHIBIT NO. 7
APPLICATION NO.
City Santa Barbara
LCP Amend 3-97

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1997 CIRCULATION ELEMENT

**Use of the Draft Circulation Element
Dated October 1997**

On November 25, 1997, the City Council adopted Resolution 97-143 amending the General Plan and incorporating the 1997 Circulation Element and related Local Coastal Plan Amendment into the City's General Plan. The 1997 Circulation Element is currently pending certification by California Coastal Commission. Printing of the Final Circulation Element will occur after California Coastal Commission action in early 1998.

The Draft Circulation Element, dated October 1997, may be used until that time. The Draft Circulation Element contains the Goals, Policies, and Implementation Strategies that will be included in the final version except for the following changes* made by City Council on November 25, 1997:

Implementation Strategy 6.2.1

The City, as a model employer, shall continue to promote its transportation demand management program and encourage employees to live close to the workplace. The City may discuss issues with employees' union representatives as necessary in order to meet the program's objectives.

Implementation Strategy 8.2.10

Implement the strategies contained in the Circulation Element, Land Use chapter, and the Land Use and Housing Elements pertaining to increasing housing in the downtown core and along major transit routes.

Implementation Strategy 9.4.1

Implement Harbor Master Plan policies and programs that will:

- Improve signage and aesthetics within the plan area,
- Provide information about the various forms of transportation available,
- Improve linkages between forms of transportation, and
- Resolve conflicts between various modes of transportation that occur within the plan area.

Implementation Strategy 11.1.2, third bullet:

In addition to the Implementation Strategies discussed in Chapter 13, Land Use, the City shall facilitate the use of transit and alternative modes by exploring methods such as, but not limited to:

- Considering ways to allow Small Additions to existing businesses to occur in the Downtown area and along transit corridors near impacted intersections,
- Considering expanding the list of available methods to mitigate traffic impacts. This can include methods such as funding for transit operating costs or partial contributions to larger improvement projects supporting alternative transportation,
- Reviewing traffic impact standards used at City intersections to see whether they should be raised or lowered for consistency with the goals of the 1997 Circulation Element, other elements of the General Plan, and with the City Charter through public worksessions with the Planning Commission and City Council, and
- Considering adoption of the County Congestion Management Plan Level of Service Standards for freeway interchanges. This standard would allow higher volumes of traffic and increased congestion at freeway interchanges.

5. Implementation Strategy 11.1.3, Deleted

6. Policy 13.2

Without increasing the City wide development potential as provided for in the existing Zoning Ordinance and General Plan, the City shall allow more compact, pedestrian oriented development along major transit corridors (see Traffic Standards Chapter, Implementation Strategy 11.1.1).

7. Implementation Strategy 13.8.1

Complete the City's 1995 Annexation Policy Update that promotes sustainable development practices including development near existing services and use of alternative transportation and discourages urban sprawl and land use patterns which further the region's dependence on the automobile.

** Please Note: only changes to the Goals, Policies, and Implementation Strategies are listed. Non-substantive edits to the introductory text and other sections of the document will occur in the final printing*

