



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 16, 2010  
**TO:** Mayor and Councilmembers  
**FROM:** Planning Division, Community Development Department  
**SUBJECT:** *Plan Santa Barbara* General Plan Update

**RECOMMENDATION:** That Council:

- A. Continue Council discussion and deliberations concerning the Plan Santa Barbara General Plan update; and
- B. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the 2010 General Plan Update and Making Environmental Findings Pursuant to the California Environmental Quality Act.

**DISCUSSION:**

On October 26 and 27, 2010, the City Council held a public hearing on the 2010 General Plan Update. Several key issues were discussed, and general agreement on non-residential square foot limits and circulation policies was achieved through straw votes of the City Council. Remaining unresolved issues were continued to the November 16, 2010 Council meeting for additional discussion and possible action.

**Proposed Map Changes**

At the end of the October 27<sup>th</sup> meeting, Council created a three-member ad hoc subcommittee, composed of Councilmembers Francisco, Hotchkiss, and Williams to discuss potential changes to the location of the High Density designations on the General Plan Map, and the Rental/Employer Housing Overlay map boundary. On November 3, 2010 the ad hoc subcommittee met to discuss the proposed General Plan map and related densities. The recommended change that resulted from that meeting is illustrated on the attached map. Another subcommittee meeting is scheduled for November 11, 2010, to continue the discussion. See Attachment 1.

**Final EIR Addendum**

A draft addendum to the certified Final Environmental Impact Report (FEIR) has been prepared to document and to analyze (from an environmental standpoint) the anticipated Council changes to the General Plan Update, which are expected to be within the range of policy options and impacts studied in the EIR. The California Environmental Quality Act (CEQA) Guidelines provide that an addendum need not be circulated for review but is attached to the FEIR. The Council considers the certified FEIR together with the Addendum in making a decision on the project. See Attachment 2.

**Draft Resolution for Plan Adoption**

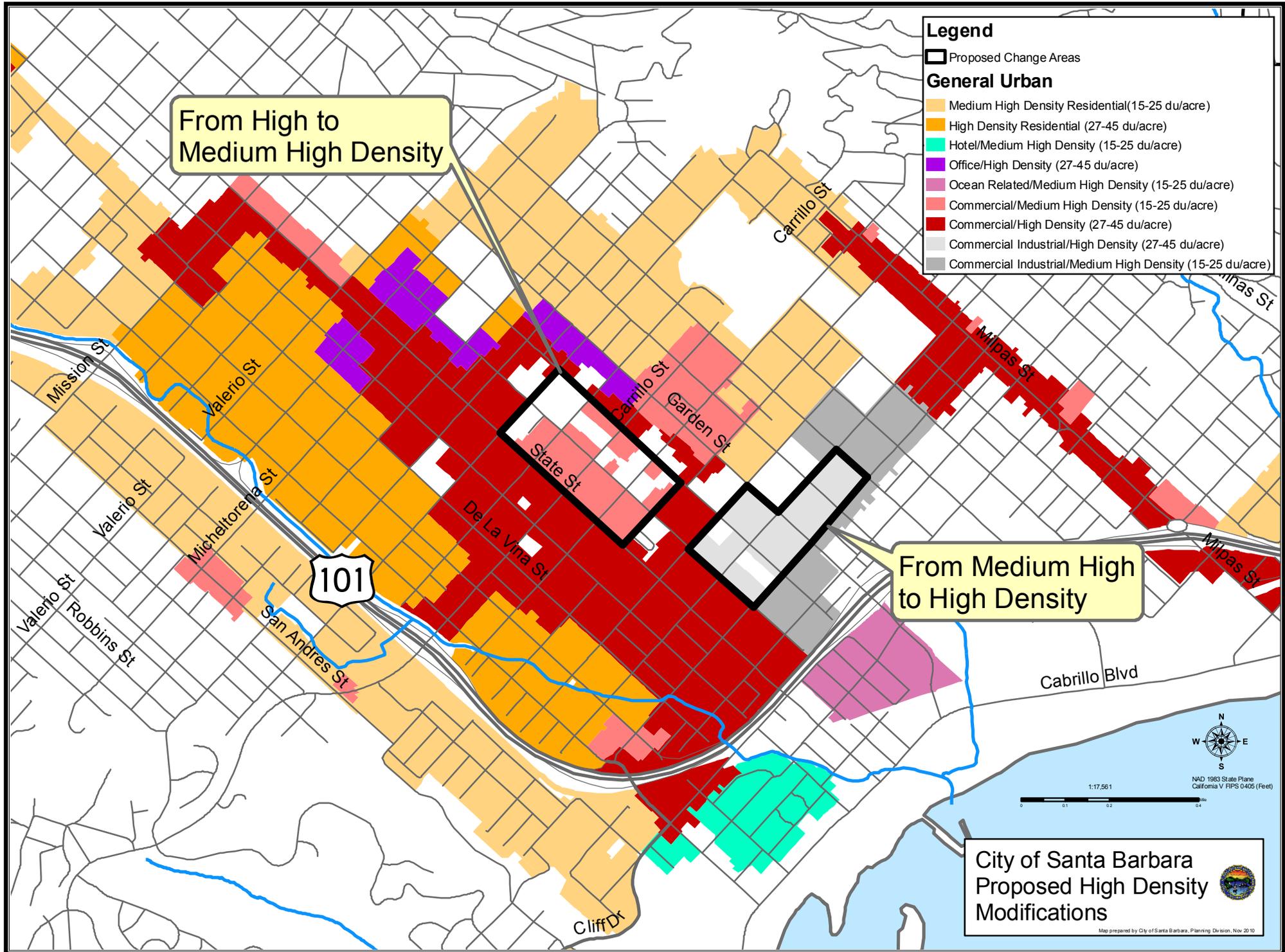
Based on Council direction of October 27, 2010, staff has prepared a draft Resolution for adoption of the final General Plan Update, which reflects policy and format amendments discussed by Council, as well as the required environmental findings per CEQA. If the City Council is prepared to act at the conclusion of Council deliberations, then the Resolution, with final Council refinements to the Plan integrated into it, should be adopted. Under Charter Section 1507, the adoption of this Resolution requires five affirmative Council votes.

**ATTACHMENTS:** 1. High Density Map  
2. Final EIR Draft Addendum

**PREPARED BY:** John Ledbetter, Principal Planner

**SUBMITTED BY:** Paul Casey, Assistant City Administrator/Community Development Director

**APPROVED BY:** City Administrator's Office



From High to  
Medium High Density

From Medium High  
to High Density

- Legend**
- ◻ Proposed Change Areas
  - General Urban**
  - Medium High Density Residential (15-25 du/acre)
  - High Density Residential (27-45 du/acre)
  - Hotel/Medium High Density (15-25 du/acre)
  - Office/High Density (27-45 du/acre)
  - Ocean Related/Medium High Density (15-25 du/acre)
  - Commercial/Medium High Density (15-25 du/acre)
  - Commercial/High Density (27-45 du/acre)
  - Commercial Industrial/High Density (27-45 du/acre)
  - Commercial Industrial/Medium High Density (15-25 du/acre)

City of Santa Barbara  
Proposed High Density  
Modifications



Map prepared by City of Santa Barbara, Planning Division, Nov 2010



*D R A F T*

**ADDENDUM**

**TO CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT  
FOR THE *PLAN SANTA BARBARA* GENERAL PLAN UPDATE  
State Clearinghouse (SCH) #2009011031**

**November 10, 2010**

This addendum to the Certified Final EIR (FEIR) for the *Plan Santa Barbara* General Plan Update documents final changes to the General Plan Update made by City Council and associated changes to project impacts, which fall within the range of policy options, growth scenarios, and impacts studied in the FEIR, and do not raise new environmental issues.

**ADDENDUM PROCEDURES**

This FEIR addendum is prepared in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 *Addendum to an EIR*, which provides that an addendum to a certified final environmental impact report may be prepared to identify minor changes or additions to the environmental document for the current project description.

The Guidelines provide that an addendum need not be circulated for public review but is attached to the FEIR. The decision-making body considers the addendum together with the Certified FEIR in making a decision on the project.

**SUMMARY OF CERTIFIED FEIR FOR THE GENERAL PLAN UPDATE**

The FEIR evaluates potential environmental effects from citywide development under draft General Plan Update policies over the twenty-year Plan horizon to the year 2030. A comparative impact analysis was also included in the FEIR to examine a range of alternative growth scenarios and development policy options.

**Class 1 Impacts:** The FEIR analysis concludes that even with identified mitigation measures, unavoidable significant impacts associated with traffic congestion and increased greenhouse gas generation would occur by 2030 under the project scenario and under all the alternatives studied.

**Class 2 Impacts:** The FEIR concludes that, with application of identified mitigation measures, potentially significant effects would be reduced to less than significant levels under the project scenario and all alternatives for air quality (highway diesel exhaust), biological resources (native upland, creek/riparian, and coastal habitats and species), geological conditions (coastal bluff retreat), hazardous materials (adequate collection facility capacity), heritage resources (historic resources), hydrology and water quality (sea level rise), noise (highway noise), open space and visual resources (open space), and solid waste management (adequate management facility capacity).

**Class 3 Impacts:** Other potential impacts were found by the FEIR to be less than significant under the project scenario and under all alternatives, due to already existing City policies and programs together

with updated policies and programs in the Plan. These include other impacts associated with air quality, biological resources, geological conditions, hazards, heritage resources, hydrology and water quality; noise; open space and visual resources; public services; water supply and other public utilities, energy issues, climate change, jobs/housing balance issues; and socioeconomic issues.

The *Plan Santa Barbara* Draft EIR was circulated for public review and comment (March-May 2010), a public comment hearing was held, and written responses to comments provided in the FEIR. The City of Santa Barbara Planning Commission certified the FEIR for the *Plan Santa Barbara* General Plan Update [Resolution 013-010, September 30, 2010].

## **CURRENT PROJECT DESCRIPTION: FINAL GENERAL PLAN UPDATE (GPU)**

The final General Plan Update policies largely reflect the policies analyzed as the “Hybrid Alternative” in the FEIR, which blends policy components from the original Project, the Lower Growth Alternative, and the Additional Housing Alternative, and incorporates most of the EIR Mitigation Measures, with the following additional policy adjustments to the final GPU:

### **Non-Residential Growth**

Policy LG2 would limit net new non-residential growth to 1.35 million square feet over the next twenty years for defined allocation categories of small additions, vacant land, and community benefit projects (the latter including economic development projects). Exclusions from allocation categories would include minor additions, pending and approved projects, government facilities, replacement of previously existing demolished square footage, and annexations, which for purposes of environmental review are together estimated to involve up to 0.5 million additional square feet to the year 2030.

### **Residential Development**

- General Plan Map – Location of High and Medium Density Designations: The land use designations on the September 2010 General Plan Map are modified as follows (see Attachment A- Final General Plan Map Adjustments):
  - The eight-block area of Downtown bounded by State, Anapamu, Santa Barbara, and De La Guerra Streets, which contains a substantial number of historic resources, will be designated for Medium Density rather than High Density incentive.
  - The six-block commercial area comprised of the four blocks between Haley and Cota Streets from Anacapa to Olive Streets, and the two blocks between Cota and Ortega Streets from Anacapa to Garden Streets will be designated for High Density incentive rather than Medium Density.

### ***[Placeholders – to add any other Council policy refinements as needed]***

- Average Unit Density Incentives (GPU p. 60-61, and Policy LG6.1)
  - *Density Ranges: High Density (27-45 dwelling units/acre) and Medium High Density (15-25 du/acre)*
- Rental and employer-provided housing incentives (Policies LG5.1, H11.2)
  - *Overlay Map locations:*
  - *Density incentive: (50%)*

## **CHANGES IN ENVIRONMENTAL CIRCUMSTANCES**

There have been no changes in existing citywide environmental conditions or applicable regulations affecting this programmatic impact analysis since preparation of the FEIR for the General Plan Update.

## FINAL PROJECT IMPACTS AND MITIGATIONS

Environmental impacts under the final General Plan Update policies would be similar to those identified by the FEIR for the Hybrid Alternative, with minor changes described below in this addendum. No changes from impact classifications identified in the FEIR would result from final GPU policy refinements.

As with the Hybrid Alternative, most of the measures to reduce potentially significant impacts as identified and considered in the FEIR were incorporated into the final General Plan Update policies and programs to address traffic congestion; greenhouse gas generation; highway diesel exhaust; upland, creek/riparian, and coastal habitats and species; coastal bluff retreat; hazardous materials collection facility capacity; historic resources; sea level rise; highway noise; open space; solid waste management facility capacity, and jobs/housing balance. The final GPU does not incorporate FEIR Mitigation Measure Trans-2 for expanded programs for Transportation Demand Management (TDM), alternative travel modes, and parking pricing.

**Transportation** – Similar to the Hybrid Alternative, the final GPU Circulation Element policies identify the slate of TDM strategies for future consideration but do not specify implementation level or timing, and no traffic mitigation credit is therefore appropriate for purposes of EIR analysis. The level of TDM implementation is the factor that has the most effect on traffic impact levels, and the final GPU policy is the same as the policy evaluated for the Hybrid Alternative.

The final GPU includes a growth limitation policy of 1.35 million additional square feet of non-residential development for specified categories, which is 0.35 million SF more than assumed for the Hybrid Alternative analysis. Because employment generates peak-hour vehicle traffic, traffic congestion impacts would be slightly greater for the final GPU than under the Hybrid Alternative.

The FEIR identifies 13 City intersections as presently considered impacted during peak-hour traffic, and traffic impacts of the original Project are projected at 20 intersections, while the Hybrid project impacts are identified as within the range of 20-26 intersections. The number of impacted intersections under the final GPU would be slightly greater than under the Hybrid Alternative due to the additional non-residential growth potential, but would remain within the range identified for the Hybrid Alternative of 20-26 intersections. The final GPU traffic congestion impact remains ***significant (Class 1)*** for those intersections not subject to feasible mitigation with Mitigation Trans-1 for roadway and signal improvements.

**Climate Change** – The FEIR estimates existing citywide greenhouse gas generation at 1.358 million metric tons/year of carbon dioxide (Co2) equivalents, the impact of the original Project at 1.574 million metric tons/year, and the Hybrid Alternative at 1.571 million metric tons/year. Final GPU impacts associated with greenhouse gas generation would be slightly greater than under the Hybrid Alternative due to increased transportation fuel consumption and energy use in buildings associated with the greater non-residential growth figure. Citywide greenhouse gas emissions under the final GPU are estimated at approximately 1.571 million metric tons of carbon dioxide (CO2) equivalents, which is 1% greater than under the Hybrid Alternative. The differences among greenhouse gas emission estimates for the original Project, Hybrid Alternative, and final GPU are well within the margin of error for these calculations. The projected increase in greenhouse gas generation under the final GPU would continue to exceed State objectives for reduction in greenhouse gas generation, and the impact would remain ***significant (Class 1)***.

**Water Supply** – Water demand under the final GPU is estimated to increase by up to 241 acre-feet per year (AFY) for additional non-residential uses and 531 AFY for residential uses, for a total increase of up to 772 AFY by the year 2030. Existing demand of 14,000 AFY (including 10% drought buffer) together

with the 772 AFY increase in demand would result in estimated total future water demand of 14,772 AFY by the year 2030. This increase in water demand would be slightly less than under the original Project scenario (increase of 791 AFY and total future demand of 14,791 AFY), and slightly greater than under the Hybrid Alternative (increase of 726 AFY and total future demand of 14,726). The future demand under the final GPU would remain well within the identified average supply level of 15,358 AFY, leaving an estimated 586 AFY over and above the City's required 10% drought buffer. The impact remains *less than significant (Class 3)*.

**Noise** – With somewhat greater traffic impacts than the Hybrid Alternative and no application of the robust TDM mitigation, highway-related noise impacts of the final GPU on existing residential uses would be potentially greater than under the original Project, and similar or slightly greater than under the Hybrid Alternative. Mitigation Measure Noise-1 would continue to apply to the final GPU to monitor noise changes and implement measures as needed such as building retrofits, vegetation, and barriers. The final GPU highway noise impact would remain *less than significant with mitigation (Class 2)*.

**Historic Resources** - The FEIR analysis found impacts of the original Project to be less than significant with incorporation of additional policy protections for historic resources, such as buffer provisions and additional district protections. The Hybrid Alternative assumed incorporation of these additional policy protections and also reduced the area for higher density residential development in the Downtown. The final GPU also incorporates the additional buffer and district policy protections and reduction of areas with higher density incentives. Impacts of the final GPU on historic resources would be similar or slightly less than under the Project or Hybrid Alternatives, and would remain *less than significant (Class 2)*

**Open Space and Visual Resources** – With similar policy provisions, potential impacts of the final GPU on gradual loss of open space would be similar to that identified under the Hybrid Alternative, and would remain *less than significant (Class 3)*.

**Other Impacts** – Other potential impacts of the final GPU would be similar to identified impacts of the Hybrid Alternative, and all would remain less than significant (Class 2 or 3 respectively as identified for individual impacts under the Hybrid analysis). Potential final GPU impacts to air quality, public services, hydrology and water quality, public utilities (wastewater, solid waste, and communications utilities), and energy consumption would be incrementally greater than under the Hybrid alternative due to additional non-residential potential. Final GPU potential impacts to biological resources, geological conditions, and hazards would be similar to those identified for the Hybrid Alternative. Final GPU effects on socioeconomic issues would be incrementally more beneficial than under the Hybrid Alternative due to additional job opportunities associated with non-residential growth. With additional non-residential growth potential, the estimated jobs/housing imbalance would be somewhat worse under the final GPU (1.456 jobs/housing unit) compared to the Hybrid Alternative (1.417 jobs/housing unit), and potential unmet demand for affordable units would be similarly greater.

## **CEQA FINDING**

Based on the above review of the final project and in accordance with State CEQA Guidelines Section 15162 *Subsequent EIRs*, no subsequent Environmental Impact Report is required for the current project, because new information and changes in project description, circumstances, impacts, and mitigations are within the scope of alternative policy options, growth scenarios, and impact levels studied in the Certified FEIR and do not involve new impacts.

This Addendum identifies the final project changes and associated changes to project impacts. The Certified FEIR [SCH ##2009011031] together with this addendum constitutes adequate environmental documentation in compliance with CEQA for the final General Plan Update project.

\_\_\_\_\_ **Date:** \_\_\_\_\_  
Barbara R. Shelton, Environmental Analyst

Attachment A: Final General Plan Map Adjustments [*to be added after Council direction*]