FINAL
ENVIRONMENTAL IMPACT REPORT/ASSESSMENT

SANTA BARBARA MUNICIPAL AIRPORT
INDUSTRIAL/COMMERCIAL SPECIFIC PLAN
Santa Barbara, California

This Final Environmental Impact Report/Environmental Assessment (FEIR/EA) addresses the environmental impacts associated with adoption of the Industrial/Commercial Specific Plan at the Santa Barbara Municipal Airport. The FEIR/EA is written pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act of 1969, for which the U.S. Department of Transportation, Federal Aviation Administration is lead Federal Agency; the California Environmental Quality Act of 1970, for which the City of Santa Barbara is Lead Agency, and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended.

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July 1997

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official

Date

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SCH# 93081127

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ERRATUM

All references to the Congestion Management Plan are intended to refer to the Congestion Management Program.

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EXECUTIVE SUMMARY

SUMMARY OVERVIEW

The Santa Barbara Municipal Airport, which is located in the "South Coast" region of Santa Barbara County, is owned and managed by the City of Santa Barbara. The Airport consists of 950 acres, including a 225-acre Airport Industrial/Commercial Specific Plan (Specific Plan) area located north and south of Hollister Avenue. There are approximately 120 tenants leasing the current 701,099 square feet of building space in the Specific Plan area.

The primary goals established by the proposed Specific Plan are to (1) provide long-term financial stability for the Airport; (2) provide a long-range plan for development in the area; (3) ensure that adequate land is available for aviation-dependent and aviation-related uses; (4) identify development that is in harmony with existing environmental resources; and (5) contribute to economic development efforts on the South Coast. The Specific Plan is summarized in Chapter 2.0 of this environmental impact report/environmental assessment (EIR/EA). The major components of the Specific Plan consist of the following elements: (1) adding up to either 160,000 or 240,000 square feet of Industrial/Commercial, aviation-related and commercial recreation spaces depending on the alternative selected; (2) demolishing and replacing up to 172,000 square feet of existing building space; (3) adding 55 new T-hangars; (4) improving the utilities, roads, sidewalks, bikepaths, landscaping, and visual quality of the area; (5) amending the Zoning Ordinance to facilitate the changes recommended by the Specific Plan; and (6) an LCP Amendment relating to proposed zone changes. A complete copy of the Specific Plan may be reviewed at local public libraries or by contacting the Santa Barbara Municipal Airport or the City of Santa Barbara's Community Development Department.

The Summary Tables (S-1 through S-3) that follow provide an overview of the findings and conclusions of this EIR/EA. In general, they classify environmental impacts by level of impact and offer mitigations and conclusions as to the residual effects after implementation of mitigation measures. The impact classifications indicate whether an impact is considered unavoidable (incapable of being reduced to a less than significant level); a potential significant impact that is capable of being reduced to a less than significant level; or adverse, but not significant (mitigation measures are recommended but not required). It should be noted that all mitigation measures imposed to alleviate or reduce significant adverse environmental impacts must be implemented and adhered to, as required by the California Environmental Quality Act (CEQA) Guidelines. Mitigation measures imposed for adverse, but less than significant environmental impacts, are recommended but not required by California CEQA Guidelines. Beneficial impacts are not summarized in the Summary Tables. A synopsis of the proposed Specific Plan's potential consistency with applicable agency plans and policies is provided in Chapter 4.0, Plans and Policies Analysis.

IMPACTS NOT FOUND POTENTIALLY SIGNIFICANT

Evaluation of environmental resources in Chapter 3.0 of this EIR/EA indicates that there are no significant environmental impacts associated with the following resources: noise, land use, coastal zone management and coastal barriers, wild and scenic rivers, farmlands, social resources, socioeconomic resources, water quality, endangered and threatened species, energy supply and natural resources, light emissions, and aircraft transportation.

Table S-1
UNAVOIDABLE SIGNIFICANT IMPACTS
(Decisionmakers Must Issue a "Statement of Overriding Considerations" Under Section 15093 of the State EIR Guidelines if the Project is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Solid Waste	Proposed Specific Plan development would generate approximately 953 tons and the Economic Development Alternative would generate 1,161 tons of solid waste annually (net increase), exceeding County significance threshold of 196 tons/year.	3.8-1. During construction, the Airport shall contract with a disposal company that recycles construction and demolition debris. 3.8-2. During operations, the Airport shall develop and implement a solid waste management plan for individual tenants to be reviewed and approved by the County Public Works Solid Waste Division. Because the Specific Plan involves different types of land uses, the precise nature of which has yet to be determined, the management plan for each tenant will necessarily be different. The plan shall focus on ongoing waste diversion activities, however, and include the following elements: (a) source separated collection of recyclables, (b) tenant education, (c) reporting requirements, and (d) select landscaping trees and plants that do not require excessive trimming.	Significant.
Air Quality	Proposed Specific Plan development would generate the following daily emissions: 42 pounds of ROG, 174 pounds of NOx (net increase), and 545 pounds of CO. These emissions would exceed County significance thresholds of 25 pounds per day for ROG and NOx and 240 pounds per day for CO. The Economic Development Alternative would exacerbate these significant impacts by generating an additional 5 pounds per day of ROG, 24 pounds per day of NOx, and 71 pounds per day of CO.	3.9-8. New habitable buildings or additions of 5,000 sq. ft. or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations as appropriate, prior to issuance of building permits. 3.9-9. Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation program is developed to reduce traffic and or air quality impacts that applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases, which would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate.	Significant.

Table S-1
SPECIFIC PLAN
UNAVOIDABLE SIGNIFICANT IMPACTS
(Decisionmakers Must Issue a "Statement of Overriding Considerations" Under Section 15093 of the State EIR Guidelines if the Project is Approved)

(page 2 of 2)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Ground Transportation [1]	Both the Proposed Specific Plan and the Economic Development Alternative would add significant amounts of traffic to the four-lane segment of Fairview Avenue north of Hollister Avenue in the Long-Term analysis.[2]	3.20-6. At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.	Significant.
Socioeconomics (Schools)	There are no potentially significant project-specific impacts on schools as a result of implementing the proposed Specific Plan or the Economic Development Alternative. However, taking into account other proposed and approved projects in the area as part of the cumulative impact analysis, there is an unavoidable significant adverse impact on schools (overcrowding).	3.7-1. Standard fees would be paid to school districts (presently $0.28/square foot) for new non-residential buildings.	At cumulative level, significant.

Notes: 1. All traffic impacts analyzed take into account future projected traffic as well as project-specific traffic.
2. Even without implementation of the Proposed Specific Plan or Economic Development Alternative, there will be an unavoidable significant impact to the Fairview Avenue/Hollister Avenue intersection due to future projected traffic in the area.
3. Significant impacts were only identified under the CEQA EIR using local significance criteria. None of the impacts exceed federal significance criteria.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Air Quality	Construction activities would produce short-term impacts due to fugitive dust (PM_{10}) for both the Proposed Specific Plan and the Economic Development Alternative.	The applicant shall include the following dust control measures on all grading and building plans: 3.9-1. Apply water at least twice daily to dirt roads, graded areas, and dirt stockpiles to prevent excessive dust from leaving the staging area. 3.9-2. Minimize vehicle speeds on dirt or dusty areas. 3.9-3. Disturb the smallest practical amount of area and minimize the disturbance time. 3.9-4. After completion of construction activities, treat disturbed soil within the staging area by watering, revegetating, or spreading soil binders to prevent wind erosion of the soil. 3.9-5. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust emissions. 3.9-6. During building demolition, water application or shrouding shall be used, as necessary, to ensure that dust emissions from this activity do not create a nuisance. 3.9-7. The contractor shall designate personnel to monitor construction activities and ensure that excessive dust would not occur from construction sites.	Insignificant.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Hazardous Materials	For either the Proposed Specific Plan or the Economic Development Alternative, potential health hazards to construction personnel and the general public from exposure to contaminated soils; potential for migration of contaminants to the nearby Slough once exposed by grading.	3.10-1. A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: • Procedures for identification of contaminated soil including an on-site monitor observing earthmoving operations who has experience in hazardous waste and contaminated sites. • Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. • Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara Hazardous Materials Unit immediately following identification of contamination within the construction area. 3.10-2. Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan would need to be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would depend on the extent and types of contamination, but would include characterization of the problem, a review of the remedial options (i.e., feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by HMU and Airport staff, taking into account potential flooding impacts and prevention of contaminant runoff into nearby creeks. Excavation and any other remediation activities necessary shall be consistent with all biology, air quality, archaeology, and other applicable mitigation measures	Insignificant.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Water Resources	For either the Proposed Specific Plan or the Economic Development Alternative, during construction, erosion of soils could impact water quality adversely.	3.12-1. A Drainage and Erosion Control Plan is required for each project requiring grading, as a standard operating procedure prior to project approval. These plans would include the following:	Insignificant.
	There is the potential to encounter subsurface contamination during earth-moving activities required for construction of new facilities.	• Schedule construction to minimize the amount of graded soil exposed at any given time. • Install sedimentation, silt, and grease traps in paved areas as appropriate, to minimize pollution and turbidity in the Goleta Slough. The Plan shall provide for periodic maintenance of these traps beyond the construction period to provide for long-term water quality protection of the Slough.	Insignificant.
	Development of the area for commercial and other business uses could potentially degrade water quality in the Goleta Slough from increased non-point source pollution in stormwater runoff. Potential pollutants would include oil and grease from parking areas and runoff of pesticides and fertilizers from landscaped areas.	• Clear brush and vegetation only as required to accommodate necessary grading. • To the extent feasible, limit grading activities to the non-rainy season. If construction during the rainy season is unavoidable, use silt fences, straw bales, and other erosion control measures, as necessary, to control siltation of local drainages during wet periods. • Cover stockpiled fill soils. • Seed an plant disturbed areas with native vegetation immediately following construction activities. • Protect (e.g., riprap) any new storm drain outlets as appropriate to prevent scouring at the point of discharge. • Provide dust control by wetting exposed soil surfaces. • Apply any other Best Management Practices appropriate to the project to protect surface water quality. • As with the proposed action, new industrial tenants would be required to provide information regarding any potential discharges (stormwater, industrial processes, or otherwise) that would potentially require an NPDES permit.	

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Historic, Architectural, Archaeological, and Cultural Resources	For either the proposed Specific Plan or the Economic Development Alternative, buildout is within high, moderate, and low Prehistoric or Historic Native American sensitivity zones, potentially affecting intact cultural remains.	3.13-1. All ground disturbances within the high and moderate Prehistoric and Historic Native American sensitivity zone shall be subject to a Phase 1 archaeological study prior to construction, and those in the low sensitivity zone to a surface Phase 1 survey, performed consistent with the City MEA Cultural Resources Guidelines. Any required subsurface identification testing, significance testing, or mitigation activities shall be elements of a Cultural Resources Management Plan prepare consistent with the City MEA Cultural Resources guidelines for Phase 1, 2, and 3 studies.	Less than significant.
	For either the Proposed Specific Plan or the Economic Development Alternative, buildout would result in removal of Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349, considered collectively a Structure of Merit associated with Airport use during World War II as a Marine Base.	3.13-2. Prior to demolition, document Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349 (drawn, if suitable architectural plans are not available, and photographed) by a qualified architectural historian, consistent with City MEA Cultural Resources section.	Less than significant.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Biotic Communities	For either the Proposed Specific Plan or the Economic Development Alternative, cumulative impacts of habitat loss, increasing human disturbance, increasing abundance of non-native plant and animal species, water quality effects on the Slough.	The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the Goleta Slough Management Committee for review and comments.	Less than significant.
Wetlands	For either the Proposed Specific Plan or the Economic Development Alternative, development in proximity to wetlands may directly or indirectly cause degradation of wetland habitat. For either the Proposed Specific Plan or the Economic Development Alternative, see cumulative impact discussion under Biotic Communities.	The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the Goleta Slough Management Committee for review and comments.	Less than significant.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Wetlands		3.16-2. New development shall not occur within 100 feet of Coastal Commission or U.S. Army Corps of Engineers jurisdictional wetlands, as shown on the most currently accepted delineation, without a demonstration that encroachment is necessary for the project, and that wetland functions and values shall not be impaired without mitigation, which may include off-site compensation. Additional project-specific measures may be developed through supplemental environmental review. Any related mitigations should be developed with the input of the Goleta Slough Management Committee and shall be consistent with the Goleta Slough Ecosystem Management Plan. 3.16-3. The Specific Plan shall incorporate a new policy consistent with Local Coastal Plan Policy C-4 but applicable throughout the Specific Plan Area. Protection of wetlands shall be based on the most currently accepted delineation, and shall include a 100-foot setback between any new structures and mapped wetlands, except as may be necessary for human health and safety or protection of the wetlands themselves. The policy shall further stipulate that only compatible land uses shall be allowed within the 100-foot setback, and that native vegetation shall be planted and maintained within the setback wherever feasible.	

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Ground Transportation [1]	The Proposed Specific Plan would increase traffic levels due to increased employment and retail patronage in the long term, while the Economic Development Alternative would increase traffic levels in both the short and long term.	3.20-1. Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.	Less than significant.
	The Proposed Specific Plan would add significant amounts of traffic to the Los Carneros Road/U.S. 101 SB Ramps intersection in the short- and long-term analysis. The Economic Development Alternative would also add significant amounts of traffic in both the short term and long term.	3.20-2. At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.	Less than significant.
	Either the Proposed Specific Plan or the Economic Development Alternative would add significant amounts of traffic to the Los Carneros Road/Hollister Avenue intersection in the long-term analysis.	3.20-3. At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.	Less than significant.
	Either the Proposed Specific Plan or the Economic Development Alternative would add significant amounts of traffic to the Fairview Avenue/U.S. 101 NB Ramps intersection in the long-term analysis.	3.20-4. At Los Carneros Road/Hollister Avenue, additional southbound and north bound left-turn lanes on Los Carneros Road and an additional left-turn lane on westbound Hollister Avenue shall be provided.	Less than significant.

Note: 1. All traffic impacts analyzed take into account future projected traffic as well as project-specific traffic.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Ground Transportation[1]	The Proposed Specific Plan would add significant amounts of traffic to the State Route 217 SB Ramps/Hollister Avenue intersection in the long-term analysis, while the Economic Development Alternative would add significant amounts of traffic in both the short term and long term.	3.20-5 At Fairview Avenue and U.S. 101 Northbound ramps, the following improvements shall be provided: widen the off-ramp and provide an additional lane. The off-ramp approach shall contain one through lane, a shared through + right-turn lane, and one right-turn lane.	Less than significant.
	For either the Proposed Specific Plan or the Economic Development Alternative, construction traffic would result in potentially significant short-term traffic, circulation and parking impacts.	3.20-7. The measures listed below are required to reduce short-term traffic during construction of major developments within the Specific Plan Area: • A construction conference shall be scheduled prior to the beginning of construction to discuss measures to reduce potential construction related impacts. Representatives from the City's Public Works Department, Building Division, Planning Division, Airport, and Contractor shall be present. A representative from the County Public Works Department should also be present. • Construction traffic shall be routed to minimize trips through the Fairview Ave./Hollister Ave. intersection during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods. • Construction truck trips shall not be scheduled during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods. • On-site storage shall be provided for construction materials and equipment in a location subject to City approval. • Parking spaces for construction workers shall be provided in a location subject to City approval.	Less than significant.

Note: 1. All traffic impacts analyzed take into account future projected traffic as well as project-specific traffic.

Table S-2
SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED
(Decisionmakers Must Make "Findings" under Section 15091 of the CEQA State Guidelines if the Project Is Approved)

Resource	*Impact Description*	*Mitigation Measures*	*Residual Effect*
Ground Transportation[1]	The Economic Development Alternative would add significant amounts of traffic to the State Route 217 NB Ramps/ Hollister Avenue intersection in the long-term analysis.	3.20-8. At SR 217 Northbound Ramps/Hollister Avenue/Ward Drive, the following improvement shall be provided: widen Ward Boulevard to provide an additional left- and right-turn lane.	Less than significant.
DOT Section 4(f)	For either the Proposed Specific Plan or the Economic Development Alternative, construction on the south side of Hollister Avenue could result in impacts on a low sensitivity area of archaeological resources.	3.13-1. All ground disturbances within the high and moderate Prehistoric and Historic Native American sensitivity zone shall be subject to a Phase 1 archaeological study prior to construction, and those in the low sensitivity zone to a surface Phase 1 survey, performed consistent with the City MEA Cultural Resources Guidelines. Any required subsurface identification testing, significance testing, or mitigation activities shall be elements of a Cultural Resources Management Plan prepare consistent with the City MEA Cultural Resources guidelines for Phase 1, 2, and 3 studies.	Less than significant.

Note: 1. All traffic impacts analyzed take into account future projected traffic as well as project-specific traffic.

Table S-3
SPECIFIC PLAN
ADVERSE BUT LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS THAT DO NOT REQUIRE MITIGATION
(Recommended Mitigation Measures Reduce Insignificant Impacts)

(page 1 of 2)

Resource	*Impact Description*	*Recommendations*	*Residual Effect*
Floodplains	For either the proposed Specific Plan or the Economic Development Alternative, development (parking lot, golf course, or recreational use) within Regulatory Floodway has the potential to affect flood conveyance.	A detailed map shall be prepared showing the building layouts and anticipated floor elevations for any proposed development within the Specific Plan Area in addition to pertinent flood safety information from the Flood Insurance Rate Maps. This would include the Regulatory Floodway Boundary and 100-year flood elevations. This would allow administrators to more easily establish finish floor elevations and understand when special building practices or procedures are required. Of particular concern are land uses adjacent to San Pedro Creek and Carneros Creek. In the Regulatory Floodway where reduction in carrying capacity (i.e., conveyance) is prohibited, special building practices or design procedures may be required to reduce flood exposure in these locations. These building practices in the Regulatory Floodway include the following: • Providing flood conveyance equal to that which currently exists. • Locating parking lots and other open space land uses, which are more compatible with higher flood hazard, within the Regulatory Floodway. • Raising the finish floor elevations of new buildings by use of pile foundation, allowing storm water to flow underneath the building. • If equal conveyance cannot be shown, where feasible and necessary, processing a Letter of Map Revision to realign the Regulatory Floodway will be required.	Not applicable.

Table S-3
SPECIFIC PLAN
ADVERSE BUT LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS THAT DO NOT REQUIRE MITIGATION
(Mitigation Measures are Recommended to Further Reduce Adverse Impacts)
(Page 2 of 2)

Resource	*Impact Description*	*Recommendations*	*Residual Effect*
Social Resources	For either the Proposed Specific Plan or the Economic Development Alternative, no relocations would be required. Approximately 50 tenants would be required to vacate existing spaces at the end of their current lease period so that these buildings could be demolished.	The Airport Administration would work with these tenants to provide new space in the Specific Plan Area whenever possible.	Not applicable.
Socioeconomic Resources	For either the Proposed Specific Plan or the Economic Development Alternative, for water use and supply: Increased water demand over the 15-year planning period related to new construction with the Specific Plan area.	Continuation of existing water conservation program (i.e., low-flow toilets, drip irrigation, general conservation policy, etc.) and application of this program to any future construction.	Not applicable.
Biotic Communities	For either the Proposed Specific Plan or the Economic Development Alternative, loss of disturbed upland grassland and coastal scrub habitats; increased human disturbance.	Participation in and support of Goleta Slough Ecosystem Management Plan.	Not applicable.
Endangered and Threatened Species	For either the Proposed Specific Plan or the Economic Development Alternative, loss of disturbed upland grassland and coastal scrub habitats; increased human disturbance.	Participation in and support of Goleta Slough Ecosystem Management Plan.	Not applicable.
Wetlands	For either the Proposed Specific Plan or the Economic Development Alternative, loss of disturbed upland grassland and coastal scrub habitats; increased human disturbance.	Participation in and support of Goleta Slough Ecosystem Management Plan.	Not applicable.

IMPACTS FOUND POTENTIALLY SIGNIFICANT

There are several potentially significant adverse impacts that can be reduced to insignificance with mitigations that are summarized in Table S-2. Many of these mitigated impacts occur during construction activities (air quality impacts from dust generation; traffic impacts; potential health hazards from contaminated soils; flood conveyance changes; and impacts on prehistoric, historic Native American locations, and historic architectural buildings). Other of these mitigated impacts occur during the long-term operational phase (traffic impacts at several locations; wetland degradation; and habitat loss). There are no significant impacts under NEPA as none of the impacts exceed federal significance criteria.

UNAVOIDABLE IMPACTS

There are only four unavoidable significant impacts associated with the proposed Specific Plan. All of these significant impacts have been identified using local significance criteria. Those impacts are on (1) solid waste because the amount of additional wastes would exceed County significance thresholds; (2) air quality, because daily emissions would exceed County significance thresholds; (3) ground transportation, because of traffic impacts at the intersection of Hollister Avenue and Fairview Avenue; and (4) in addition to these project-specific impacts, this project along with other projects in the Goleta Valley will contribute to a significant unavoidable cumulative impact on schools due to overcrowding. There are no significant impacts under NEPA as none of the impacts exceed federal significance criteria.

ECONOMIC AND FISCAL IMPACTS

The two major goals of the Specific Plan are to (1) provide long-term financial stability for the Airport; and (2) contribute to economic development efforts on the South Coast.

The Santa Barbara Municipal Airport is a department of the City of Santa Barbara. It is operated as a financially self-supporting "Enterprise Fund." Under the Trust Deed between the U.S. Government and the City of Santa Barbara, dated February 24, 1949, and as an Enterprise Fund, the Airport Department is responsible for recovering all costs of its operations through fair market rents and user charges. The Airport uses no local tax revenues.

The proposed Specific Plan and recommended infrastructure improvements are intended to enhance development in the area and thereby increase revenues to the Airport Department. Economic Research Associates (ERA) prepared a marketing analysis for the Specific Plan area and also assisted in developing the implementation recommendations for the Plan. ERA identified a demand for additional industrial, commercial, and recreational uses in the area. ERA confirmed that the Specific Plan and the infrastructure improvements would increase revenues if, as each project is proposed over the next 15 years, each one is carefully analyzed as part of an integrated financing plan.

During the construction period (up to 15 years) to fully build out the Specific Plan area, approximately $29.7 to $33.3 million would be expended, depending on the alternative selected (the higher numbers are associated with the Economic Development Alternative, discussed below). Between 584 to 655 man-years of construction jobs would be created along with an additional 345 to 386 short-term indirect jobs depending on the alternative selected.

GROWTH INDUCEMENT

The proposed Specific Plan could result in growth-inducing impacts by creating short- and long-term employment opportunities that draw newcomers to the region. The creation of new employment opportunities could also increase the demand for housing in the South

Coast area. However, given the high availability of local construction workers, the proposed Specific Plan would not be considered growth-inducing from a short-term employment perspective. For the following range of numbers, the lower numbers are associated with the Proposed Specific Plan and the higher numbers with the Economic Development Alternative. It is estimated that ultimate build-out of the Specific Plan over a 15-year period could create 642 to 932 long-term employment positions depending on which alternative is selected. Many of these positions would be filled by existing local residents. However, it is estimated that some (173 to 251) of these long-term employment opportunities would be filled by people who would move into the area to fill them. These new employees would bring families with them, increasing the region's population by 462 to 670 people. It is further estimated that these in-migrants will create a demand for 46 to 67 additional affordable housing units in the region. This impact is insignificant. See section 3.7, Socioeconomic Resources, for a more complete discussion.

ALTERNATIVES

Three alternatives have been analyzed in this EIS/EA. The first alternative, the proposed action, is identified as the "Proposed Specific Plan," which is the implementation of the proposed Santa Barbara Airport Commercial/Industrial Specific Plan. The second alternative, identified as the "Economic Development Alternative," is the same as the proposed Specific Plan with the exception that it would allow an additional 80,000 square feet of new "high technology research and development" or "light industrial" use in the area. The proposed Specific Plan allows up to 160,000 square feet of new building space while the Economic Development Alternative would allow 240,000 square feet of new building space. The third alternative is the "No-Action Alternative," which results in no changes to plans, zoning, or policies for the area; development would continue to occur as it does presently.

In terms of reducing environmental impacts, the No-Action Alternative would offer minimal advantages because it still assumes development in the future. Selection of the No-Action Alternative would also not provide the beneficial impacts that the proposed Specific Plan would offer nor would it meet the applicant's objectives. The No-Action Alternative is therefore not considered to be the environmentally superior alternative. The adoption of the proposed Specific Plan with mitigation measures outlined in this document is the environmentally superior alternative. The Economic Development Alternative is similar to the proposed Specific Plan. There are no additional unavoidable significant impacts associated with the Economic Development Alternative (see Chapter 5.0 for a comparison of the alternatives).

CHANGES IN GROUND TRANSPORTATION

When work originally began on this EIR/EA in 1994, the City used the most up-to-date information then available in the preparation of this document. This information included 1993 traffic counts for the affected intersections, traffic generation for the proposed Specific Plan and Economic Development Alternative and the traffic generated by a list of cumulative projects in the study area provided by Santa Barbara County. This information was analyzed by the traffic consultant, using the Goleta Valley Traffic Model developed by Santa Barbara County as part of the preparation of the Goleta Community Plan.

After the September 3, 1996 end of the review period for the Draft Airport Specific Plan EIR/EA, Santa Barbara County released an updated Goleta Valley Traffic Model (final report released September 17, 1996). This model includes 1996 traffic counts for all major intersections in the Goleta Valley, as well as short-

term and long-term traffic projections for these intersections. The updated model found that traffic volumes at many intersections dropped between 1993 and 1996. The differences in Volume to Capacity ratios and Levels of Service are shown in Table S-4 below. As a result of additional information generated for the Old Town Goleta Revitalization Plan EIR, prepared by Santa Barbara County, an additional update of the model was completed and released on February 28, 1997. This update further modified existing and projected traffic volumes.

Table S-4
Existing 1993 and 1997 P.M. Peak Hour Levels of Service

Intersection	*1993 V/C Ratio/LOS*	*1997 V/C Ratio/LOS*
Los Carneros Rd./U.S. 101 NB Ramps	0.54/A	0.51/A
Los Carneros Rd./U.S. 101 SB Ramps	0.75/C	0.76/C
Los Carneros Rd./Los Carneros Way[a]	NA/B	NA/B
Los Carneros Rd./Hollister Ave.	0.61/B	0.58/A
Fairview Ave./U.S. 101 NB Ramps	0.67/B	0.73/C
Fairview Ave./U.S. 101 SB Ramps	**0.89/D**	**0.82/D**
Fairview Ave./Hollister Ave.	**0.89/D**	0.63/C
SR 217 SB Ramps/Hollister Ave.	**0.85/D**	0.76/C
SR 217 NB Ramps/Hollister/Ward	0.71/C	0.60/A
Moffett Rd./Fowler Rd.[b]	NA/B	NA/B
Total Existing Impacted Intersections	3	1

Note: a. Improvements to intersection were under construction at the time of the time of the 1993 counts. It now operates as a 1-way yield controlled intersection.
b. V/C ratio not applicable. Level of service based on average vehicle delay measured in the field.

This has also resulted in a number of changes to the projected traffic volumes and levels of service for many intersections. Summary tables are included here that summarize the changes in impacts for the short-term and long-term for both the Specific Plan and Economic Development Alternatives (see Tables S-5 and S-6). More detailed discussion of the changes can be found in Appendix M.

For the Specific Plan, these changes result in reduced impacts and also reduce the mitigation necessary to mitigate impacts. For the short-term, this means that improvements necessary to mitigate impacts to the SR 217 Southbound Ramps and Hollister Avenue intersection (Mitigation Measure 3.20-3) will not be required. For the long-term, there will be several mitigation measures that will not be required at all. These include improvements to mitigate impacts on the SR 217 Southbound Ramps/Hollister Avenue (Mitigation Measure 3.20-3), Los Carneros Road/Los Carneros Way (Mitigation Measure 3.20-4), Los Carneros Road/Hollister Avenue (Mitigation Measure 3.20-5) and SR 217 Northbound Ramps/ Hollister Avenue/Ward Drive (Mitigation Measure 3.20-8) intersections. It should be noted that, as revised, there will continue to be a significant unavoidable adverse traffic impact at the Fairview Avenue/Hollister Avenue intersection.

For the Economic Development Alternative, changes to the impacts and required mitigation measures are very similar to those for the Specific Plan. For the short term, it would not be necessary to mitigate impacts at SR 217 Southbound Ramps/Hollister Avenue intersection (Mitigation Measure 3.20-3). For the long-term, there will be several mitigation

Table S-5
Changes to Specific Plan Impacts Resulting From an Updated Goleta Valley Traffic Model

	Specific Plan Short Term		Specific Plan Long Term	
Intersection	*EIR/EA Impact*	*Updated Impact*	*EIR/EA Impact*	*Updated Impact*
Los Carneros Rd./U.S. 101 NB Ramps	No	No	No	No
Los Carneros Rd./U.S. 101 SB Ramps	**Yes**	**Yes**	**Yes**	**Yes**
Los Carneros Rd./Los Carneros Way	No	No	**Yes**	No
Los Carneros Rd./Hollister Ave.	No	No	**Yes**	No
Fairview Ave./U.S. 101 NB Ramps	No	No	**Yes**	No
Fairview Ave./U.S. 101 SB Ramps	No	No	No	No
Fairview Ave./Hollister Ave.	No	No	**Yes**	**Yes**
SR 217 SB Ramps/Hollister Ave.	**Yes**	No	**Yes**	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	No	No	No	No
Total Impacted Intersections	2	1	6	2

measures that will not be required at all. These include improvements to mitigate impacts on the SR 217 Southbound Ramps/Hollister Avenue (Mitigation Measure 3.20-3), Los Carneros Road/Los Carneros Way (Mitigation Measure 3.20-4), Los Carneros Road/Hollister Avenue (Mitigation Measure 3.20-5), Fairview Avenue/U.S. 101 Northbound (Mitigation Measure 3.20-6) and SR 217 Northbound Ramps/Hollister Avenue/Ward Drive (Mitigation Measure 3.20-8) intersections. As revised, there will continue to be a significant unavoidable adverse traffic impact at the Fairview Avenue/Hollister Avenue intersection.

Table S-6
Changes to Economic Development Alternative Impacts Resulting From an Updated Goleta Valley Traffic Model

	Economic Development Alternative Short Term		Economic Development Alternative Long Term	
Intersection	*EIR/EA Impact*	*Updated Impact*	*EIR/EA Impact*	*Updated Impact*
Los Carneros Rd./U.S. 101 NB Ramps	No	No	No	No
Los Carneros Rd./U.S. 101 SB Ramps	**Yes**	**Yes**	**Yes**	**Yes**
Los Carneros Rd./Los Carneros Way	No	No	**Yes**	No
Los Carneros Rd./Hollister Ave.	No	No	**Yes**	No
Fairview Ave./U.S. 101 NB Ramps	No	No	**Yes**	No
Fairview Ave./U.S. 101 SB Ramps	No	No	No	No
Fairview Ave./Hollister Ave.	No	No	**Yes**	**Yes**
SR 217 SB Ramps/Hollister Ave.	**Yes**	No	**Yes**	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	No	No	**Yes**	No
Total Impacted Intersections	2	1	7	2

INTRODUCTION

The Santa Barbara Municipal Airport is owned and managed by the City of Santa Barbara. It is located in the "South Coast" region of Santa Barbara County (see Figure I-1). The Airport consists of 950 acres, including an approximately 225-acre Airport Industrial/Commercial Specific Plan area located north and south of Hollister Avenue and a 725-acre Aviation Facilities Plan area located south of Hollister Avenue.

This environmental impact report/environmental assessment (EIR/EA) focuses on the Industrial/Commercial Specific Plan area. The Aviation Facilities Plan area is addressed in a separate EIR/environmental impact statement (EIS) document, which will be published a few months later than this EIR/EA. When the Notice of Preparation (NOP) and Notice of Intent (NOI) were published and a scoping meeting was held, it was intended that both the Aviation Facilities Plan and Specific Plan would be combined into one joint EIR/EIS. Later it was decided to separate the two documents because of timing. Also, the two documents cover two very different areas and include different types of development. The cumulative impact assessment of each document recognizes the other project's impacts. The Specific Plan is more programmatic in nature while the Aviation Facilities Plan is more project specific, with known timeframes for implementation. Because of the programmatic nature of the Specific Plan with its lack of specific development plans and schedules, as individual projects proceed from the plan, they will require an environmental review that is focused on site-specific issues. This environmental review may require additional fieldwork and analysis before a project is permitted to proceed.

ENVIRONMENTAL REVIEW

This EIR/EA has been prepared to meet the requirements of the California Environmental Quality Act (CEQA) of 1970 and the National Environmental Policy Act (NEPA) of 1969 and other applicable laws and regulations with regard to the proposed improvements at the Santa Barbara Municipal Airport. The preparation of a combined state/federal document is authorized in Sections 1506.2 and 1506.4 of the President's Council on Environmental Quality Regulations (CEQ) (Title 40 Code of Federal Regulations Parts 1500-1508). The NOP was mailed to reviewing and approving agencies on August 11, 1993 to develop an EIR. The NOP was recirculated January 26, 1994 to eight additional agencies. A joint EIR/EA Scoping Meeting was held on September 17, 1993 to receive public comments as to what should be included in the EIR/EA.

The Lead Agency under NEPA for this EIR/EA is the Federal Aviation Administration (FAA). The Lead Agency under CEQA is the City of Santa Barbara.

This EIR/EA will be a tool for the appropriate decisionmakers to use in their determination to approve or disapprove the proposed changes and improvements.

The environmental impacts for the Specific Plan area are assessed at a programmatic level in this EIR/EA because of the general nature of the Specific Plan. When individual projects are proposed in the Specific Plan area, individual environmental evaluations will occur. For individual projects with site-specific impacts that can be mitigated without preparation of an EIR, this EIR/EA will meet the needs for environmental review. Where there are additional site-specific issues that require discussion in an EIR/EA, the specific analysis will focus only on those issues not covered in this EIR/EA. The exact implementation timing of the Specific Plan depends on market conditions. It has been assumed that full im-

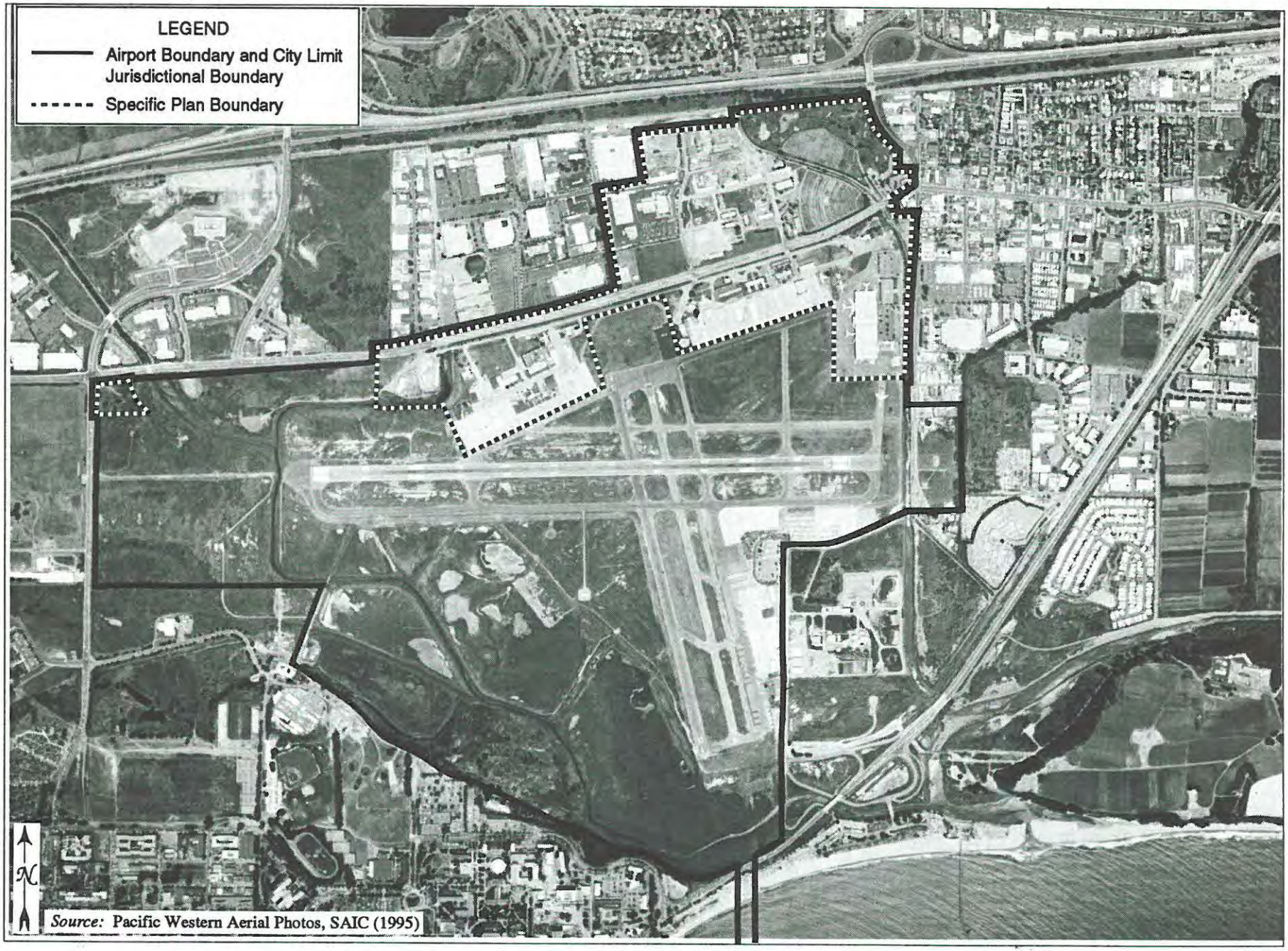


Figure I-1. Santa Barbara Municipal Airport and Industrial/Commercial Specific Plan Boundaries

plementation of the Specific Plan would occur within 15 years.

In 1995, the City leased buildings and/or land in the Specific Plan area to 120 tenants. The goal of the Specific Plan is to improve the Specific Plan area and consider new uses while maintaining economic self-sufficiency for the Airport. The City has conducted community participation program, a market analysis, and a planning process to identify a preferred plan for this area.

In summary, the components of the proposed Specific Plan consist of the following:

- Add up to 160,000 square feet of Industrial/Commercial, aviation-related and commercial recreation space in the Specific Plan area.
- Demolish and replace up to 172,000 square feet of existing buildings in the Specific Plan area.
- Add 55 new T-hangars (used for covered parking for aircraft).
- Improve the utilities, roads, sidewalks, bikepaths, landscaping, and visual quality of the area.
- Change the zoning and zoning requirements as necessary to carry out the Specific Plan.

The Economic Development Alternative is the same as the Specific Plan identified above with the exception that it would allow an additional 80,000 square feet of new "high technology research and development" or "light industrial" use north of Hollister Avenue.

ONGOING PROJECTS

There are several smaller maintenance or improvement projects underway at the Airport at any one time. There are two moderate-sized projects that are currently proposed or are under construction at the Santa Barbara Municipal Airport not addressed in this EIR/EA. Separate environmental analyses were completed for these projects. The two projects include construction of a new air traffic control tower and maintenance grading of existing taxiway and runway safety areas (RSAs). The Federal Aviation Administration (FAA) is constructing a new 127-foot-tall air traffic control tower. The tower is located about 1,000 feet northwest of the existing City-owned tower, which will be demolished.

DOCUMENT ORGANIZATION

To help the reader understand this document and to be able to locate information of particular interest, a brief summary of the contents of each section of the EIR/EA is provided.

Chapter 1.0 – Purpose and Need for the Action identifies why improvements at the Santa Barbara Municipal Airport in the Industrial/Commercial Specific Plan area are needed. A listing of agencies who will be required to review and approve projects along with applicable laws and regulations associated with the projects is also provided.

Chapter 2.0 – Description of the Proposed Action describes the proposed Specific Plan elements. It also describes an alternative that increases the amount of industrial/commercial area by 80,000 square feet.

Chapter 3.0 – Affected Environment, Environmental Consequences, and Mitigation Measures combines sections that are often separated in EIR and EA documents. For this EIR/EA these sections have been combined for several reasons: (1) to enhance readability, (2) reduce the length of the document, and (3) provide a document that is consistent with City of Santa Barbara CEQA guidelines. The "Affected Environment" subsection identifies the existing baseline environmental conditions

in the vicinity of the Airport for the various environmental disciplines under evaluation. This section also identifies the potential impacts of the Specific Plan, Economic Development Alternative, and No-Action Alternative on the environment. It describes both the adverse and beneficial consequences of the projects and compares the impacts to the current conditions. Impacts from other projects that are proposed in the general area in the near future are assessed as part of the cumulative project analysis. The FAA's Airport Environmental Handbook (5050.4A) prescribes a list of specific environmental impact areas to be discussed. Mitigation measures to reduce environmental consequences are also presented in this section. Other CEQA concerns are discussed at the end of this section.

Chapter 4.0 – Consistency with Plans and Policies presents relevant plans and policies and identifies how the proposed projects are potentially consistent or not consistent with those plans and policies.

Chapter 5.0 – Comparison of Alternatives and the Environmentally Preferred Alternative identifies the overall environmentally preferred alternative by comparing and contrasting the alternatives. This section takes into account the environmental consequences identified in Chapter 3.0.

Chapter 6.0 – Coordination and Public Involvement summarizes the public involvement program as well as public agency views regarding the proposed plan. The results of the scoping process, public meetings, and hearings are presented.

Chapter 7.0 – List of Preparers, List of Parties to Whom the EIR/EA Was Sent provides a list of individuals and their qualifications who performed key roles in the development of the EIR/EA. This section also includes a list of parties to whom the EIR/EA was provided.

Chapter 8.0 – List of Abbreviations, Acronyms, and Glossary of Terms contains abbreviations, acronyms, and terms used in this EIR/EA.

Chapter 9.0 – References contain the bibliography of documents used in the preparation of this EIR/EA.

Appendices – Appendices are included that provide technical data to support this EIR/EA, as follows:

A. Initial Study

B. Mitigation Monitoring Framework (CEQA)

C. Comments (including the Public Hearing) and Responses

D. Cumulative Projects

E. Noise

F. Santa Barbara Municipal Airport Letter of Assurance

G. Water Demand and Consumption

H. Air Quality

I. Threatened and Endangered Species Lists

J. Ground Transportation Worksheets

K. Determination of Eligibility for Historic Resources at the Santa Barbara Municipal Airport (available under separate cover at the City of Santa Barbara Planning Division, 630 Garden Street, 2nd Floor, Santa Barbara, CA 93101).

L. Specific Plan (under separate cover)

M. Ground Transportation Impacts Errata

1.0 PURPOSE AND NEED

The overall purpose of the Specific Plan is to identify appropriate land uses and locations that will improve revenue generation for the Airport's operation, maintenance, and capital improvements. It is the intent of the Specific Plan to improve and add new square footage of commercial, industrial, and/or aviation-related uses through the year 2010 in a manner that is consistent with City and County goals and policies.

The purpose of the Airport Industrial/Commercial Specific Plan is to (1) provide long-term financial stability for the Airport; (2) provide a long-range plan for development in the area; (3) ensure adequate land is available for aviation-dependent and aviation-related uses; (4) identify development that is in harmony with existing environmental resources; and (5) contribute to economic development efforts on the South Coast.

The Santa Barbara Municipal Airport is a department of the City of Santa Barbara. It is operated as a financially self-supporting "Enterprise Fund." Under the Trust Deed between the U.S. Government and the City of Santa Barbara, dated February 24, 1949, and as an Enterprise Fund, the Airport Department is responsible for recovering all costs of its operations through fair market rents and user charges.

About 120 acres of the 225-acre Airport Industrial/Commercial Specific Plan area lie north of Hollister Avenue and approximately 105 acres lie south of it, with access to the runways. There are 120 tenants presently leasing property from the Airport. Approximately 92 acres of the area are under long-term leases (over 20 years) with eight existing tenants. There is 701,099 square feet of existing building space in the Specific Plan area. Much of the Specific Plan area development dates back to World War II. Many of the buildings have been remodeled.

There are presently very few policies for this area to guide future development. The goal of the Airport Specific Plan is to improve and add up to 160,000 square feet (or 240,000 square feet under the Economic Development Alternative) to the non-aviation portion of the Airport in a manner that is consistent with City and County goals and policies. The Airport Specific Plan addresses the Airport Industrial/Commercial property located both north and south of Hollister Avenue (through 2010). The plan has been developed with the assistance of the community and governmental representatives that are interested in the Airport, the City of Santa Barbara, and the Goleta Valley.

The consulting firm of Economic Research Associates (ERA) completed a marketing analysis for the Specific Plan area in 1994. Highlights of the study are as follows:

- There is a need for 7 to 10 acres of industrial space in the northern portion of the Specific Plan area for the relocation of existing tenants from the southern portion of the Specific Plan area. The relocation of non-aviation dependent uses in the southern portion of the Specific Plan area would allow the expansion of aviation-dependent related uses in that area.

- Area in the northern portion of the Specific Plan area should be reserved for a total of 38 to 40 acres of industrial use (including light and heavy industry, warehouse distribution, research and development, and incubator space for new emerging industries).

- Storage yard-type uses (e.g., gravel or lumber storage) should be accommodated on an interim basis.

- Sixteen to 18 acres should be devoted to a cinema complex (up to 6 additional

screens), possibly a family entertainment center (e.g., a miniature golf course and go-kart track or expansion of the existing golf course), and perhaps one or two restaurants.

LISTING OF APPROVALS, RESPONSIBLE AND TRUSTEE AGENCIES, AND APPLICABLE LAWS AND REGULATIONS

Approving Agencies

The City of Santa Barbara and FAA are the authors of this EIR/EA.

The following agencies are involved in reviewing and/or approving some aspect of the proposed Specific Plan:

Federal Agencies

- Federal Aviation Administration (FAA)
  - Individual projects related to Airport operations are subject to FAA review and approval (e.g., T-hangars, ramp extensions)
- Federal Emergency Management Agency (FEMA)
  - Approval of any changes to Flood Insurance Maps
  - Review federal projects in floodplain or floodway
- U.S. Army Corps of Engineers
  - Any project that affects jurisdictional wetlands or waters of the U.S. may be subject to a Clean Water Act Section 404 permit
- U.S. Fish and Wildlife Service (USFWS)
  - Review of any project requiring federal approval

State Agencies

- California Coastal Commission
  - Certification of Local Coastal Plan and Program Amendments
- California Department of Fish and Game (CDFG)
  - Any project that affects jurisdictional or other wetlands may be subject to a Streambed Alteration Agreement
- Regional Water Quality Control Board (RWQCB)
  - Any potential for drainage into Goleta Slough from either point source or non-point source subject to review and approval
  - 401 CWA certification as part of 404 process

Local Agencies

- City Airport Commission
  - Recommendation to Planning Commission and City Council regarding approval of Specific Plan, Local Coastal Plan Amendments, Zoning Ordinance (Titles 28 and 29) Amendments and leases for new development under the Specific Plan
  - Recommendation to City Council regarding approval of leases in the Airport area
  - Recommendation to Planning Commission regarding approval of Development Plans and other Land Use Permits for individual projects within the Specific Plan area
- City Planning Commission

- Recommendation to City Council regarding approval of Specific Plan, Local Coastal Plan Amendments, and Zoning Ordinance Amendments (Titles 28 and 29) for the Specific Plan
- Review and Approval/Denial of Development Plans and other Land Use Permits for individual projects in the Specific Plan area

- City Council
  - Approval of Specific Plan, Local Coastal Plan and Program Amendments and Zoning Ordinance and other Municipal Code Amendments
- City Architectural Board of Review
  - Recommendation to City Council regarding Municipal Code Amendments related to design review and regarding Design Guidelines amendments
  - Approval of Design for individual projects in the Specific Plan area
- City Historic Landmarks Commission
  - Review and acceptance of Cultural Resource Studies
  - Designation of buildings as Structures of Merit where found to meet the criteria in Chapter 22.22 of the Santa Barbara Municipal Code
  - Recommendation to City Council regarding designation of Landmarks under Chapter 22.22 of the Municipal Code
- Santa Barbara County Air Pollution Control District
  - Review of Specific Plan for consistency with Air Quality Attainment Plan
- Santa Barbara County Division of Environmental Health Services
  - Review and approval of Hazardous Materials Business Plans for individual businesses
  - Review and approval of remediation for Hazardous Waste removal/clean-up

Applicable Laws and Regulations

The following are laws or regulations that the above agencies administer and that must be complied with for implementation of the proposed projects in the Specific Plan:

FEDERAL LAWS AND REGULATIONS

Archaeological and Historic Preservation Act of 1974

Clean Air Act as Amended (42 U.S.C. Section 7401 et seq.)

Clean Water Act

Coastal Zone Management Act of 1972 (16 U.S.C. 1456 et seq.)

Council on Environmental Quality Regulations of 1978

Department of Transportation Act of 1966 - Section 4(f)(Recodified 1983)

Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.)

Executive Order 11988 - Floodplain Management

Executive Order 11990 - Protection of Wetlands

FAA Airport Facilities/Airspace Development Constraints

FAA Approved Wildlife Hazard Management Plan (1994)

FAA Regulations, Part 139 and Part 77

Federal Hazardous Waste Control Act

Federal Toxic Substances Control Act

Fish and Wildlife Coordination Act of 1958 (16 U.S.C. 661 et seq.)

National Environmental Policy Act (NEPA) of 1969 (42 U.S.C 4341 et seq.)

National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.)

Resource Conservation and Recovery Act (RCRA)

Rivers and Harbors Act

Water Pollution Control Act, as Amended by the Clean Water Act of 1977

Wild and Scenic River Act, as amended

STATE LAWS AND REGULATIONS

California Clean Air Act

California Coastal Act of 1976, Public Resources Code Section 3000 et seq.

California Coastal Act Administrative Regulations

California Endangered Species Act of 1984, Fish and Game Code Section 2050 et. seq.

California Environmental Quality Act (CEQA), June 1987 Public Resources Code Parts 21000-21177

California Environmental Quality Act Guidelines

California Hazardous Waste Control Act

California Wetlands Policy

LOCAL LAWS AND REGULATIONS

City of Santa Barbara Charter

City of Santa Barbara Municipal Code (including, but not limited to, the Zoning Ordinance, Airport Zoning Ordinance, Historic Structures Ordinance, Architectural Board of Review Ordinance)

City of Santa Barbara Local Coastal Plan and the City of Santa Barbara Coastal Plan - Airport and Goleta Slough

City of Santa Barbara General Plan and Elements

City of Santa Barbara Master Environmental Assessment

County of Santa Barbara Air Quality Attainment Plan

County of Santa Barbara Airport Land Use Plan

County of Santa Barbara Congestion Management Plan

County of Santa Barbara Hazardous Waste Management Plan

Goleta Slough Environmental Management Plan

2.0 PROPOSED SPECIFIC PLAN/PROJECT DESCRIPTION

The Airport Industrial/Commercial Specific Plan (Specific Plan) is briefly summarized here. A complete copy of the Draft Specific Plan may be reviewed at local public libraries or by contacting the Santa Barbara Municipal Airport or the City of Santa Barbara's Community Development Department.

The Specific Plan encompasses 225.2 acres of Airport property located along the north and south sides of Hollister Avenue (see Figure 2-1). There currently is 701,099 square feet of building space in the Specific Plan area. The Specific Plan area currently includes both aviation and non-aviation related uses and activities. There are 120 tenants presently leasing the property from the Airport.

The overall purpose of the Specific Plan is to identify appropriate land uses and locations that will improve revenue generation for the Airport's operation, maintenance, and capital improvements. It is the intent of the Specific Plan to improve and add new square footage of commercial, industrial, and/or aviation-related uses through the year 2010 in a manner that is consistent with City and County goals and policies.

2.1 SPECIFIC PLAN PROCESS

An extensive community participation program was initiated in July 1994 and continued through February 1995 before the Draft Specific Plan was developed. The program consisted of the following:

- Three community workshops, with an average attendance of 115 participants per workshop, were held to solicit public input.
- Three community newsletters were prepared and circulated to citizens of the community surrounding the Specific Plan area. The first newsletter, entitled *The Guide*, was circulated in local newspapers and provided an overview of the proposed planning process and how members of the public could be involved in that process. The other two newsletters were distributed by mail to those people who expressed interest in being on a mailing list for the Airport Master Plan process.
- Thirty-three confidential interviews were conducted with prominent community leaders, neighborhood groups, elected officials, and business leaders, and a survey of existing tenants in the Specific Plan area was conducted.

Members of the public can continue to be involved in the development of the Specific Plan by participating at Airport and Planning Commissions and City Council hearings before the Specific Plan is adopted.

The key findings from the community involvement activities were incorporated into the Specific Plan. The key findings provided policies that in turn provided a guide for the development of the Specific Plan Land Use Plan. The Vision Policies are as follows:

V-1. Preserve the economic self-sufficiency of the Airport by allowing flexibility in land use patterns and tenant types and mix.

V-2. Provide opportunities that promote aviation-related uses south of Hollister Avenue.

V-3. Preserve and encourage the expansion of existing commercial and industrial business on Airport property. Encourage the relocation of non-Airport uses to the north side of Hollister Avenue.

V-4. Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range

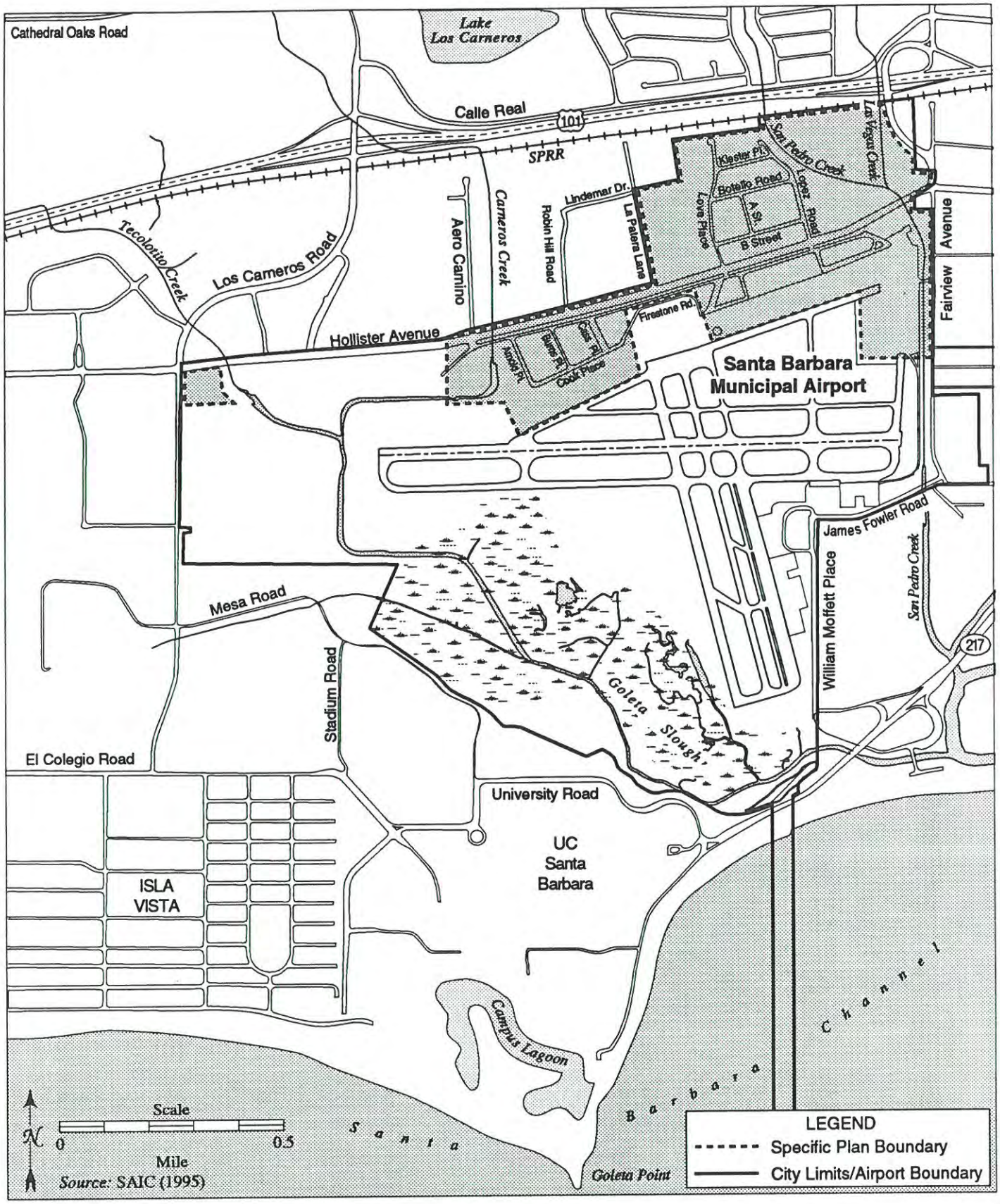


Figure 2-1. Santa Barbara Airport Industrial/Commercial Specific Plan Boundary

Development Plan and the Airport Land Use Plan.

V-5. Provide for research and development, small incubator, and community-serving commercial uses. Give priority to commercial uses that fulfill an existing support service for the immediate Specific Plan area and do not detract from downtown Goleta businesses.

V-6. Encourage the reuse of existing buildings if they are in sound structural condition and it is cost effective to rehabilitate them.

V-7. Provide commercial recreation opportunities for families and youth north of Hollister Avenue.

V-8. Encourage the continuation and expansion of open yard uses north of Botello Road.

V.9. Promote aesthetically-pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

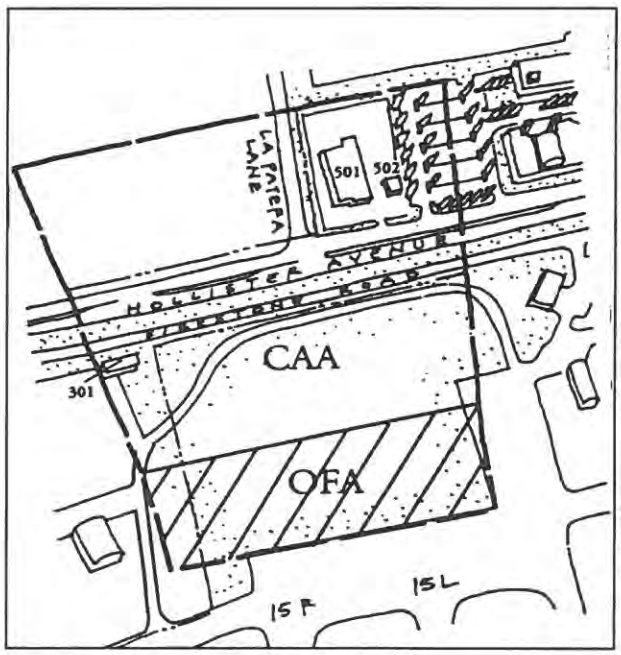
V-10. Recognize and acknowledge the history of the Airport by incorporating findings of architectural history reports into projects and continuing to name streets with the full names of local deceased World War II aviators.

V-11. Provide a system of alternate transportation modes that is coordinated with County, UCSB, and Santa Barbara County Association of Governments plans.

V-12. Encourage environmentally-sound development in the Specific Plan area that is consistent with the City Council goals for the Airport.

In addition to the community input in the Specific Plan, a Market Study was performed to identify the potential market for various uses north of Hollister Avenue. The Market Study recommended that 38 to 40 acres be designated for industrial development. This would permit existing tenants to relocate and, at least on an interim basis, allow industrial storage yard uses to remain. The remaining 16 to 18 acres should be devoted to an expanded cinema complex (a two-theater complex currently exists) and/or possibly a family entertainment center (e.g., miniature golf course) that could be placed in the floodway adjacent to San Pedro Creek since the construction of substantial buildings is not permitted within this area. As an alternative, the floodway could accommodate an expansion of the existing golf course and/or parking for family entertainment uses.

During the initial planning phases of the Specific Plan, major environmental constraints were identified by City staff and the consultant that would present potential major impacts for development. Major environmental constraints in the Specific Plan area include creeks, floodway and floodplains, the existing roadway network, and historic resources. Another major constraint is the Runway Protection Zone (RPZ) requirements of the FAA. The RPZ is divided into an Object Free Area (OFA) and a Controlled Activity Area (CAA) (see figure below).



All of the environmental and FAA constraints were carefully considered before proposed land uses were identified.

Existing and future tenants of the Specific Plan area are the key to the Airport's continued financial self sufficiency. Extensive planning and consideration have been given to the relocation of existing tenants and the need to phase the relocation over time. Market demand and tenant expansion will affect the timing of tenant relocation. Because the planning horizon year is 2010 for this Specific Plan, all leased areas that have 20 or more years remaining in their lease period were eliminated from identifying any possible changes. Any proposed changes will occur as leases mature. Three parameters have been developed for planning and implementing future tenant relocations. These are as follows:

- Tenants with long-term leases (20+ years) should not be considered for relocation.
- Tenant relocation should be considered on a phased basis.
- Priority should be given to the reuse of existing buildings within the Airport Specific Plan before they are removed.

2.2 THE PROPOSED SPECIFIC PLAN

The Specific Plan establishes the distribution, location, and extent of land uses within the planning area. Through urban design guidelines, the desired form, scale, and character of future development have been identified.

Existing Zoning

The existing Airport land uses are guided by the Santa Barbara City Airport Zoning Ordinance, Title 29 of the City Municipal Code. Six designations dictating allowed land uses and related regulations have been defined (City of Santa Barbara 1982, 1991) (Figure 2-2). They are as follows:

A-A-P—Airport Approach and Primary Surface. Area of aircraft operations (runways, Runway Protection Zones [RPZ] [referred to as "clear zones" in the City Zoning Ordinance and the ALUP], etc.) intended for use for aviation purposes; some agricultural uses allowed in RPZs; heights limited.

A-F—Airport Facilities. Area in immediate vicinity of flight activities; intended for uses that are an integral and necessary part of aircraft- and airport-related activities; uses not related to aircraft and/or airport activities are excluded; height limit is 45 feet.

A-C—Airport Commercial. Area for low intensity commercial operations (e.g., administrative centers, research and development, general offices, recreation, etc.); general retail and residential uses are specifically prohibited; uses not specifically prohibited can be allowed if they meet performance and development standards; height limit is 45 feet.

A-I—Airport Industrial. Area designated for light industrial and manufacturing uses (e.g., storage, lumber, sand, and brick yards) or including movie theaters, restaurants, and businesses; subject to performance and development standards; intended for service industrial uses that do not generate a great deal of auto traffic; height limit is 45 feet.

G-S-R—Goleta Slough Reserve. Incorporated into the Zoning Ordinance in 1991 as part of implementation of the Local Coastal Plan, this area covers lands designated Recreational/ Open Space in the Airport and Goleta Slough Coastal Plan (see Figure 2-3); intended to preserve and maintain environmentally sensitive habitat areas of the Slough for the benefit and enjoyment of future generations; any development in or adjacent to any wetland area must be designed to preserve wetland as it exists or improve habitat values of the G-S-R zone.

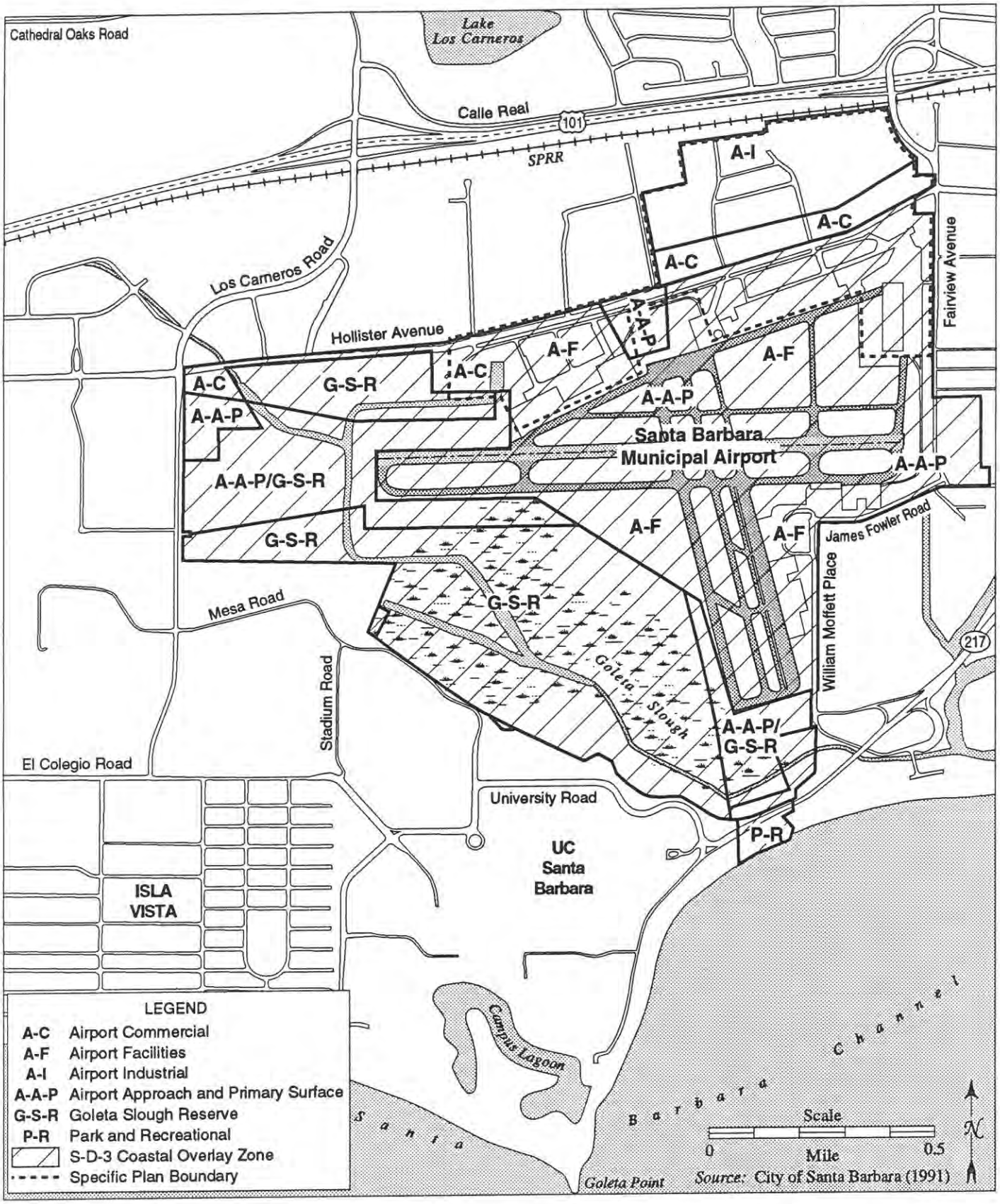


Figure 2-2. Existing Zoning Designations, Santa Barbara Municipal Airport

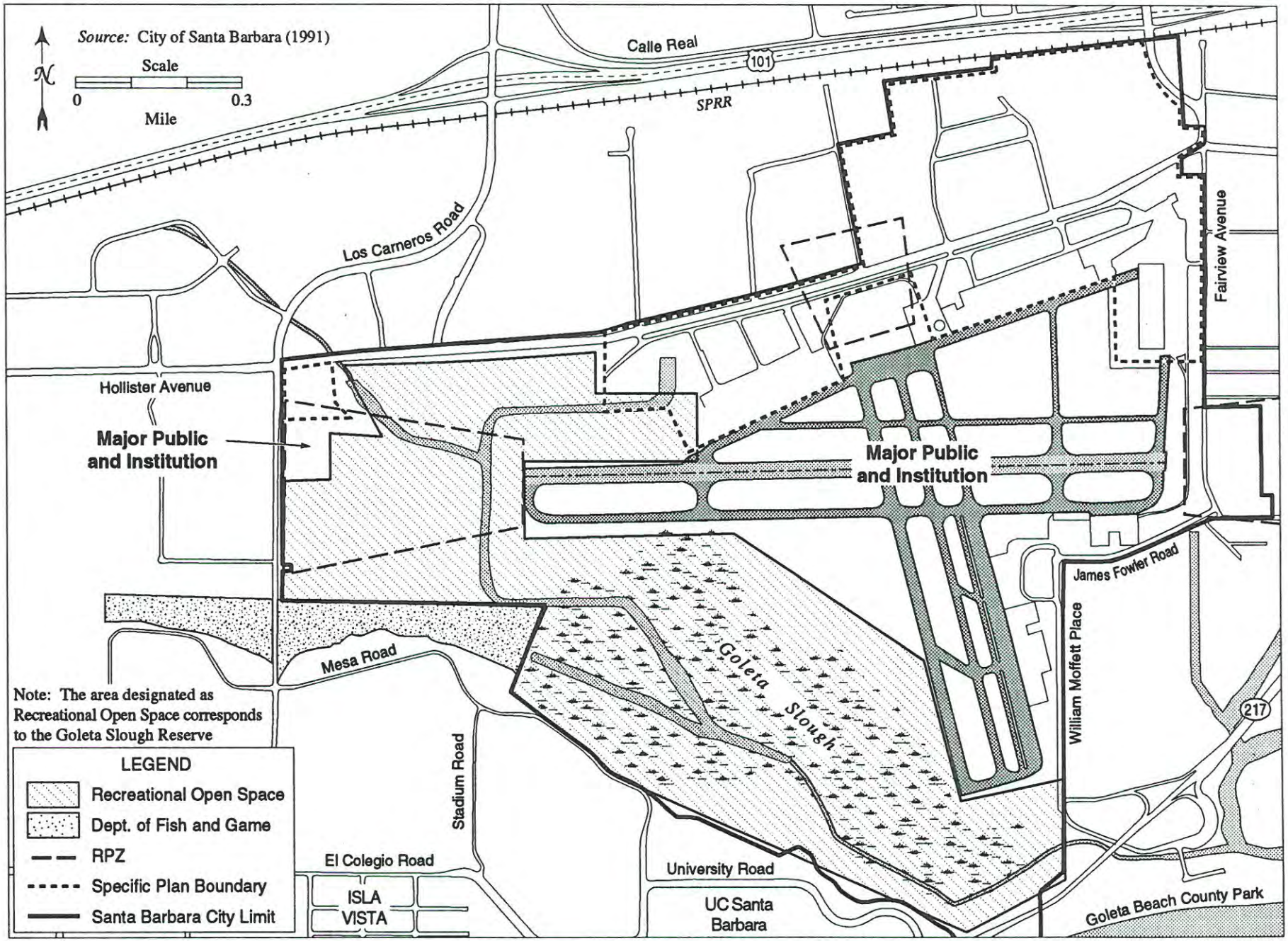


Figure 2-3. General Plan and Local Coastal Plan Designations, Santa Barbara Municipal Airport, and Department of Fish and Game Property

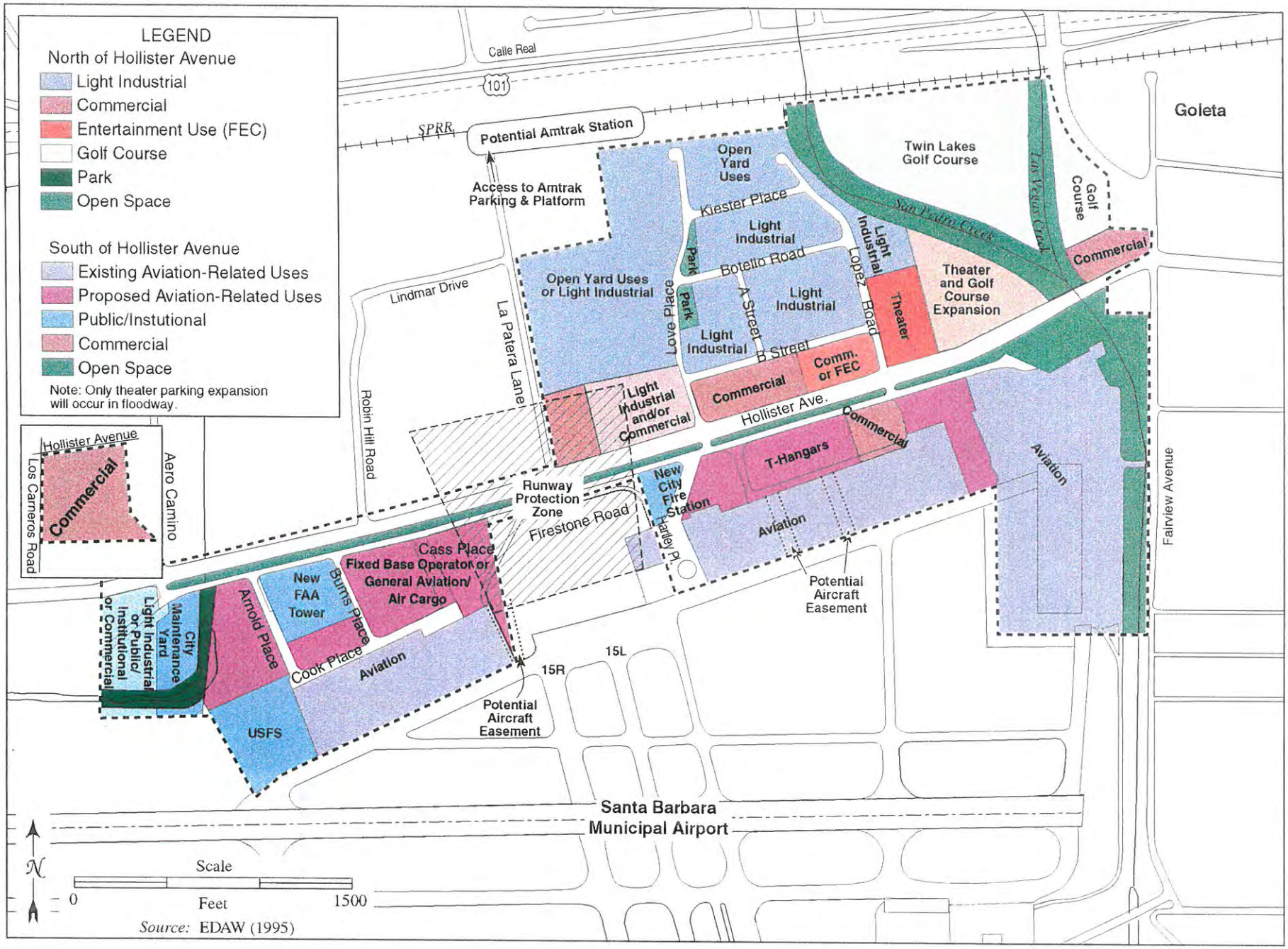


Figure 2-4. Proposed Land Uses

P-R—Park and Recreation Zone. Incorporated in the Zoning Ordinance in 1991, this area covers a small portion of Goleta Beach.

S-D-3—Coastal Overlay Zone. Encompassing all portions of the Airport within the Coastal Zone, this zone was established to ensure that all public and private development in the City's Coastal Zone is consistent with the City's Certified Local Coastal Program and the Coastal Act.

The 104.4-acre portion of the Specific Plan area north of Hollister Avenue is currently zoned A-C and A-I and is outside the Coastal Zone. The 120.8-acre portion of the Specific Plan area south of Hollister Avenue is zoned A-C, A-A-P, A-F, A-A-P/G-S-R, and G-S-R.

Proposed Zoning/Land Use

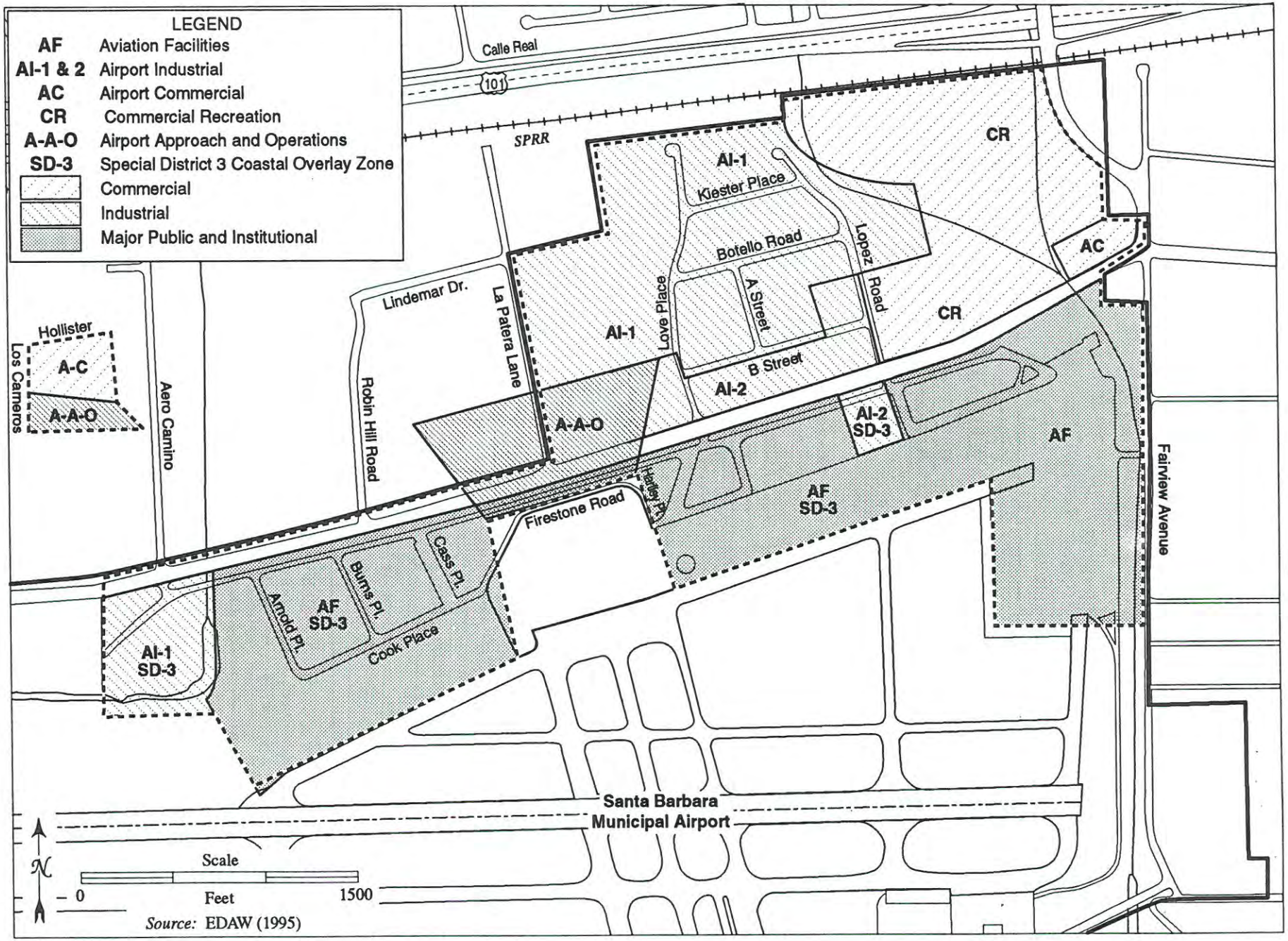
The proposed land uses, shown on Figure 2-4, reflect the overall vision of the Specific Plan area with viable commercial and industrial businesses. South of Hollister Avenue, the uses include aviation-related uses and facilities, public/institutional, and open space. North of Hollister Avenue, the uses include commercial, light industrial, family entertainment, golf course, parks, and open space. To achieve the objectives of the Specific Plan, four land use/zoning designations have been formulated for the plan. Three of the designations currently exist within the Airport Zoning Ordinance although changes in allowed uses are proposed. The Commercial Recreation Zone is a new zone that was developed specifically for the plan area. Figure 2-5 displays the four zones. While these zoning designations reflect the desire for a diverse environment rather than homogenous zones with singular uses, they also recognize that certain portions of the specific planning area offer more suitable opportunities for particular land uses to predominate.

The proposed zoning designations and the descriptions are as follows:

A-A-O—Aircraft Approach and Operation. (Formerly the A-A-P Zone) Area for aircraft landing, takeoff, and overflight; includes runways, taxiways, lights, and other aircraft control and guidance systems, access roads, runway protection zones, and runway and taxiway safety areas. This zone is essentially the same as the previous A-A-P Zone, except that agricultural uses have been eliminated. The name of the zone has been changed to be consistent with terms used by the Federal Aviation Administration. This zone does not allow hangars, tie-down areas, buildings, or other actively used facilities.

A-F—Aviation Facilities. Area in the immediate vicinity of flight activities; intended for uses that are an integral and necessary part of aviation and Airport-related activities; uses not related to aviation and/or Airport activities are excluded. This zone is similar to the previous A-F zone; however, motels and accessory uses are no longer allowed. Additional aviation-related uses, such as aviation equipment and accessories sales and/or repair, aviation storage, and aviation-related museums have been added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone allows short-term use (up to 5 years) of vacant buildings and land for non-aviation uses if such uses do not conflict with A-F uses; there is limited economic value if restricted to A-F uses and such uses will not preclude the future use of the property for A-F uses. Residential uses are prohibited except in association with a fire station. The uses allowed on a short-term basis must be uses that are allowed in the A-C, A-I-1, or A-I-2 zones. The boundaries of this revised zone are substantially the same as the old A-F zone.

A-C—Airport Commercial. Area for low-intensity commercial operations and commercial operations that support adjacent businesses (e.g., administrative center, research and development, general office, restaurant, branch bank, tire sales and installation, auto



Source: EDAW (1995)

Figure 2-5. Proposed Zoning and General Plan Designations for the Specific Plan Area

diagnostic center, secretarial service, printing or photographic shop, dry cleaning establishment). Most general retail sales (e.g., clothes and shoes, grocery stores, furniture) and all residential uses are specifically prohibited. The area of this zone has been substantially reduced and applies only to the area fronting Hollister Avenue between Fairview Avenue and San Pedro Creek and to an area at the southeast corner of the Hollister Avenue/Los Carneros Road intersection.

A-I-1—Airport Industrial 1. Area designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors' yards, and lumber, sand, and brick yards), subject to performance and development standards. Open yard uses are not allowed south of Botello Road. This area is north of a new street that would be located about 250 feet north of Hollister Avenue. An area west of Carneros Creek south of Hollister Avenue is also zoned for A-I-1 uses. Even though this property is close to the flightline, it is separated from and has no access to the flightline because of Carneros Creek.

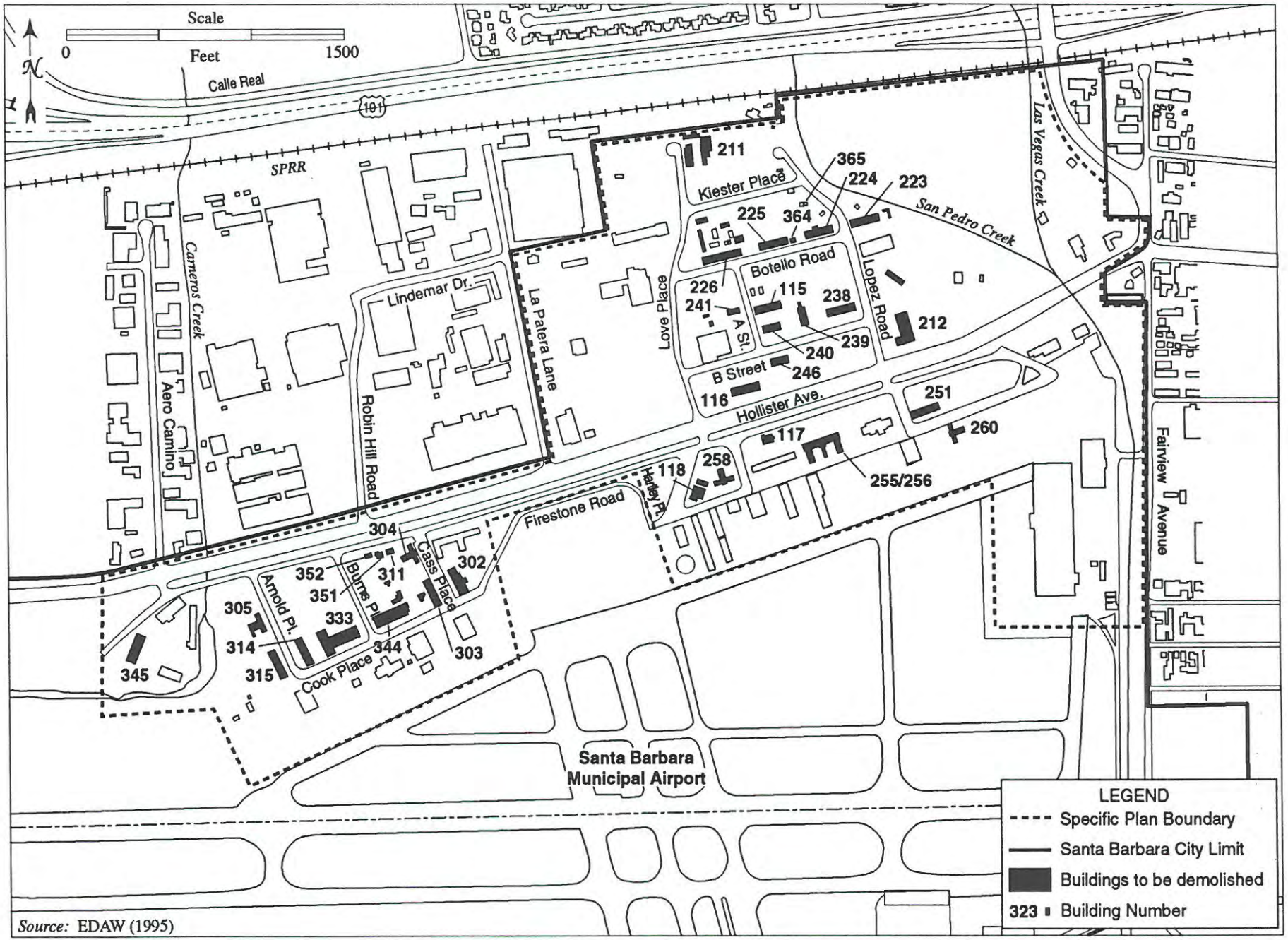
A-I-2—Airport Industrial 2. Area designated for light industrial and manufacturing uses and for related commercial uses (e.g., branch bank, printing and photographic shop, dry cleaning establishment, mailing service, convenience store, secretarial service, restaurant); new and used car agencies are also allowed. This zone builds on the A-I-1 zone and applies to the area adjacent to and north of Hollister Avenue between Love Place and La Patera Lane. It also applies to a small area south of Hollister Avenue where there is an existing restaurant. Like the A-C zone, general commercial retail uses are not allowed because these uses are available in Old Town Goleta and other nearby areas. Uses allowed in the C-R Zone may be allowed on the west side of Lopez Road if developed in conjunction with adjacent C-R zoned property as generally depicted in Figure 2-5.

C-R—Commercial Recreation. Area designated for any use or development, either public or private, providing amusement, pleasure, or sport dimension, exercise or other resource affording relaxation or enjoyment that is operated primarily for financial gain. Typical uses may include but are not limited to batting cages, theater, golf course, miniature golf course, bumper cars, game arcade, go-carts, and family entertainment centers. The area zoned for C-R uses includes the existing golf course and movie theater properties. An area west of Lopez Road in the A-I-2 zone may also be used for C-R uses if developed in conjunction with adjacent C-R zoned property.

S-D-3—Special District, Coastal Overlay. This zone applies to all property south of Hollister Avenue and remains unchanged from previous zoning. As indicated above, property within this zone is subject to the Local Coastal Plan. Development may require a Coastal Development Permit.

Future development potential and timing will be influenced by several factors including market need, tenant relocation, and infrastructure availability and improvements. The implementation of the Specific Plan could occur as quickly as within 5 years or take as long as 15+ years.

Many of the existing buildings were built by the federal government as temporary structures during World War II for the Marine Corps Station. Several of the buildings have been remodeled. Many of the buildings are no longer cost-effective to maintain. It is anticipated that up to 172,000 square feet of existing buildings will be demolished and replaced over a 15-year period. Figure 2-6 shows which existing buildings will be considered for demolition.



Source: EDAW (1995)

Figure 2-6. Proposed Building Demolition Plan

In addition to replacing up to 172,000 square feet of existing buildings, the Specific Plan assumes up to 160,000 square feet (or 240,000 square feet under the Economic Development Alternative) of additional space in the area for a total of 332,000 square feet (or 412,000 square feet under the Economic Development Alternative) of new building space will be provided. As envisioned, the full buildout of the Specific Plan could result in up to 70,000 square feet of new aviation-related facilities (excluding 55 new T-hangars, which would replace existing outdoor aircraft parking), 102,000 square feet of new airport commercial uses, 20,000 square feet of new commercial recreation uses, and approximately 140,000 square feet (or 220,000 square feet for the Economic Development Alternative) of new industrial uses. The Specific Plan assumes that 532,750 square feet of existing Industrial/Commercial and aviation facilities space would remain.

The Specific Plan anticipates that air cargo will expand at the Airport. A new air cargo "feeder" facility is assumed in the Specific Plan.

New buildings will not exceed 45 feet in height, except for large aircraft hangars under certain circumstances, and will be located close to a street for visibility with parking in the rear whenever possible. New buildings will be set back from the roads as shown in Figure 2-7. Loading and service areas for industrial and commercial buildings should be located behind buildings and visually screened from public roadways. Outdoor storage of materials should be restricted to sites north of Botello Road and should be screened from adjoining properties and public rights-of-way with landscaping and masonry walls.

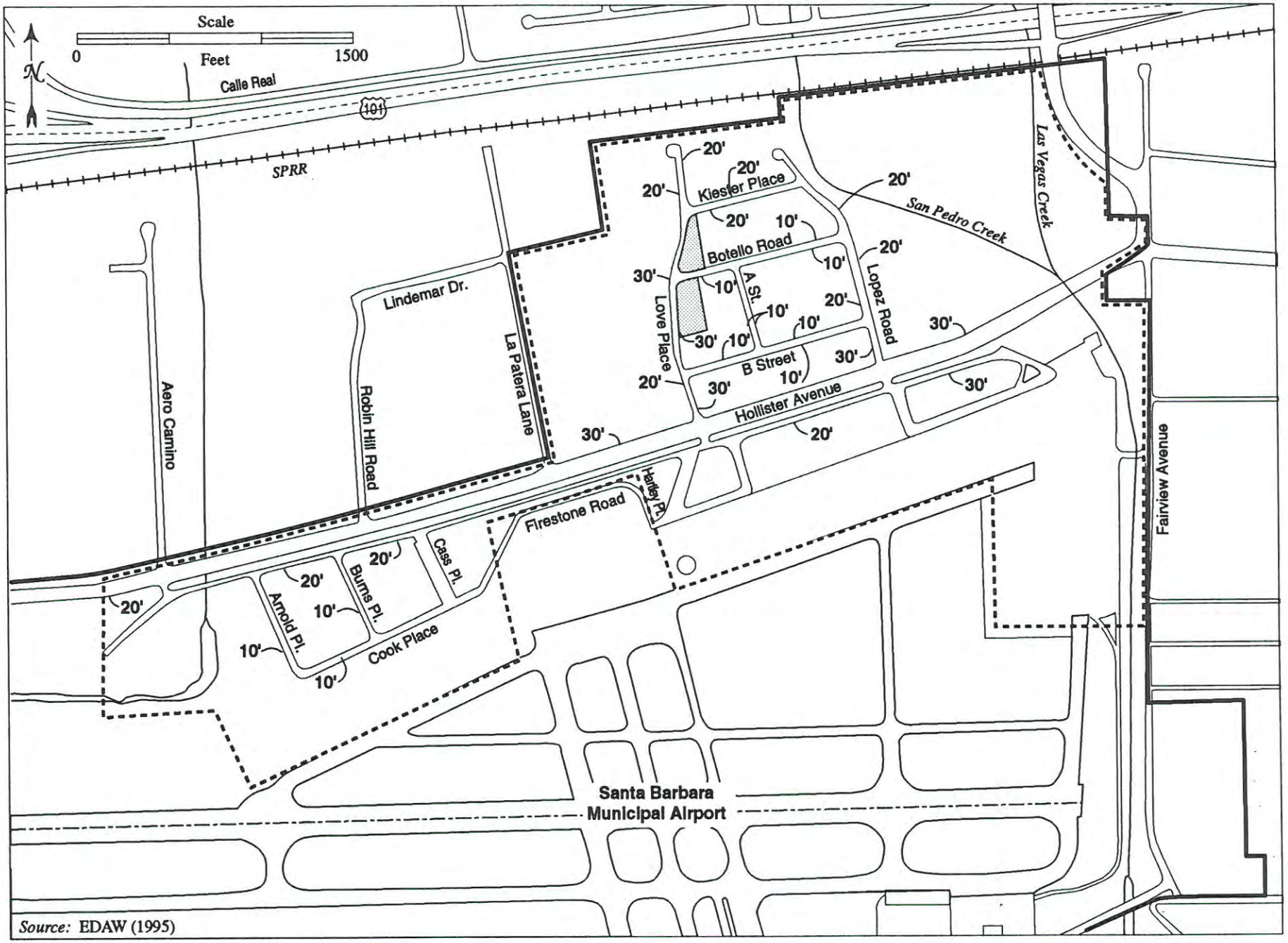
The Specific Plan identifies that some roads should be relocated as shown on Figure 2-8.

Figure 2-9 shows where sidewalks and bikeways are proposed. The Draft Specific Plan shows a Class I bikeway on the south side of Hollister Avenue. This would require covering a ditch between Hollister Avenue and Firestone Road. This will no longer be proposed due to the presence of jurisdictional wetlands. The plan assumes that all aboveground electrical, telephone, and cable lines will eventually be placed underground in the area as funds become available. Off-street parking standards for all land use designations shall comply with the City of Santa Barbara Zoning Ordinance. Surface parking for commercial and/or industrial uses should be oriented away from Hollister Avenue and screened from view by buildings, landscaping, and/or low walls to promote aesthetically-pleasing development. The Specific Plan provides a general street tree plan for the area north of Hollister Avenue. The Specific Plan recommends emphasizing major streets with large trees and de-emphasizing minor streets with less vegetation. A general landscape concept is illustrated on Figure 2-10.

Generally, the existing utility systems (storm drainage system, sanitary sewers, water, gas, electricity, and telephone) have enough capacity to serve the Specific Plan area, but specific components will require improvement to accommodate the planned growth. Proposed improvements to the various utility systems are shown on figures 2-11 through 2-13. As mentioned previously, over time all the electrical, telephone, and cable lines will be placed underground.

2.3 ECONOMIC DEVELOPMENT ALTERNATIVE

The Economic Development Alternative is the same as the Proposed Specific Plan with the exception that it would allow an additional 80,000 square feet of new "high technology research and development" or "light industrial" use in the area north of Hollister Avenue. The Economic Development Alternative incorporates all the land use/zoning/policy



Source: EDAW (1995)

Figure 2-7. Proposed Building Setbacks from Roads

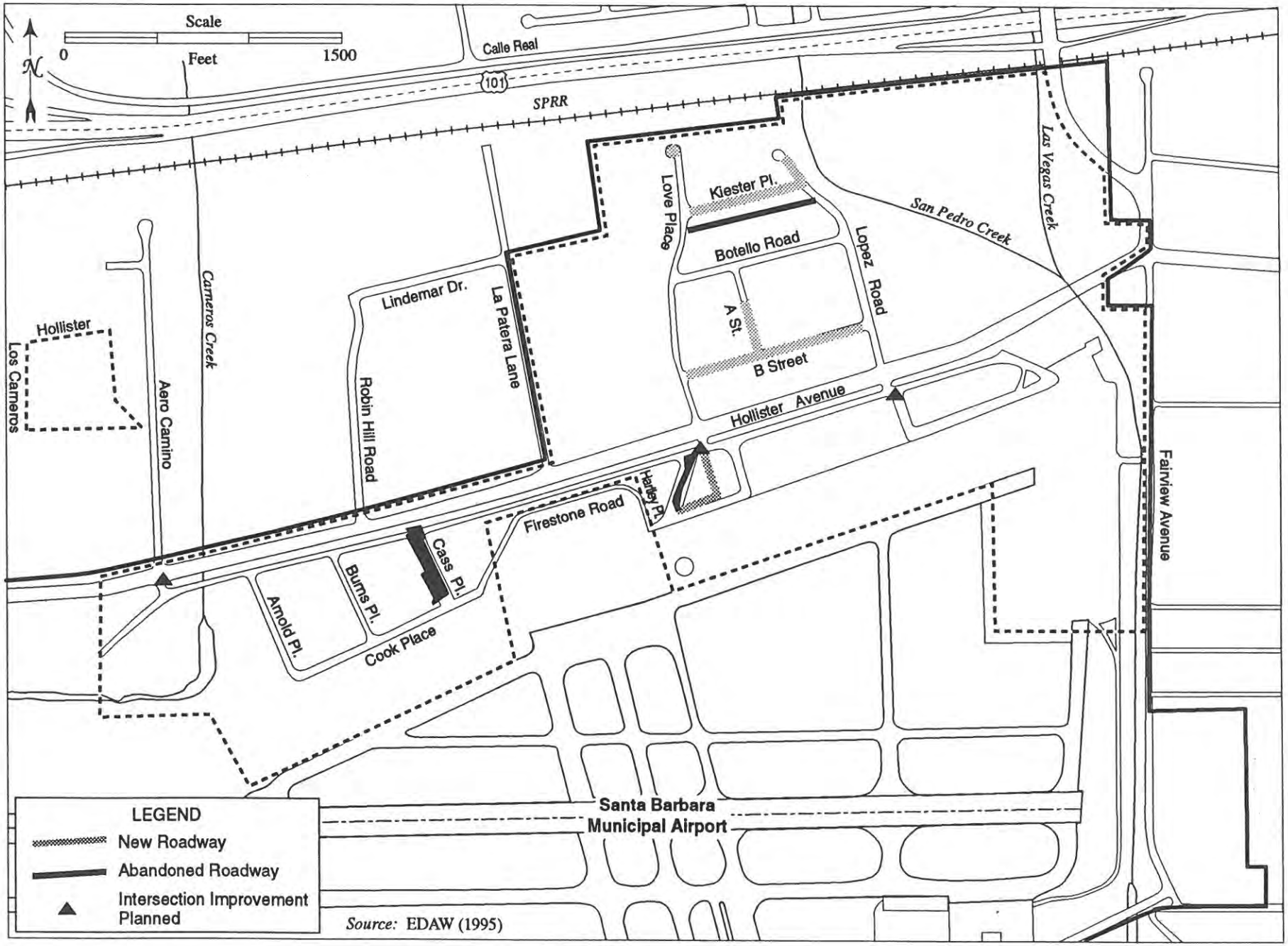
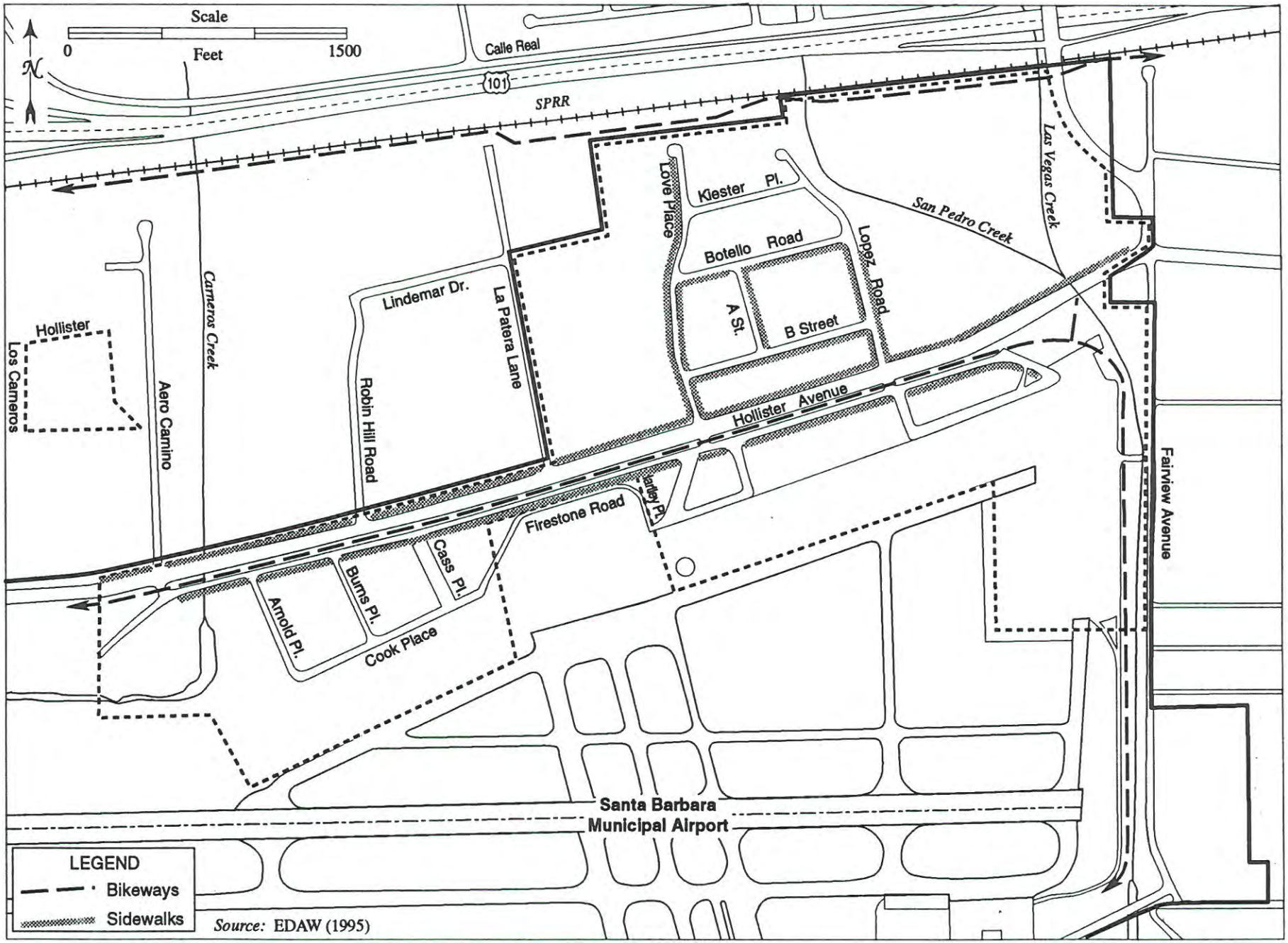
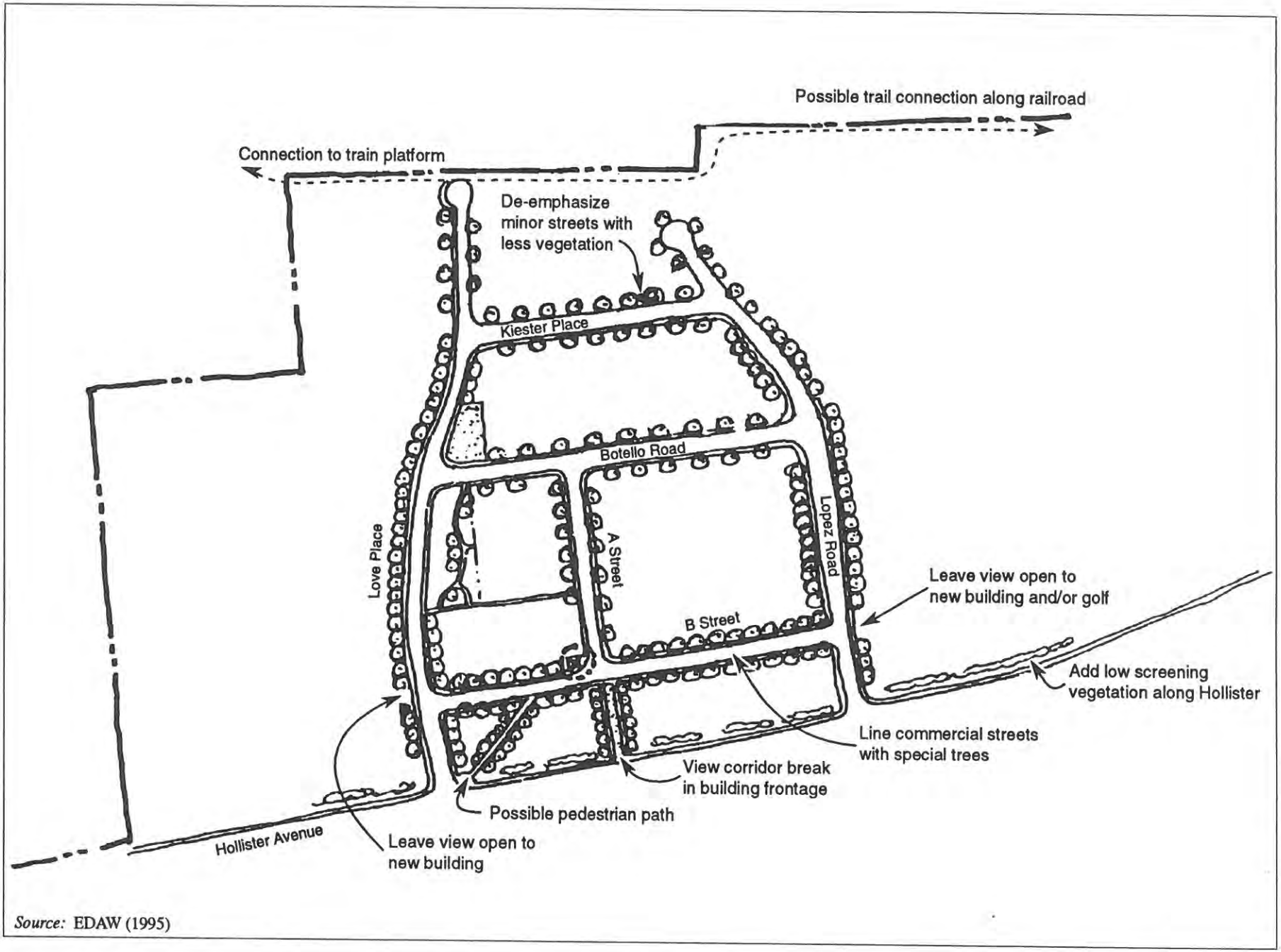


Figure 2-8. Proposed Road Relocations and New Roads



Source: EDAW (1995)

Figure 2-9. Proposed Bikeways/Pedestrian Circulation System



Source: EDAW (1995)

Figure 2-10. General Landscape Concept

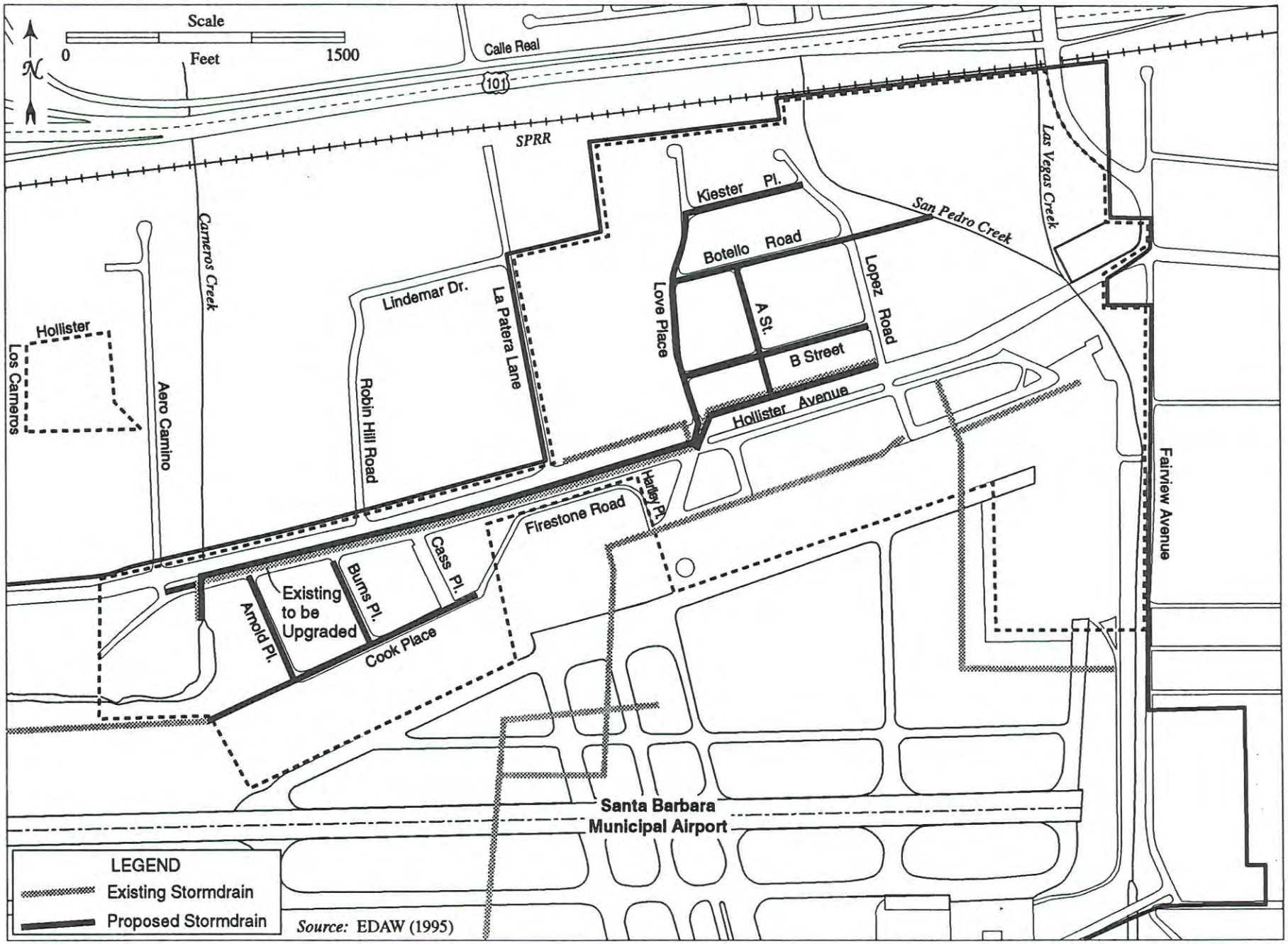
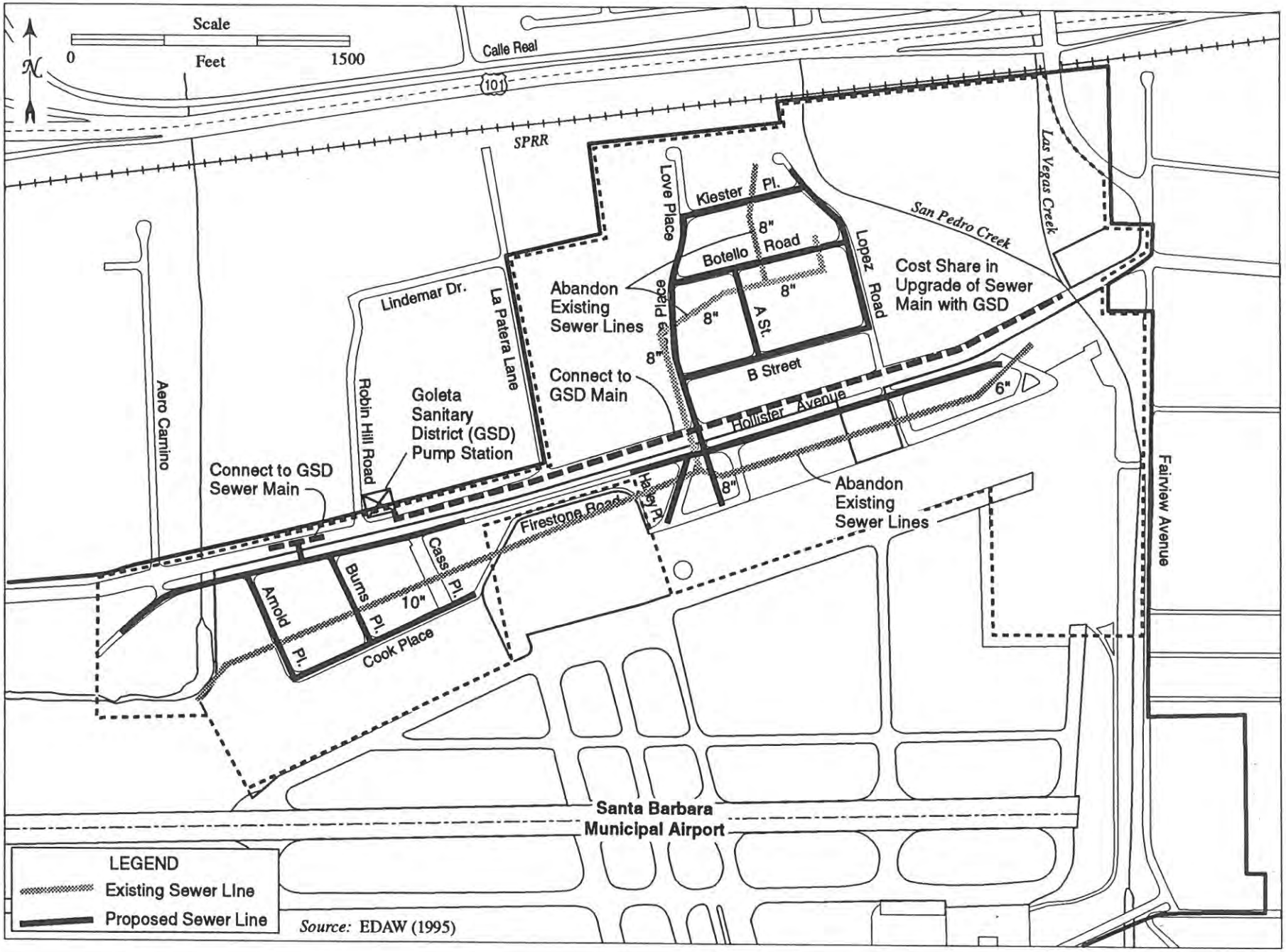


Figure 2-11. Existing and Proposed Storm Drain System



Source: EDAW (1995)

Figure 2-12. Existing and Proposed Sanitary Sewer System

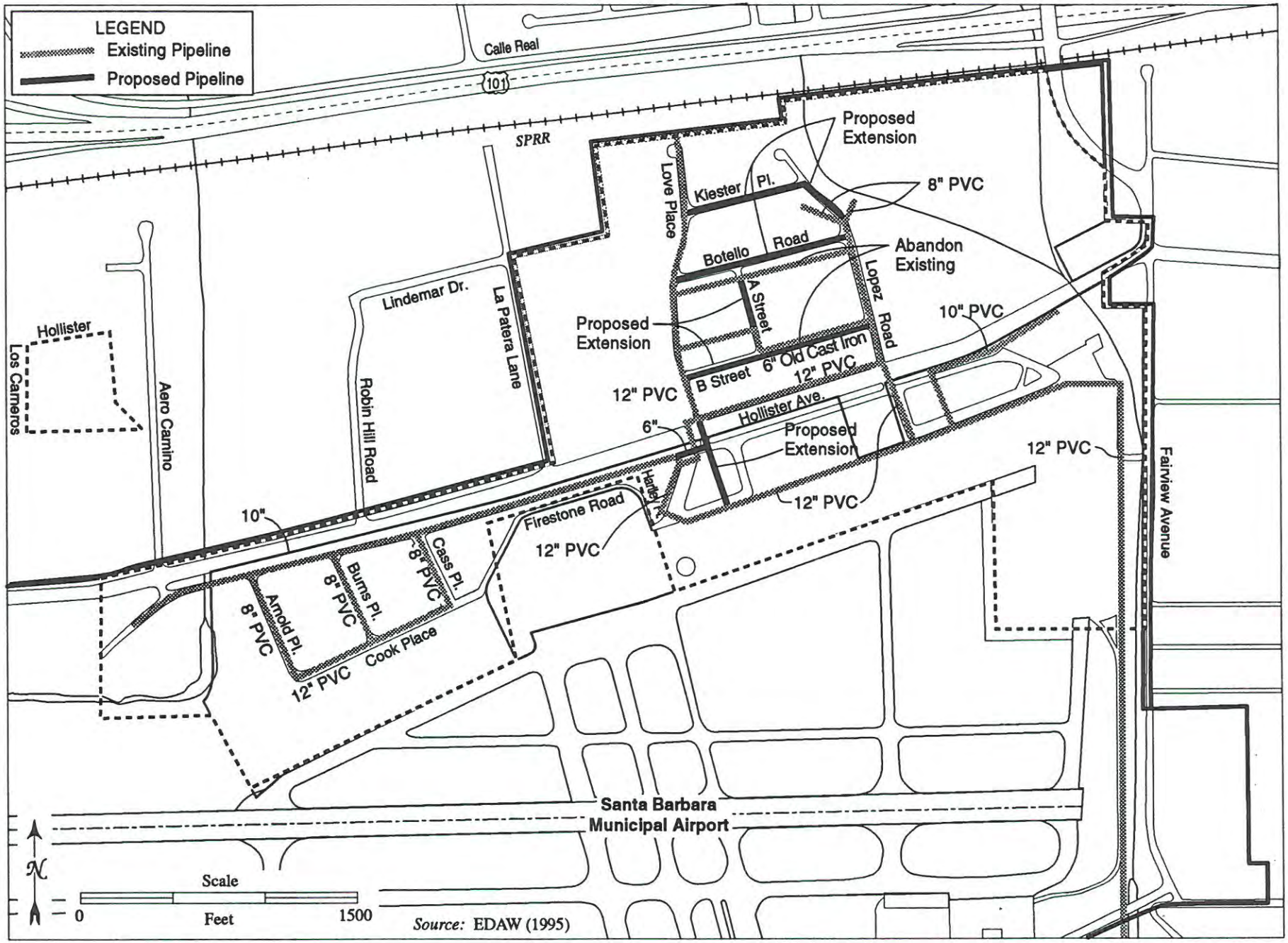


Figure 2-13. Existing and Proposed Water Supply System

changes and infrastructure and landscaping improvements of the Specific Plan.

This Economic Development Alternative is a result of Measure F passed by the City of Santa Barbara voters on November 7, 1995. The City Zoning Ordinance was amended establishing the "Economic Development Category." There has been substantial interest expressed for development within the Airport Commercial/Industrial Specific Plan area by research and development (R&D) and high technology businesses. The City's Economic Development Plan encourages the establishment of such businesses in the City.

2.4 NO-ACTION ALTERNATIVE

If the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan is not adopted the following would occur:

- There would continue to be no plan for the area;
- The existing zoning and general plan designations would remain;
- The Airport Commercial Zone (A-C) would not be reduced;
- The existing incompatibility northwest of Hollister Avenue in the Runway Protection Zone would continue;
- Remodeling of existing buildings would continue but in an unplanned manner;
- 160,000 square feet of replaced and new building space would be provided regardless of whether or not the Specific Plan is adopted;
- The proposed roadway, infrastructure, and landscaping improvements would not be made; and
- Non-aviation uses would continue to be located south of Hollister Avenue and therefore be inconsistent with FAA guidelines.

2.5 ALTERNATIVES FOUND INFEASIBLE

The City is constrained by its jurisdictional boundaries as to where to suggest alternative sites for the proposed Specific Plan that may have reduced significant environmental impacts. In this case, the proposed Specific Plan and alternatives have only three unavoidable significant impact associated with it (on solid waste, transportation, and air quality) that would not be avoidable at any other location in the City or the County. To define a fully mitigated alternative with no unavoidable adverse impacts, the significance thresholds for the three resources presently exceeding the thresholds were analyzed. To minimize impacts to less than significant for solid waste, it is necessary to modify the project so that it generates no more than 196 tons per year after reduction and recycling efforts. Rather than 160,000 square feet of new building space, only 57,500 square feet of new space could be provided to stay under the solid waste unavoidable significance threshold (with waste reduction and recycling efforts). To reduce the long-term unavoidable significant impact to insignificant on ground transportation at the intersection of Hollister Avenue and Fairview Avenue, only 81,600 square feet of new space could be provided (this amount of build-out assumes the mitigation of extending Kellogg Avenue from its southern terminus to south Fairview Avenue adjacent to Fowler Road, along with provision of a half-diamond interchange [southbound off and northbound on at SR 217]). To reduce air quality impacts to insignificant with mitigations, only 22,990 square feet of new space can be added in the Specific Plan area. The County threshold would allow no more than 25 pounds per day of NO_x and ROC. Therefore, to eliminate any unavoidable significant impacts, the proposed

Specific Plan would have to be reduced to allow no more than 22,990 square feet of new development. While this reduction in proposed square footage will result in mitigating the impacts on solid waste, ground transportation, and air quality to a level of insignificance, it does not meet the objectives of the applicant for this project.

2.6 CUMULATIVE PROJECTS

The projects assessed for the cumulative analysis for this EIR/EA are identified in the Goleta Growth Management Ordinance Amendments (County of Santa Barbara, 1995). The projects are listed, shown on a map, and described in Appendix D. There are 31 approved projects and 17 proposed projects in the planning area. The list of approved projects includes 971,437 square feet of new Industrial/Commercial space and 1,233 new housing units. The list of proposed projects includes 740,560 square feet of new Industrial/Commercial space and 1,837 new housing units.

Santa Barbara County has taken into account the approved, proposed, and reasonable foreseeable projects identified above and concluded that foreseeable projects will include construction of up to 2,400 residential units and up to 1,077,930 square feet of new Industrial/Commercial space by the year 2002 in the planning area for projects over which the County has authority. The County further concludes that projects that are outside their authority within the planning area and projects immediately outside the planning area that are both inside and outside their authority will include a total of 3,650 new residential units and 2.37 million square feet of new Industrial/Commercial space.

In addition, the cumulative projects include the projected passenger growth and construction from the Aviation Facilities Plan.

3.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

The Santa Barbara Municipal Airport is owned and managed by the City of Santa Barbara. It is located on the "South Coast" region of Santa Barbara County (see Figure 3.0-1). The Airport is within the City of Santa Barbara's city limits and is tied to the rest of the City by a narrow connecting ribbon along the coastline as shown on Figure 3.0-1. The Airport is surrounded by the unincorporated area of Santa Barbara County. It consists of 950 acres, including a 225-acre Airport Industrial/Commercial Specific Plan area located north and south of Hollister Avenue and a 725-acre Aviation Facilities Plan area located south of Hollister Avenue. Topography of the Airport is fairly flat. Since it is located at the confluence of five major streams it is subject to flooding. As previously identified, the Airport Aviation Facilities Plan is being analyzed in a separate EIR/EIS from this Specific Plan EIR/EA.

Access to the Specific Plan area is typically from either Highway 101 or Hollister Avenue. It is located between the Fairview Avenue and Los Carneros Highway 101 on/off ramps.

The Specific Plan area includes several prehistoric sites and two important historic structures. Two hangars adjacent to each other were constructed in 1931. These two hangars are considered eligible for the National Register of Historic Places and as City Historical Landmarks. During World War II, the Marine Corps took possession of the Airport. Many additional "temporary" buildings were built by the Marine Corps, some of which remain today. After World War II, the City regained possession of the Airport.

Several Industrial/Commercial uses in buildings constructed during World War II are located in the Specific Plan area. Approximately 120 tenants lease property from the Airport in this area.

The Airport's property is surrounded by unincorporated Santa Barbara County. Commercial, industrial, residential, the University of California at Santa Barbara campus, open spaces, and park uses are in this area.

The following sections primarily discuss the Specific Plan area; for many environmental resources, however, potential impacts from the proposed projects may occur in the surrounding area (e.g., surface transportation, air quality, noise, socioeconomics, solid waste, and light emissions). For each of the environmental resources, a region of influence or area that could potentially be impacted by the proposed Specific Plan is identified.

3.1 NOISE

Description of Resource

This section describes the methods and data used to analyze existing noise levels in the area in and around the Santa Barbara Municipal Airport. Noise levels resulting from various proposed improvements to the Airport will be compared to existing conditions for the assessment of Specific Plan noise impacts.

Major sources of noise in the Airport area include aircraft operations at the Airport, railroad operations on the Southern Pacific Railroad, and vehicular traffic on U.S. Highway 101, Hollister Avenue, Fairview Avenue, and State Route 217 (Ward Memorial Boulevard). Noise exposure information has been developed for these sources based on a combination of noise monitoring and noise prediction models.

Noise Level Descriptors. The FAA requires that the Day-Night Average Level (DNL) be used to quantify aircraft noise exposure for purposes of evaluating the environmental consequences of airport improvement projects and

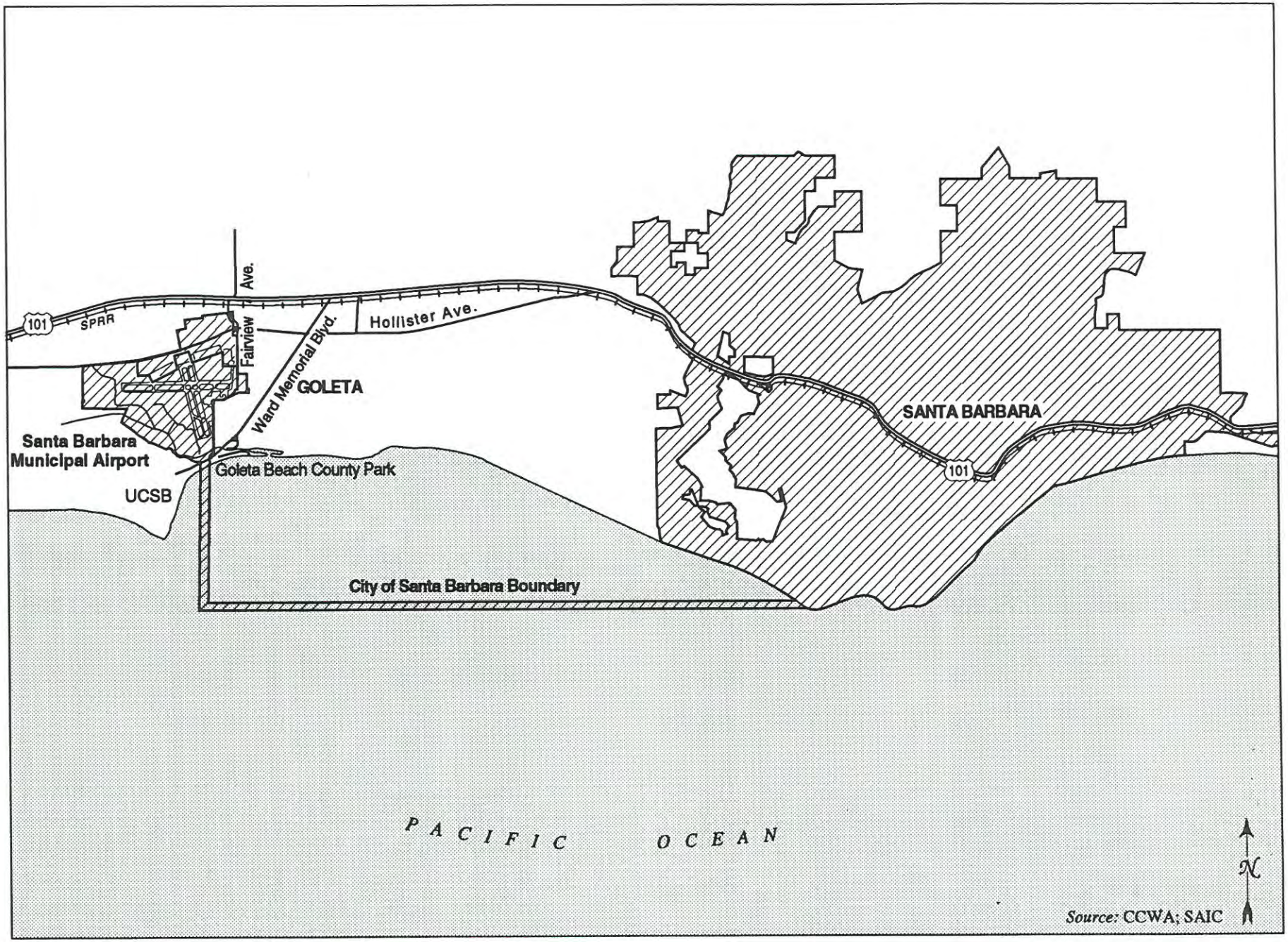


Figure 3.0-1. Location of the City of Santa Barbara and the Santa Barbara Municipal Airport

in the Part 150 land use compatibility planning process in all states except California. In California, the FAA allows the use of the Community Noise Equivalent Level (CNEL) since the CNEL is used by the state to monitor compliance with the California Airport Noise Regulation. The DNL is used by many local jurisdictions in California, including the City of Santa Barbara, to quantify noise from sources other than aircraft.

The CNEL and DNL both describe the average sound level for a 24-hour day after addition of a 10 dB penalty to noise levels occurring at night between the hours of 10:00 P.M. and 7:00 A.M. The only difference between the two descriptors is that the CNEL also employs an evening penalty of 4.77 dB, which is added to noise levels occurring between the hours of 7:00 P.M. and 10:00 P.M. The CNEL and DNL are generally considered to be equivalent descriptors of the community noise environment (with ± 1.0 dB) and have been treated as such in this baseline noise analysis. Table 3.1-1 illustrates typical sound levels of various environments.

The nighttime penalty employed by the DNL and CNEL metrics, and the evening penalty employed by the CNEL metric, have been shown to correlate well with increased sensitivity to noise during the nighttime and evening hours due to the potential for activity interference or sleep disturbance and typically quieter background (or ambient) noise levels during those hours. Since it is intended that the DNL and CNEL be determined on the basis of an annual average day, it is expected that noise exposure on any given day will be higher or lower than indicated by the annual average DNL or CNEL.

One of the most controversial aspects of quantifying noise exposure in terms of the annual average DNL or CNEL is that persons respond to individual noise events (usually called single events) rather than to the annual average DNL or CNEL. For this reason, it is important to understand the relationship between single events and the DNL or CNEL.

The DNL or CNEL may be calculated by mathematically combining the number of single events that occurred during a 24-hour day with how loud the events were and what time of day they occurred. In the case of the CNEL, multiplying the number of events occurring during the evening by a factor of 3 and the number of events occurring at night by a factor of 10 is mathematically equivalent to adding 4.77 or 10 dB, respectively, to the sound exposure level (SEL) of each event. The SEL represents the total sound energy of an event, normalized to a reference duration of one second. Because of the inter-relationship between the weighted number of daily noise events and the SELs generated by the events, it is possible to have the same DNL or CNEL value for an area exposed to a few loud events as for an area exposed to many quieter events.

Some of the more important acoustical terms used in this report are defined in the glossary of terms. With regard to increases in A-weighted noise level (the measurement used in describing aircraft and other noise), knowledge of the following relationships will be helpful in understanding this EIR/EA.

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3-dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10-dB change is subjectively heard as approximately a doubling in loudness and would almost certainly cause an adverse change in community response.

Table 3.1-1
Typical Sound Levels Measured in the Environment

At a Given Distance from Noise Source	*A-Weighted Sound Level in Decibels*	*Noise Environments*	*Subjective Impression*
	140		
Civil defense siren (100′)			
	130		
Jet takeoff (200′)	120		Pain threshold
	110	Rock music concert	
Pile driver (50′)	100		Very loud
Ambulance siren (100′)			
	90	Boiler room	
Freight cars (50′)		Printing press plant	
Pneumatic drill (50′)	80	In kitchen with garbage disposal running	
	70		Moderately loud
Vacuum cleaner (10′)	60	Data processing center	
		Department store	
Light traffic (100′)	50	Private business office	
Large transformer (200′)			
	40		Quiet
Soft whisper (5′)	30	Quiet bedroom	
	20	Recording studio	
	10		Threshold of hearing
	0		

Source: Los Angeles Harbor Department 1990.

With regard to increases in A-weighted noise levels (the measurement used in describing aircraft and other noise), knowledge of the following relationships will be helpful in understanding this report.

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness and would almost certainly cause an adverse change in community response.

Region of Influence

The region of influence for noise and noise monitoring sites is shown on Figure 3.1-1.

Data Sources

The Integrated Noise Model (INM). Version 4.11 of the INM was used to prepare CNEL contour maps and grid analyses for specific locations around the Airport. The INM was developed

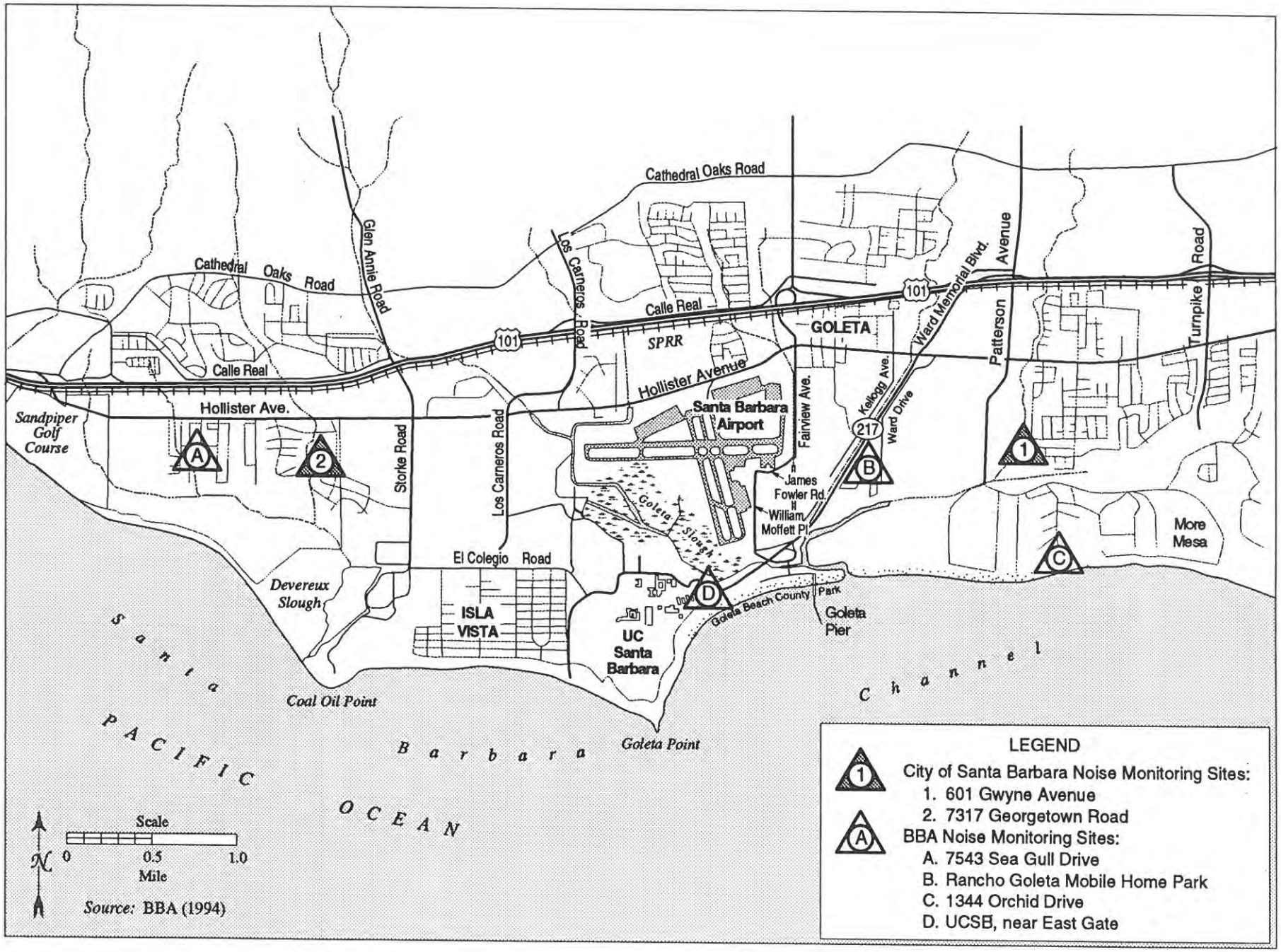


Figure 3.1-1. Aircraft Noise Monitoring Sites, Santa Barbara Municipal Airport

for the FAA and represents the federally sanctioned and preferred method for quantifying airport/aircraft noise impacts for airport improvement projects and for the Federal Aviation Regulation (FAR) Part 150 noise compatibility planning process. Version 4.11 of the INM was released in December of 1993 and represented the state-of-the-art for prediction of noise levels generated by civilian airfield facilities at the time noise exposure modeling was completed for this project. Another updated version of the INM (5.0) is in use today; however, applying it to the activities at the Santa Barbara Municipal Airport would result in contours being virtually identical.

FHWA Traffic Noise Prediction Model. The Federal Highway Administration (FHWA) *Highway Traffic Noise Prediction Model* (FHWA-RD-77-108) was used to calculate noise exposure for state highways and major roadways in the vicinity of Santa Barbara Municipal Airport. The FHWA model is the analytical method favored for traffic noise prediction by most state and local agencies, including Caltrans. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles), and heavy trucks (3 axles or more), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is generally considered to be accurate within ±1.5 dB. To predict DNL values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The FHWA model generally overpredicts traffic noise exposure by 1 to 2 dB in areas 100 to 200 feet from the center of roadways; its use will generally result in a conservative estimate of traffic noise exposure.

Aircraft Noise Level Measurement. An aircraft noise monitoring program was conducted for a two-week period beginning on July 9, 1994 at a total of six sites in the Airport area. The purpose of the monitoring program was to document existing noise exposure within areas around the Airport where noise-sensitive land uses are located and to provide a means for validating the accuracy of the INM for preparing noise exposure contours representative of annual average conditions.

Four of the noise monitoring sites were selected specifically for the baseline noise study. Two of the sites are permanent noise monitoring sites used by the City of Santa Barbara's aircraft noise monitoring system. All six of the sites were monitored continuously during the two-week noise measurement period using automated sound level measurement instrumentation. Additionally, a trained observer was positioned at or near all of the sites during a portion of the noise measurement period to record detailed single event data and to observe aircraft flight tracks and procedures. The noise monitoring site locations are shown on Figure 3.1-1.

During the noise monitoring program, the LDL-820s and the City's noise monitoring system were programmed to discriminate between aircraft and other noise sources through the use of sound-level and event-duration thresholds.

3.1.1 Affected Environment

FAR Part 150 Noise Compatibility Study. An FAA-funded Part 150 Study was completed for Santa Barbara Municipal Airport in 1986. The study consisted of development of aircraft noise exposure maps for existing (1984) and future (1989) levels of airport activity. The maps were prepared using Version 3.8 of the INM. Consistent with FAA requirements, the study included substantial consultation with airport area residents, airport users, and representatives of local jurisdictions. The study re-

sulted in specific recommendations for minimizing future aircraft noise impacts in the surrounding community. Some of the more important recommendations of the study are described below:

- Prohibition of new residential development in areas impacted by aircraft noise exposure equaling or exceeding 65 CNEL through zoning and land use amendments.
- Requirement of aviation easements and acoustical treatment for new construction or remodeling of residential developments that is allowed to occur within the 60 CNEL contour. Acoustical treatment must result in interior noise exposure not exceeding 45 CNEL.
- Enactment of a truth-in-sales ordinance requiring realtors to disclose at the time of sale the current extent of aircraft noise exposure in excess of 60 CNEL.
- Acquisition of portable noise monitors to measure aircraft continuously and establishment of a continuous noise monitoring program.
- Improvement of Runway 15R so that a portion of turbojets using the airfield can depart to the south over the water.

The above-described noise compatibility program elements have been implemented with the exception of improvements to Runway 15R. Subsequent analysis of this option determined that the increased noise impacts at Goleta Beach and UCSB were not justified by the small reduction in noise exposure that would occur off the ends of Runway 7/25. This is discussed in more detail in the Aviation Facilities Plan EIR/EIS.

Measured Aircraft Noise Levels. Table E-1 in Appendix E provides a summary of the daily aircraft CNEL values measured during the two-week noise monitoring period. Shown on Table E-1 are the range of measured daily CNEL values and mean CNEL value for each site determined by taking the energy (logarithmic) average of daily CNEL values. Aircraft CNEL values reported on Table E-2 in Appendix E are based on only those noise events that exceeded the pre-programmed thresholds utilized by the measurement equipment to discriminate between aircraft and ambient (non-aircraft) noise sources.

Table E-2 provides a summary of quarterly noise monitoring data collected by the City of Santa Barbara's permanent aircraft noise monitoring system at Sites 1 and 2. The quarterly aircraft CNEL values reported in Table E-2 are based upon daily aircraft CNEL values determined by the City's noise monitoring system during the first 9 months of its operation beginning on October 1, 1993. Comparison of quarterly noise monitoring data reported in Table E-2 to the data collected during the two-week monitoring period of July 9-22, 1994 shows that the noise levels measured during the two-week period in July 1994 were similar to those that were measured over the previous nine months by the City's system.

Table E-3 provides a summary of detailed aircraft single-event measurements conducted during the monitoring program. Shown on Table E-3 are the mean and range of measured L_{max} and SEL values for individual aircraft noise events at each site. Mean L_{max} values were calculated by arithmetic averaging. Mean SEL values were calculated by logarithmic averaging. Also shown on Table E-3 are the number of events by each type of aircraft monitored and the range of azimuth values during the overflights. The azimuth is representative of the relationship between the monitoring site and the flight path followed by the aircraft during the noise event with 90° representing an aircraft that passed directly overhead.

Measured Ambient Noise Levels. Sources of ambient (non-aircraft) noise levels in the Airport area include traffic on major and local roadways, railroad operations, mechanical equipment associated with commercial establishments, barking dogs, landscape maintenance activities, wind in trees, the surf, and intermittent farming operations. Ambient CNEL values measured at the aircraft noise monitoring sites during the July 9-22, 1994 measurement period ranged from about 50-65 dB, with the highest ambient CNEL values occurring at the Rancho Goleta Mobile Home Park near Ward Memorial Boulevard. Such levels are typical of suburban areas. Table 3.1-2 provides a summary of measured ambient noise levels, determined by subtracting the aircraft CNEL values reported in Table E-2 from the total CNEL values measured by the noise monitoring instruments.

Table 3.1-2
Summary of Ambient * CNEL Values
July 9-22, 1994

		DAILY CNEL, dB	
Site	*Location*	*Range*	*Mean*
1	601 Gwyne Ave.	53.0-58.1	55.1
2	7317 Georgetown Rd.	52.7-58.1	55.0
A	7543 Seagull Dr.	47.1-61.8	53.8
B	Rancho Goleta MHP	51.5-69.7	63.3
C	1344 Orchid Dr.	49.5-52.4	50.5
D	UCSB (near east gate)	54.5-58.0	56.9

Note: * Determined by subtracting the aircraft CNEL values measured by the noise monitoring equipment from the total CNEL values measured for the same day.

Source: City of Santa Barbara; Brown-Buntin Associates, Inc.

Baseline Aircraft CNEL Contour Map. A CNEL contour map representative of aircraft operations at the Airport during the 1993 calendar year was prepared using the INM and annual average aircraft operations data. The aircraft noise levels predicted by the INM were compared to the above-described levels measured during the July 9-22, 1994 noise monitoring program to assess the accuracy of the INM in calculating aircraft noise exposure within the Airport area. Following is a description of the methods and data used for development of the 1993 baseline aircraft noise exposure map.

Aircraft Operations Data. Annual average runway use at the Santa Barbara Municipal Airport for the 1993 base year, as reported by local FAA air traffic control representatives, is summarized in Table 3.1-3 for the major classes of aircraft that operate at the Airport. From Table 3.1-3, it is apparent that for air carrier jets, general aviation jets, and commuter aircraft, landings and takeoffs occur on Runway 7 approximately 40 percent of the time and on Runway 25 approximately 60 percent of the time when operations for the entire year are considered. Most operations by light propeller aircraft occur on Runways 15L and 15R. Although some operations by light propeller aircraft occur to the north on Runways 33L and 33R, such operations are insignificant from an annual average noise exposure calculation perspective.

Figure 3.1-2 shows the locations of the generalized aircraft arrival and departure flight tracks used to model noise exposure for the 1993 base year; landings, takeoffs, and touch-and-goes are differentiated on the figure by color. Allocations of aircraft to generalized flight tracks are described by Table E-5. Such allocations were based upon discussions with local FAA air traffic control personnel and field observations. Aircraft do not always follow the generalized tracks shown on Figure 3.1-2. This is especially true for light propeller aircraft and helicopters. However, the generalized tracks shown by Figure 3.1-2 do represent areas around the Airport with the greatest concentrations of overflights by air carrier jet and other high performance aircraft. Operations by these types of aircraft define the aircraft noise environment around the Airport.

Baseline Aircraft CNEL Contour Map Validation. After allocation of annual average operations data to the generalized flight tracks shown by Figure 3.1-2, the INM was used to calculate CNEL values at each of the aircraft noise monitoring sites. A comparison of

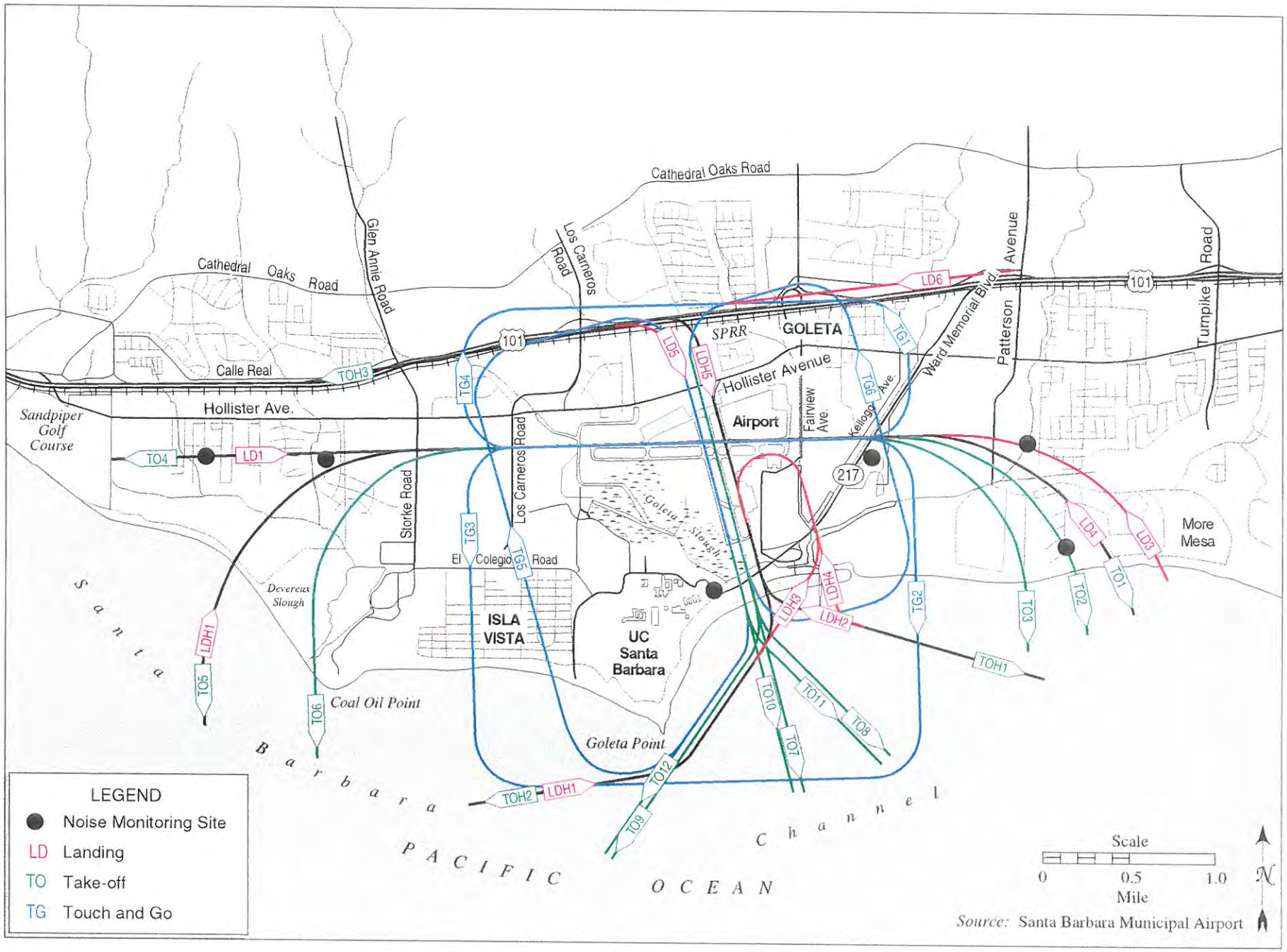


Figure 3.1-2. Generalized Aircraft Flight Tracks, Santa Barbara Municipal Airport

Table 3.1-3
Annual Average Runway Use
Santa Barbara Municipal Airport 1993 Base Year

Runway	*ACJets*	*Corp. Jets*	*Commuters*	*USFS/CDF*	*GAProps*	*Helicopters*
Landings						
7	40%	40%	40%	50%	7%	—
25	60%	60%	60%	50%	28%	—
15L	—	—	—	—	35%	—
15R	—	—	—	—	30%	—
33L	—	—	—	—	—	—
33R	—	—	—	—	—	—
15H [1]	—	—	—	—	—	50%
33H [1]	—	—	—	—	—	50%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Takeoffs						
7	40%	40%	40%	50%	7%	—
25	60%	60%	60%	50%	28%	—
15L	—	—	—	—	35%	—
15R	—	—	—	—	30%	—
33L	—	—	—	—	—	—
33R	—	—	—	—	—	—
15H [1]	—	—	—	—	—	75%
33H [1]	—	—	—	—	—	25%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Notes: 1. Direction of flight of helicopters landing at or departure from helipad area near Taxiway B.
ACJets: Air carrier jet aircraft such as the B727-200, B737-300, and MD80.
Corp. Jets: Corporate or business jet aircraft such as the Cessna Citation and Lear 35.
Commuters: Twin-engine turboprop aircraft used for scheduled commuter service. Examples include the Embraer Brasilia and Swearingen Metroliner.
USFS/CDF: Aircraft flown by the U.S. Forest Service and California Division of Forestry for fire suppression. Examples include the P-3 Orion and C-130 Hercules.
GAProps: General aviation propeller-driven aircraft such as the Cessna 172, Beech Bonanza, and Beech KingAir.
Helicopters: Rotary-wing aircraft such as the UH-1N and B-206L.
Sources: City of Santa Barbara; local FAA representatives.

measured aircraft CNEL values and the CNEL values predicted by the INM for the 1993 base year is provided by Table 3.1-4.

From Table 3.1-4 it is apparent that the CNEL values predicted by the INM for the 1993 base year were within +1.3/0.9 dB of the mean aircraft CNEL values measured during the noise monitoring program. Predicted values were well within the range of measured CNEL values at all noise measurement sites. This indicates that the INM can be used with confidence to model aircraft noise exposure in the Airport area.

Figure 3.1-3 shows the CNEL 60, 65, 70, and 75 dB contours for the 1993 base year. The contours have been smoothed slightly in some ar-

Table 3.1-4
Comparison of Measured and Predicted Aircraft CNEL Values; 1993 Base Year
Santa Barbara Municipal Airport

Site	*Location*	*Range*	*Measured CNEL, dB Mean*	*Predicted CNEL, dB*	*Difference, dB*
1	601 Gwyne Avenue	54.8-64.0	60.1	61.3	+1.2
2	7317 Georgetown Road	57.3-67.4	61.2	62.5	+1.3
A	7543 Seagull Drive	54.4-63.5	58.3	58.1	-0.2
B	Rancho Goleta MHP	55.9-68.5	63.9	64.5	+0.6
C	1344 Orchid Drive	51.3-60.4	56.3	57.2	+0.9
D	UCSB (near East gate)	54.3-59.7	58.1	57.2	-0.9

Source: Brown-Buntin Associates, Inc.

eas to remove obvious irregularities caused by the INM plotting program. Table 3.1-5 summarizes the land area within the CNEL contours shown by Figure 3.1-3.

Baseline Aircraft Noise Impacts. Noise-sensitive land uses impacted by aircraft noise in excess of 60 CNEL for 1993 baseline conditions are located to the east, west, and south of the Airport and shown on Figure 3.1-4. There are no residences at the 65 CNEL or higher noise level contours. To the west, there is a residential neighborhood located between Hollister Avenue and El Colegio Road (between the 60 and 65 CNEL noise level contours). Isla Vista is not located within the 60 or 65 CNEL contours. To the south, Goleta Beach is impacted by aircraft noise levels in excess of 60 CNEL but not by aircraft noise in excess of 65 CNEL. UCSB is not located within the 65 or 60 CNEL contours for the 1993 baseline condition. To the east, there is residential development located between Hollister Avenue and the Pacific Ocean that is impacted by aircraft noise levels in excess of 60 but below 65 CNEL. Probably the highest noise exposure for an existing noise-sensitive land use occurs at the Rancho Goleta Mobile Home Park located immediately to the east of Ward Memorial Boulevard, just south of the extended centerline of Runway 7/25. The noise level there is between 60 and 65 CNEL.

Table 3.1-5
Area within CNEL Contours;
1993 Base Year
Santa Barbara Municipal Airport

	LAND AREA	
Contour	*Square Miles*	*Acres*
75	0.24	154
70	0.47	301
65	1.14	729
60	2.87	1,840

Source: Brown-Buntin Associates, Inc.

Existing Railroad Noise Levels. Railroad operations in the Airport area consist of high speed mainline operations on the Southern Pacific Railroad (SPRR) located approximately ½ mile north of the Airport. To quantify noise exposure, as defined by the DNL, for operations on the SPRR, the analytical methods developed in 1973 by Wyle Laboratories (Wyle Laboratories Report WCR-73-5) for railroad line operations were used. The Wyle methodology considers the composition of trains, frequency of operation, day/night distribution of operations, track characteristics, and speed of trains in the calculation of the DNL.

According to the SPRR Regional Transportation Manager, there are an average of six freight and two passenger trains per day in the area. Maximum speed is 50 mph for freight and 70 mph for passenger trains. Fifty percent of freight and passenger trains run from 7:00 A.M. to 10:00 P.M. with the remaining 50 percent from 10:00 P.M. to 7:00 A.M. According to the Wyle methodology, the above-described type and frequency of operations will result in noise exposures of 65 and 60 dB DNL at approximately 275 and 475 feet, respectively, from the center of the tracks. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

Existing Traffic Noise Levels. Traffic data representing annual average traffic volumes for existing conditions were obtained from Associated Transportation Engineers (ATE). Estimates of truck mix and the day/night distribution of traffic for a typical 24-hour period on state highways were obtained from Caltrans. The day/night distribution and truck mix for local streets were obtained from ATE. Table E-6 in Appendix E shows a summary of the traffic data used for the calculation of traffic noise exposure. These data along with the FHWA model were used to calculate the distance between the center of the roadways and the 60, 65, and 70 dB DNL contours for existing traffic conditions.

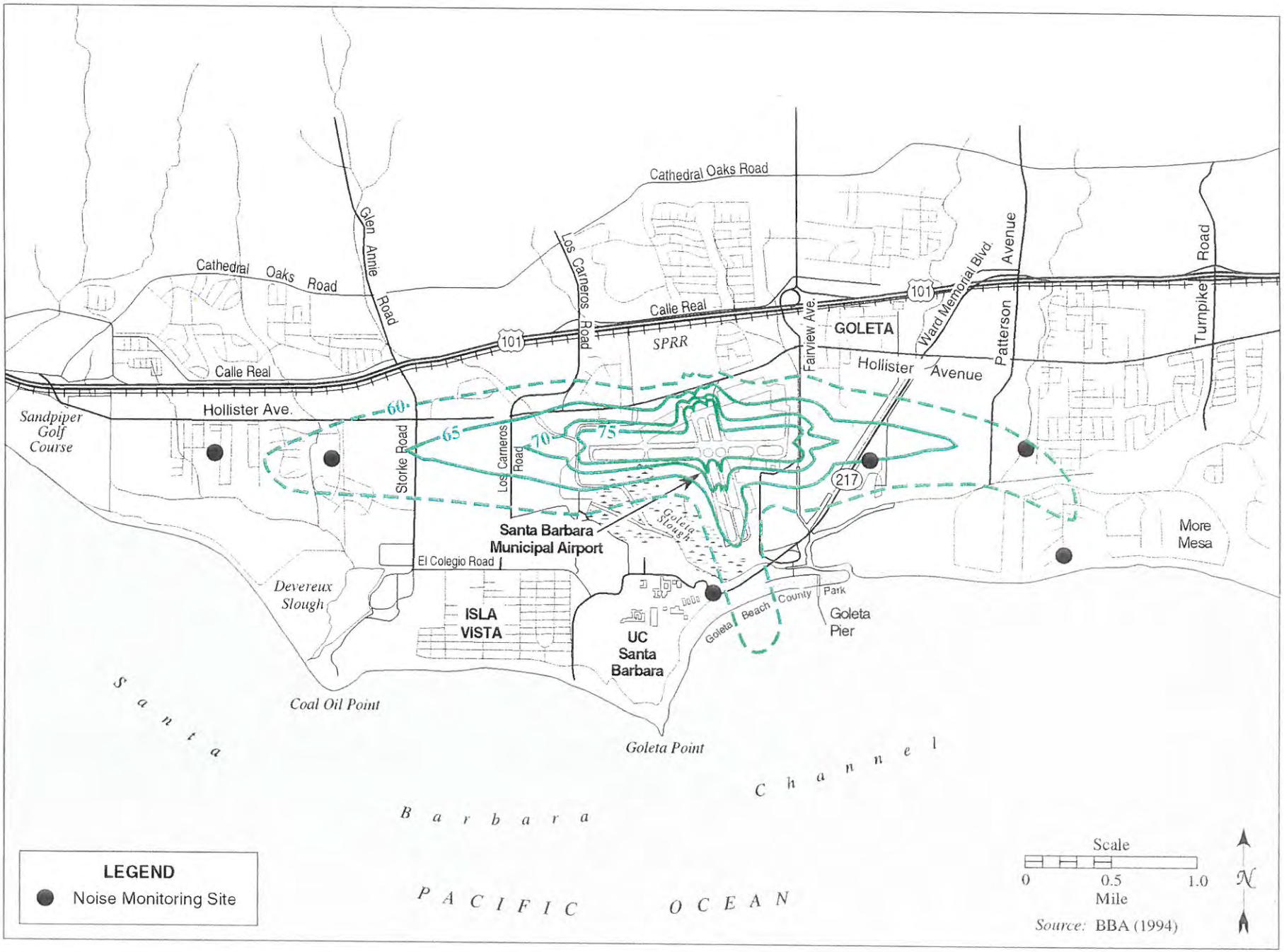
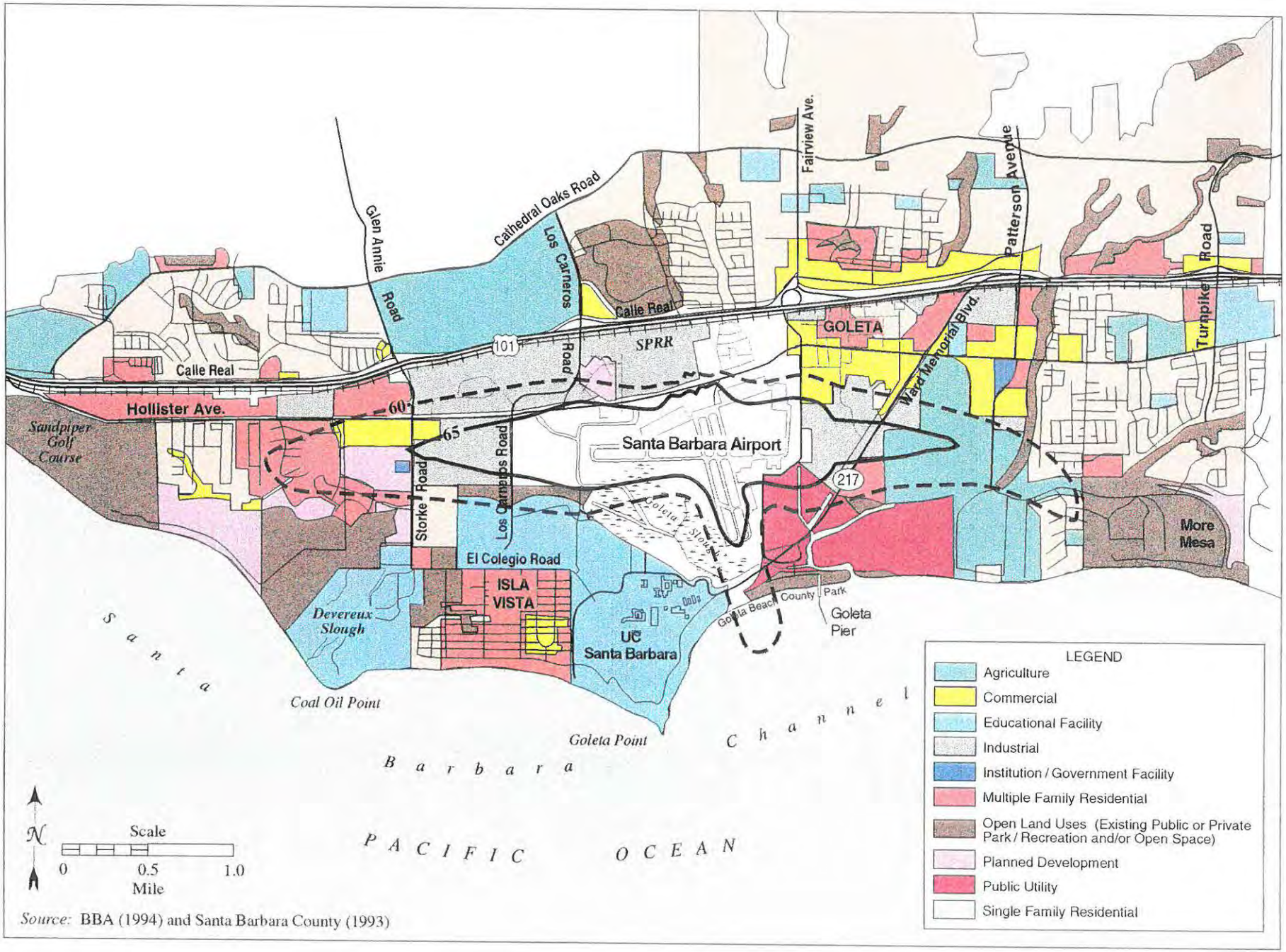


Figure 3.1-3. 1993 Base Year CNEL Contours, Santa Barbara Municipal Airport



Source: BBA (1994) and Santa Barbara County (1993)

Figure 3.1-4. 60 and 65 CNEL Noise Contours and Land Use Designations

Calculated distances to DNL contours are shown in Table E-7. Roadway segments listed in Table E-7 refer to the traffic data printout summarized in Table E-6. It should be noted that since calculations did not take into consideration shielding caused by local buildings or topographical features, the distances reported in Table E-7 should be considered as worst-case estimates of noise exposure along roadways. Noise exposure behind the first row of houses or other types of buildings along a roadway will typically be reduced by 5 to 15 dB.

3.1.2 Environmental Consequences

SIGNIFICANCE CRITERIA

FAA Regulations. The FAA applies the land use compatibility criteria summarized in Table 1 of the Part 150 Regulation (Appendix 1 of ASC 150/5020-1). Generally, the FAA criterion for determination of compatibility with aircraft noise exposure for noise-sensitive uses is 65 DNL (CNEL in California). According to the FAA land use compatibility criteria, all land uses are considered compatible if the annual average aircraft noise exposure is below 65 DNL (CNEL). Table 1 of the Part 150 Regulation considers commercial, manufacturing, and recreational uses to be compatible with an aircraft noise exposure of up to 70 DNL (CNEL) with the exception of outdoor music shells or amphitheaters. Residential uses (other than mobile home parks), schools, hospitals, nursing homes, churches, auditoriums, and concert halls are allowed an aircraft noise exposure up to 75 DNL (CNEL) provided construction of buildings is acoustically sufficient to maintain an interior noise environment of 45 DNL (CNEL) or below. Mobile home parks are not allowed in areas with noise exposure above 65 DNL (CNEL) under any circumstances due to difficulty in acoustically modifying the building shell to achieve the required reduction.

City Regulations. The City of Santa Barbara Noise Element of the General Plan contains land use compatibility guidelines that define "normally acceptable" noise levels for different types of land uses. Generally, the exterior noise environment is considered normally acceptable for single- and multi-family residential uses provided the DNL is 60 dB or below. For transient lodging, schools, hospitals, nursing homes, outdoor sports arenas, playgrounds and neighborhood parks, the exterior noise environment is considered normally acceptable if the DNL does not exceed 65 dB. Other, less sensitive land uses are considered to be compatible with higher levels of exterior noise exposure.

County Regulations. Santa Barbara County's Noise Element of the General Plan establishes 65 DNL as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs. Noise-sensitive land uses, as defined by the County, include residential land uses, transient lodging, hospitals and other long-term medical care facilities, churches, schools, libraries and other places of public assembly.

When exterior noise exposure is 65 DNL or more, the County requires that proposed noise sensitive uses be designed so that interior noise levels attributable to exterior sources do not exceed 45 DNL when doors and windows are closed. Additionally, exterior living spaces (patios, balconies, etc.) should be designed so that exterior noise levels do not exceed 65 DNL. Documentation of the proposed methods for achieving compliance with the County's exterior and interior noise level standards is required as a condition of project approval. It is specifically the County's planning policy to avoid the development of residential land uses within the 65 CNEL contour of any airport.

The County's Noise Element also establishes specific noise thresholds. If a proposed devel-

opment will generate noise levels in excess of 65 CNEL (or DNL) and could affect noise-sensitive receptors, the project-related noise impact is considered significant. Additionally, a project is considered to have a significant effect on the noise environment if it will increase substantially the ambient noise levels of adjoining areas. A "substantial increase" is not defined by the County's Noise Element.

PROPOSED SPECIFIC PLAN

Potential noise impacts could result from construction and demolition activities, increases in traffic on local roadways, and the operation of commercial and industrial enterprises. Each issue is discussed below.

Construction Noise

Ambient noise levels are already relatively high, due to aircraft overflights, railroad traffic, and traffic on U.S. Highway 101 and Hollister Avenue. Table E-7 (in Appendix E) shows noise levels in the project area to be generally between 60 and 70 DNL. Additionally, as shown on Figure 3.1-4, existing land uses are primarily commercial and industrial; these uses are not considered noise sensitive and would not be adversely impacted by short-term construction noise. Two noise sensitive land uses could be developed in the project vicinity, but it is not known if or when this would occur. Figure 3.1-4 indicates that multiple family residential development may occur north of Hollister Avenue along Los Carneros Road, and an area east of Los Carneros Road and north of Hollister Avenue is designated for planned development. Construction activities typically generate a maximum noise level of approximately 88 dBA at 50 feet from the source. Since noise is reduced about 6 dBA for every doubling of distance, the maximum noise at the multiple family residential development, should it be in existence at the time construction were occurring at the nearest site in the Specific Plan area, would be approximately 63 dBA and would be masked by noise from traffic on Hollister Avenue. (The average noise level would most likely be lower.) The proposed planned development is closer to the Specific Plan area at its nearest point (approximately 500 feet away), but it is also closer to Hollister Avenue, and construction noise would be largely masked by traffic noise. Noise impacts from construction activities would be insignificant.

Traffic

Using the traffic volumes predicted for the Specific Plan in section 3.20 and the FHWA model, it was determined that traffic noise attributable to the Specific Plan would increase overall traffic noise levels by no more than 0.7 dB on any area roadway. Such an increase would be imperceptible and insignificant.

Operations

As described under "Construction Noise" above, existing uses in the project area are commercial and industrial and would be compatible from a noise standpoint with the commercial and industrial uses proposed. A multiple family residential development could be constructed north of Hollister Avenue in the future, but the only portion of the Specific Plan that would be close enough to create a noise impact on this property would be the Girsh leasehold on the southeast corner of Los Carneros Road and Hollister Avenue. This parcel would be zoned "Airport Commercial," which would allow low intensity commercial operations and commercial operations that support local businesses (e.g., research and development, general office, restaurant, bank). These uses do not generate substantial amounts of external noise and would not adversely impact development of the residential units. These impacts would be insignificant. The area proposed for planned development is nearest an area that would be zoned "Airport Industrial 1." This area would be designated for light industrial and manufacturing uses (e.g., research and development, electronic

products manufacture, storage, and contractors yards). This area is already zoned for commercial/light industrial uses and includes a maintenance yard; it is not anticipated that the noise environment would differ substantially from current conditions. It should be noted that development in this area would be subject to performance and development standards that could be used to assure that excessive noise would not occur. The impacts would be insignificant.

ECONOMIC DEVELOPMENT ALTERNATIVE

Construction Noise

For the Economic Development Alternative, noise impacts would occur over a longer duration but not be louder than that of the Proposed Specific Plan. The noise impacts would be insignificant.

Traffic

Using the traffic volumes predicted for the Economic Development Alternative in section 3.20, Ground Transportation, and the FHWA model, it was determined that traffic noise attributable to the Economic Development Plan would be no more than 0.8 dB on any area roadway. Such an increase would be imperceptible and insignificant. This level is only 0.1 dB higher than that for the Proposed Specific Plan.

Operations

The noise impacts for the Economic Development Alternative are similar to the proposed Specific Plan. It is not anticipated that the noise environment would differ substantially from current conditions. Development in this area would be subject to performance and development standards to assure that excessive noise would not occur.

NO-ACTION ALTERNATIVE

The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

MITIGATION MEASURES

No mitigation measures would be required.

CUMULATIVE IMPACTS

No significant cumulative impacts would occur. No other construction projects are expected to occur in the project area at the same time that could affect noise-sensitive receptors. The project would contribute only incrementally to an increase in area traffic noise, and traffic increases would occur primarily in an area developed with uses that are not noise sensitive. Since the Specific Plan area is located in an area already largely developed with commercial and industrial uses, it would not impact noise-sensitive land uses in combination with other development.

3.1.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.2 LAND USE

Description of Resource

This section describes existing uses of properties within the Specific Plan and surrounding area, together with potential land uses that could be developed under existing zoning and comprehensive plan designations. The land use compatibility concerns discussed in this section are as follows:

Safety. Airport flight activities have the potential to result in accidents that could affect occupants of adjacent areas or new development could result in light and glare that would adversely impact Airport operations. (Light emissions are discussed in section 3.18).

Building Heights. The structural height of future buildout in the project area could affect airport operations and safety (i.e., it could obstruct or otherwise pose a hazard to air navigation).

Environmentally Sensitive Habitats. The project site is located adjacent to the Goleta Slough, which is a highly sensitive resource. The effects of the proposed project on biological habitats are discussed in sections 3.14, 3.15, and 3.16.

Noise. Airport activities generate noise that could be incompatible with existing and proposed development. Noise analyses described in Section 3.1 are referenced in addressing land use compatibility.

Recreational Facilities. Compatibility of existing or proposed bikeways with proposed project uses are addressed.

Cultural Resources. The project area may contain resources that are eligible or potentially eligible for listing on the National Register of Historic Places. Architectural, historic, and archaeological resources are addressed in section 3.13.

Floodplains. The project area is subject to flooding. The proposed project could increase flood hazards to existing development or cause hazards to new development or it could alter surface water flows. Floodplains are addressed in detail in section 3.11.

Region of Influence

The region of influence for land use compatibility includes the Airport and immediately surrounding areas.

Data Sources

This land use compatibility analysis is based on a review of various sources, including the *Coastal Plan* and *Airport Master Plan EIR/EA* and the *Santa Barbara County Airport Land Use Plan (ALUP)* (Santa Barbara County 1982). Information on land uses adjacent to the Airport property and Specific Plan area was found in the *Santa Barbara County Goleta Community Plan* (Santa Barbara County 1993).

3.2.1 Affected Environment

The Airport and surrounding property are owned by and within the incorporated limits of the City of Santa Barbara. The Airport's property totals 946 acres, including 120.8 acres south of Hollister Avenue and 104.4 acres north of Hollister Avenue that are part of the Specific Plan Area. The bulk of this area is used for aviation, while approximately 150 acres are Industrial/Commercial and approximately 400 acres are within the Goleta Slough.

The Airline Terminal, restaurant, motel, private aircraft parking, and flight school are within a 40-acre area in the southeast quadrant of the Airport; several Industrial/Commercial uses (many of which are legal, nonconforming) in buildings constructed during World War II are located in the northeast Airport quadrant. In the northcentral 100 acres of the Airport are structures leased to airport-

related, commercial, and research and manufacturing business activities. Airport administration offices, the Air Traffic Control Tower, and Flight Service facility are located in this area. The western and southwestern areas of the Airport property are covered by the Goleta Slough. In the Specific Plan area, the commercial properties have a variety of uses, including a movie theater, restaurant, and businesses; the industrially zoned areas have a number of conforming uses, including a lumber yard and cement yards.

Lands within the Airport's area of influence extend east, north, and west of the project area. Under the jurisdiction of Santa Barbara County, these areas were recently evaluated as part of the Goleta Community Plan update to the County Comprehensive Plan. The land use designations resulting from this update are used to describe general uses in the outlying areas of Airport influence (see Figure 3.2-1). Land uses in the immediate vicinity of the Airport are also shown on Figure 3.2-2.

Directly east, on either side of Ward Memorial Boulevard, are industrial and multiple residential uses, including the Goleta Sanitary District (GSD) Treatment Facility, with agricultural and single-family residence areas as far as More Mesa. Northward, south of U.S. 101, are industrial park uses, followed by single family residences and open space north of U.S. 101 surrounding Lake Los Carneros. Immediately north of U.S. 101 on the east side of Los Carneros Road is a commercial/light industrial center that includes the California Highway Patrol office. To the west, industrial and commercial uses are east of Storke Road, with multiple residential development extending to Ellwood Beach Drive. Other major land uses adjacent to the Airport are the University of California, Santa Barbara campus to the southwest, and Goleta Beach County Park to the south.

The Land Use Assurance letter prepared by the Airport and included in Appendix F outlines the measures that have been and continue to be undertaken to ensure the compatibility of surrounding land uses with Airport operations. (Also refer to section 3.2.3.)

Safety

Approximately 78 percent of all civilian aircraft accidents happen within Safety Areas 1 through 3 (see Figure 3.2-3) (Caltrans 1993).

Many of these accidents occur within narrow strips at the ends of runways. As a result, Approach Zones and Runway Protection Zones (RPZ) are established in these areas where the potential for hazards is greatest so that potential hazards to airplane passengers and surrounding land use occupants are minimized in the event of an aviation accident. Runway Safety Areas are located at the immediate ends and along lengths of runways and taxiways and are described in FAA Advisory Circular 150/5300-13, *Airport Design*.

Zone II of the Airport's Area of Influence includes safety and height restrictions. Within Zone II are three areas: (1) the RPZ (referred to as the "Clear Zone" in the City Zoning Ordinance and the ALUP), (2) the Approach Zone, and (3) the General Airport Traffic Pattern Zone. Area 3 is located in a roughly oval area that encompasses the four areas designated as Area 2 (see Figure 3.2-3).

The RPZ must be free of obstructions or distracting effects (e.g., flashing lights, sunlight reflection, glare, smoke, bird concentrations, electrical interference) affecting landing aircraft (defined in FAA FAR Part 77) and should be maintained as cleared fields if within Airport property. A listing of compatible and incompatible land uses within the three safety zones is shown in Table 3.2-1. The Approach Zone is an extension of the RPZ. Concentrations of people or uses with potential fire hazards are not generally allowed. In general, incompatible land uses in the Approach Zone

include non-residential uses that would result in large concentrations of people (e.g., shopping centers, schools, hospitals, stadiums), and hazardous installations (e.g., oil or gas storage).

Area 3, the General Airport Traffic Pattern Zone is where airport traffic patterns occur. Incompatible land uses are those resulting in large concentrations of people (schools, hospitals, apartment blocks, or shopping centers) under frequently used traffic patterns. A general threshold of 25 persons per acre for non-residential uses, or more than four units per acre on residential land, is acknowledged as a "large concentration" of population (Santa Barbara County 1982).

There are currently several incompatible land uses located within the RPZ, including Building No. 301 south of Hollister Avenue on Airport property. North of Hollister Avenue and on Airport property are located Building Nos. 501 and 502, which are automobile dealership buildings. The Airport Land Use Commission reviews all proposals within one mile of the runway end and reviews on a case-by-case basis all proposals that would result in large concentrations of people in Safety Area 2 more than one mile from the runway end; no incompatibilities in this area or Safety Area 3 are known to exist within the City.

Building Heights

Tall structures adjacent to airports and take-off/landing zones can be potentially hazardous to navigating aircraft. Federal Aviation Regulations (FAR Part 77, Objects Affecting Navigable Airspace) provide criteria for ensuring adequate airspace within airport traffic pattern zones, including obstruction standards and notification procedures prior to construction of new or alteration of existing structures within navigable airspace.

The California Public Utilities Code requires that Airport Land Use Commissions designate planning boundaries around airports, called the Airport Area of Influence. Santa Barbara County has established an airport approach zone overlay, including height restrictions of 45 feet, which are more conservative than the federal standard. The Airport Land Use Plan includes Airport Height Restriction Areas defining the airspace requirement of the airport (see Figure 3.2-3). No structures exceeding the height restrictions in the vicinity of the Airport are known to exist.

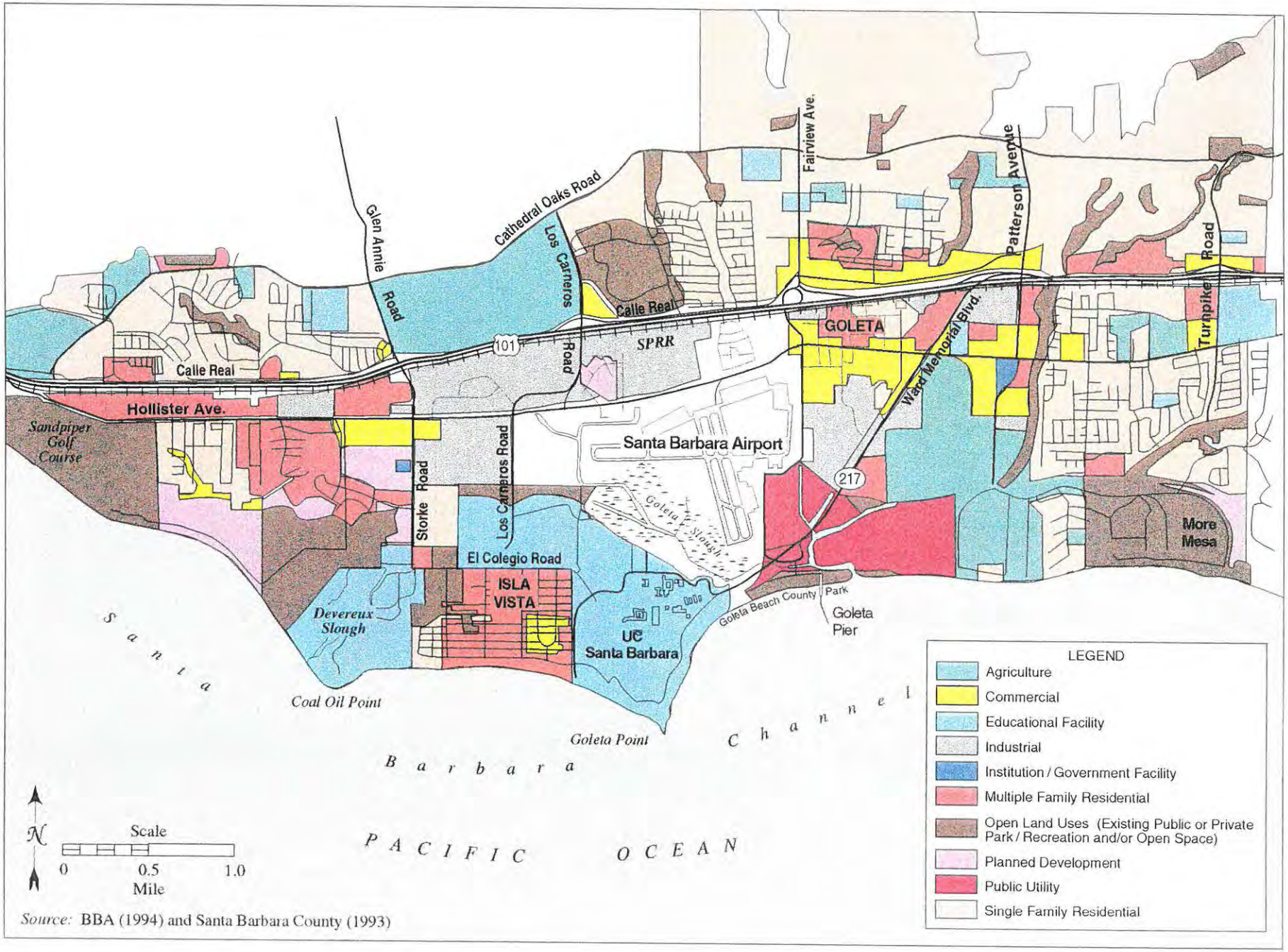
Environmentally Sensitive Habitats

The Goleta Slough is the remaining portion of a tidal marsh that extended from the Goleta Beach Sandspit to north of Hollister Avenue. Massive sedimentation from flooding and construction of the Airport has substantially diminished its size. Surviving areas support a tidal marsh habitat. Due to its historical and biological importance, it is considered the major environmentally sensitive habitat area in the coastal zone (Goleta Community Plan 1993) (see Figure 3.2-4. Please note that this figure reflects delineations performed up to the time of the adoption of the Goleta Community Plan.)

As discussed in Section 2.2, Slough areas are zoned G-S-R, Goleta Slough Reserve. The Airport Zoning Ordinance stresses the importance of preserving the biological character of the slough, requiring a Goleta Slough Coastal Development Permit for all projects in this zone except for Airport, mosquito abatement, flood control, and related maintenance activities (City of Santa Barbara 1991).

The California Department of Fish and Game (CDFG) purchased two parcels of excess land within the Goleta Slough from the State Department of Transportation (see Figure 2-2).

In 1983, these lands were designated the Goleta Slough Ecological Reserve, an element of the State Ecological Reserve System administered by the CDFG to protect rare or endan-



Source: BBA (1994) and Santa Barbara County (1993)

Figure 3.2-1. Generalized Land Use Designations for Area Surrounding the Santa Barbara Municipal Airport

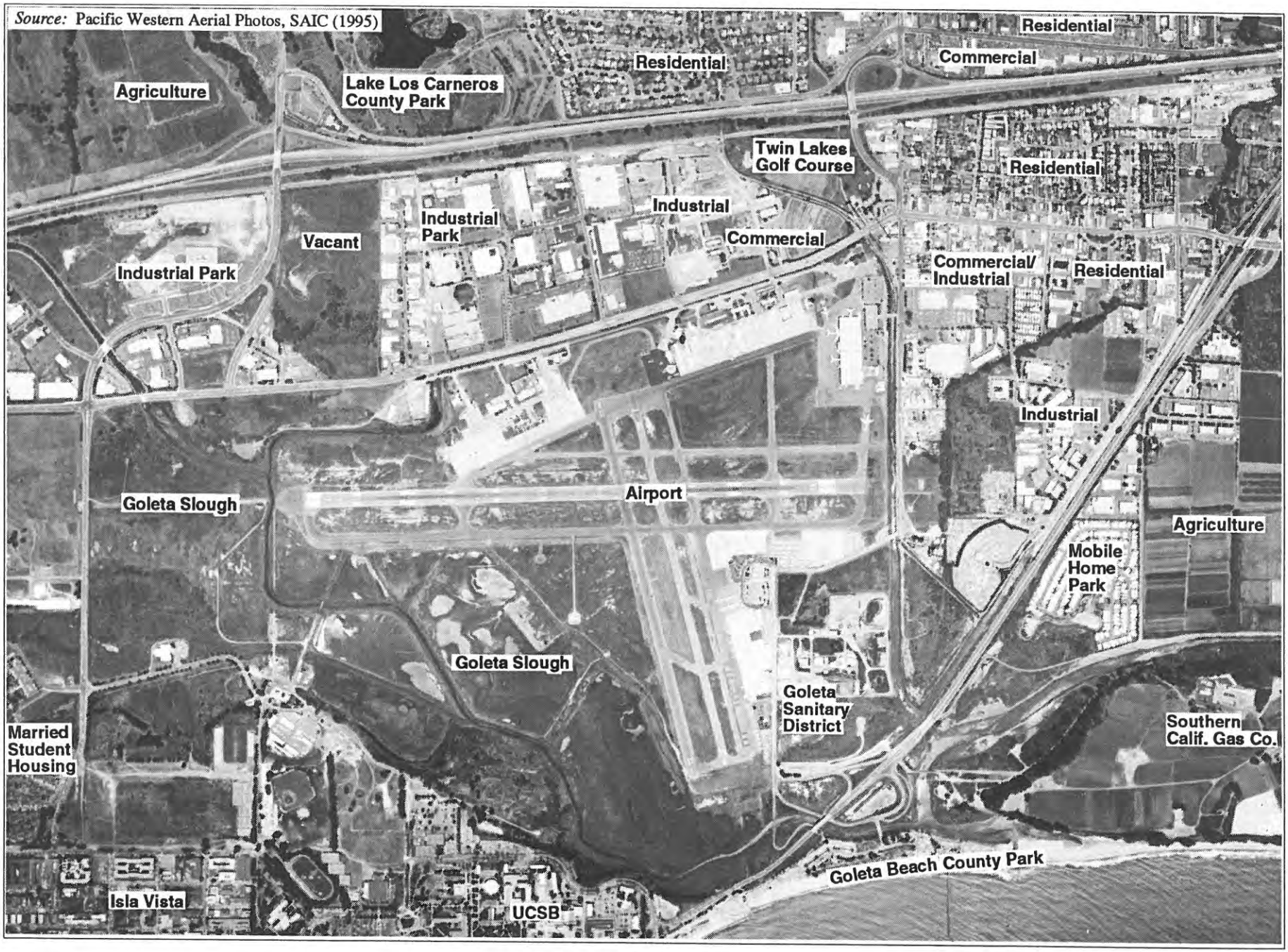


Figure 3.2-2. Existing Land Uses Surrounding the Santa Barbara Municipal Airport

Table 3.2-1
LAND USE GUIDELINES FOR SAFETY COMPATIBILTY
(Page 1 of 2)

Land Use Category	COMPATIBILITY		
	1 (Runway Protection Zone [Clear Zone])	*2 (Approach Zone)*	*3 (General Traffic Pattern Area)*
Residential			
Single family	No	Yes [1]	Yes
Multi-family dwelling	No	No [2]	Yes [3]
Mobile home parks or courts	No	No [2]	Yes [3]
Transient lodging — hotels, motels	No	No [2]	Yes [3]
Industrial/Manufacturing			
Chemicals and allied products	No	No	Yes [3]
Petroleum refining and related industries	No	No	Yes [3]
Rubber and miscellaneous plastic	No	No	Yes [3]
Miscellaneous manufacturing	No	Yes [3]	Yes [3]
Warehousing, storage of non-flammables	No [6]	Yes [3]	Yes
Transportation, Communications, and Utilities			
Railroad, rapid rail transit	No [6]	Yes	Yes
Highway and street	No [6]	Yes	Yes
Auto parking lots	No [6]	Yes	Yes [3]
Utilities	Yes [4]	Yes	Yes
Other transportation, communications, and utilities	No [6]	Yes	Yes [3]
Commercial/Retail Trade			
Wholesale trade	No [6]	Yes [3]	Yes [3]
Building materials — retail	No [6]	Yes [3]	Yes [3]
General merchandise — retail	No	No [2]	Yes [3]
Food — retail	No	No [2]	Yes [3]
Automotive	No	Yes [3]	Yes [3]
Eating and drinking establishments	No	No [2]	Yes [3]
Other retail trade	No	No [2]	Yes [3]
Personal and Business Services			
Personal and business	No	Yes [3]	Yes [3]
Public and Quasi-Public Services			
Cemeteries	No	No	Yes [3]
Other public and quasi-public services	No	No	Yes [3]
Outdoor Recreation			
Playgrounds, neighborhood parks, camps	No	No	Yes [3]
Nature exhibits	No	Yes [3]	Yes [3]
Spectator sports including arenas	No	No	Yes [3]
Golf course, riding stables	No	Yes [3,5]	Yes [3,5]
Auditoriums, concert halls	No	No	Yes [3]
Outdoor amphitheaters, music shells	No	No	Yes [3]

Table 3.2-1
LAND USE GUIDELINES FOR SAFETY COMPATIBILTY
(Page 2 of 2)

Land Use Category	COMPATIBILITY		
	1 (Runway Protection Zone [Clear Zone])	*2 (Approach Zone)*	*3 (General Traffic Pattern Area)*
Resource Production, Extraction, and Open Space			
Agriculture (except livestock)	Yes	Yes	Yes
Livestock farming, animal breeding	No	Yes	Yes
Forestry activities and related services	No	Yes	Yes
Mining activities	No	Yes	Yes
Permanent open space	Yes	Yes	Yes
Water areas	Yes	Yes	Yes

Notes:
1. Single-family residential is a compatible land use within the approach zone only if the population density is less than two single-family residences per acre within 1 mile of the runway.
2. Use not compatible in approach zone wihtin 1 mile of the runway end. Use subject to ALUC review if more than 1 mile from the runway end.
3. Uses subject to ALUC review if they result in large concentrations of people underneath downwind and base legs or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee will provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is in the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.
4. No above-grade transmission lines, no on- or above-grade gas or oil pipelines.
5. Equestrian activity, including riding trails, is not compatible with areas overflown by low-flying aircraft, because horses may be frightened by aircraft.
6. Intensive development in the clear zone is prohibited. All specific development plans must be reviewed by the ALUC to assure that temporary or permanent concentrations of people greater than 25 people per acre are avoided, that storage of concentrations of hazardous materials will not occur, and that the local public safety agency will be able to effectively provide emergency services to the parcel.

Source: Santa Barbara County Airport Land Use Plan, revised October 1992.

gered native plant wildlife or aquatic organisms and specialized habitat types (City of Santa Barbara 1991). Subsequently, the City of Santa Barbara entered into a Memorandum of Agreement (MOA) with the CDFG to establish areas with an Airport and Goleta Slough LCP land use designation of Recreation/Open Space within the Goleta Slough Ecological Reserve System (Figure 2-2).

The City also entered into a Memorandum of Understanding (MOU) with the CDFG regarding maintenance. The MOU allows the Airport to conduct maintenance activities in the Reserve, including trimming the tops off any vegetation that protrudes into the runway protection areas, maintaining the existing approach lighting system and access road to the lights, mowing certain areas, and maintaining the existing Airport Security Road running along the perimeter of the slough. These activities are to be performed for the safe operation of the airport in a manner that is compatible with the maintenance of the sensitive natural resource values of the area. Any proposed activities within the Reserve require the review of the other party. Some of the activities described above (e.g., mowing) require permission from the CDFG. Others, such as maintenance of runway approach lights and the instrument system, do not. Similar agreements have been established with the County Flood Control District and the Goleta Valley Vector Control District (City of Santa Barbara 1991).

NOISE

Noise is an ongoing result of airport activity. It can cause incompatibilities with surrounding land uses. Land uses considered compatible with airport activities include agriculture, industry, commercial, open space, and high-rise apartments (incorporating soundproofing, thus reducing interior noise levels to below 45 dBA CNEL and central air conditioning so that windows are not left open) (City of Santa Barbara 1979). Land uses that are typically incompatible with noise in excess of L_{dn} 65 dB are residences, including mobile homes and transient lodgings; schools, hospitals and nursing homes; and churches, auditoriums, and concert halls; although the latter two general categories may be compatible given the incorporation of noise attenuation measures into building design. Noise impacts are addressed in detail in section 3.1 and briefly summarized under section 3.2.2, Environmental Consequences, below.

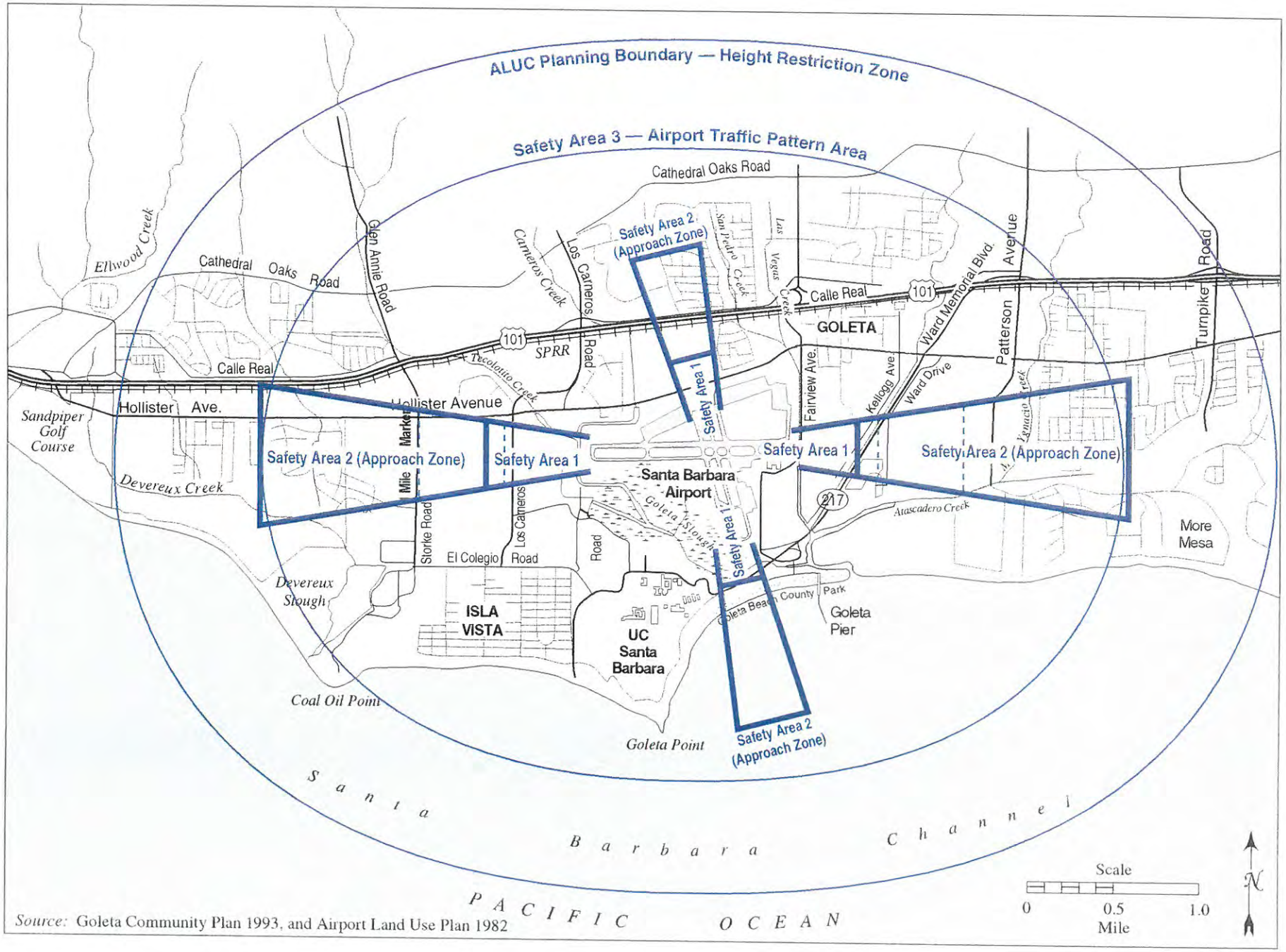
RECREATIONAL FACILITIES

Recreational opportunities at the Airport and Goleta Slough are enhanced by the estuarine wildlife and birds. Birdwatching and wildlife photography are possible from vantage points within the Airport and the University of California, Santa Barbara. Due, in part, to FAA requirements to protect safety, access to the Slough is limited.

A Class I bicycle trail[1] exists on Los Carneros Road on the western Airport boundary (Figure 3.2-5) as part of the County Parks, Recreation, and Trails (PRT) Element of the Comprehensive Plan. After continuing through the UCSB campus, the trail continues eastward across Airport property and the Slough mouth at Goleta Beach County Park, where it continues to Atascadero Creek.

Several bike trails are proposed in the PRT within the Airport vicinity (Figure 3.2-5). A proposed Class I trail would parallel the northwestern Airport boundary along Hollis-

1 Class I bikepaths are completely separate from roadways, are designed for exclusive use by bicyclists, and have limited cross-flow by motor vehicles.
Class II bikepaths provide a right-of-way for bicyclists alongside roadways. These paths are separated by a "bikes only" sign or by some sort of physical barrier between the bike lane and the roadway.
Class III bike routes are similar to Class II but with fewer privileges for the bicyclist. Unlike Class II lanes, the right-of-way is not exclusive to the bicyclist but is shared with pedestrians and motor vehicles.



Source: Goleta Community Plan 1993, and Airport Land Use Plan 1982

Figure 3.2-3. Safety Areas and Height Restriction Zone, Santa Barbara Municipal Airport

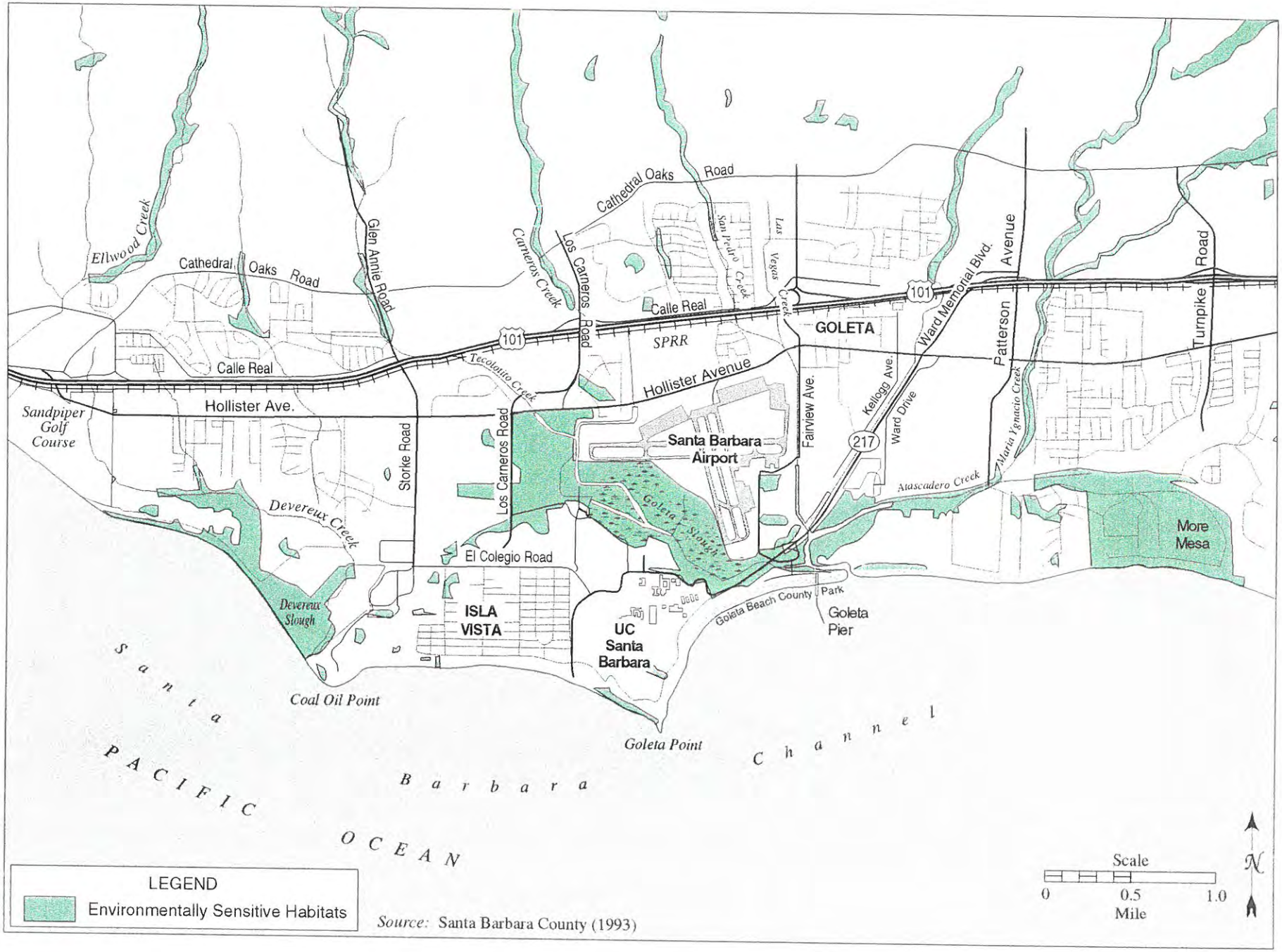
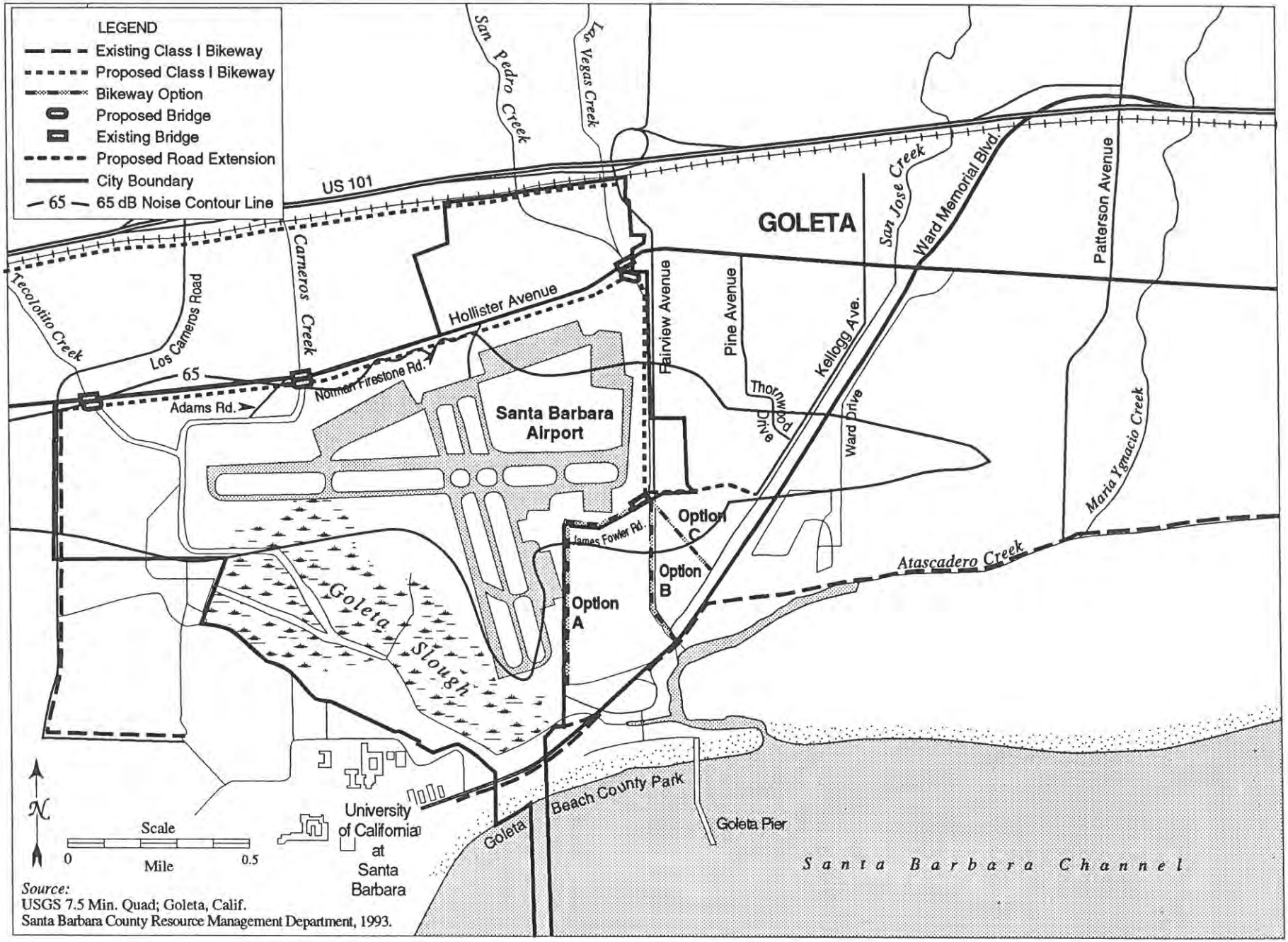


Figure 3.2-4. Environmentally Sensitive Habitats



Source:
USGS 7.5 Min. Quad; Goleta, Calif.
Santa Barbara County Resource Management Department, 1993.

Figure 3.2-5. Existing and Proposed Bikeways in the Project Area

ter Avenue and the eastern boundary along Fairview Avenue if there is sufficient right-of-way. If the right-of-way is not available, Class II bike lanes on Hollister Avenue may be implemented. It could take one of three options from the Fairview Avenue terminus: either following Airport property along James Fowler Road and William Moffett Place (Option A), along San Pedro Creek (Option B), or across Southern California Gas Company property (Option C). The County considers development of this Class I trail a high priority due to 1994 federal Transportation Enhancement Act (an element of the Intermodal Surface Transportation Efficiency Act) funding mechanisms (personal communication, E. Gevirtz 1994). The City currently has proposed no bike paths in the project area; however, this is being studied as part of the Airport Specific Plan. It is most likely that the existing Class II bike lane on Hollister Avenue will be maintained instead of relocated adjacent to Firestone Road.

Hiking trails are also proposed within and adjacent to the Airport (Santa Barbara County 1993). A potential trail corridor is proposed at the footbridge crossing the Goleta Slough just north of Goleta Beach County Park, and continuing northward along Fairview Avenue past Runway 7/25 (see Figure 3.2-6). Airport operations and security would have to be considered prior to allowing the County to construct such a trail, however.

The location of the 65 dB noise contour in relationship to hiking and bike trails is shown on figures 3.2-5 and 3.2-6. (See section 3.1 for additional discussion of noise compatibility thresholds for the project area.)

Development of recreational facilities within the active aviation portion of the site is not a suitable land use due to security, safety, and maintenance requirements. Passive recreational opportunities, however, are encouraged in the Airport and Goleta Slough Coastal Plan through the use of signs and informational displays (City of Santa Barbara 1982).

Goleta Beach County Park is just south of the Airport. This 29-acre park includes nearly a mile of sandy beach. It is a day-use park, offering picnicking facilities, volleyball courts, horseshoe pits, playground equipment, a snack bar, and a restaurant. Two barbecue areas can accommodate a total of 260 people. The park includes the Goleta Pier, which is used for boat launching, fishing, and strolling.

Cultural Resources

Cultural resources within the Aviation Specific Plan area include several prehistoric sites, some of which have been disturbed by modern construction activity. Historic structures include two buildings considered eligible for listing on the National Register of Historic Places and as City Historical Landmarks. The Specific Plan area also includes prehistoric and historic archaeological resources and buildings dating from World War II that in combination are considered eligible for designation as Structures of Merit. Historic structures are shown on Figure 3.13-1.

Floodplains

The Airport and surrounding areas are located at the confluence of five major streams and are subject to flooding. Flooding of the Airport occurred in 1967, 1969, and twice in 1995 due to flows exceeding the capacity of the stream channels located on the property. Figure 3.11-1 shows the flood hazard areas, as identified by the Federal Emergency Management Agency (FEMA), subject to inundation by a 100-year flood event. Also shown on the figure is the floodway defined by FEMA. ("Floodplain" is defined as the land area susceptible to inundation during a given flood. "Floodways" lie within floodplains and correspond to the land area adjacent to a river or other watercourse that must be preserved in order to discharge the 100-year flood without

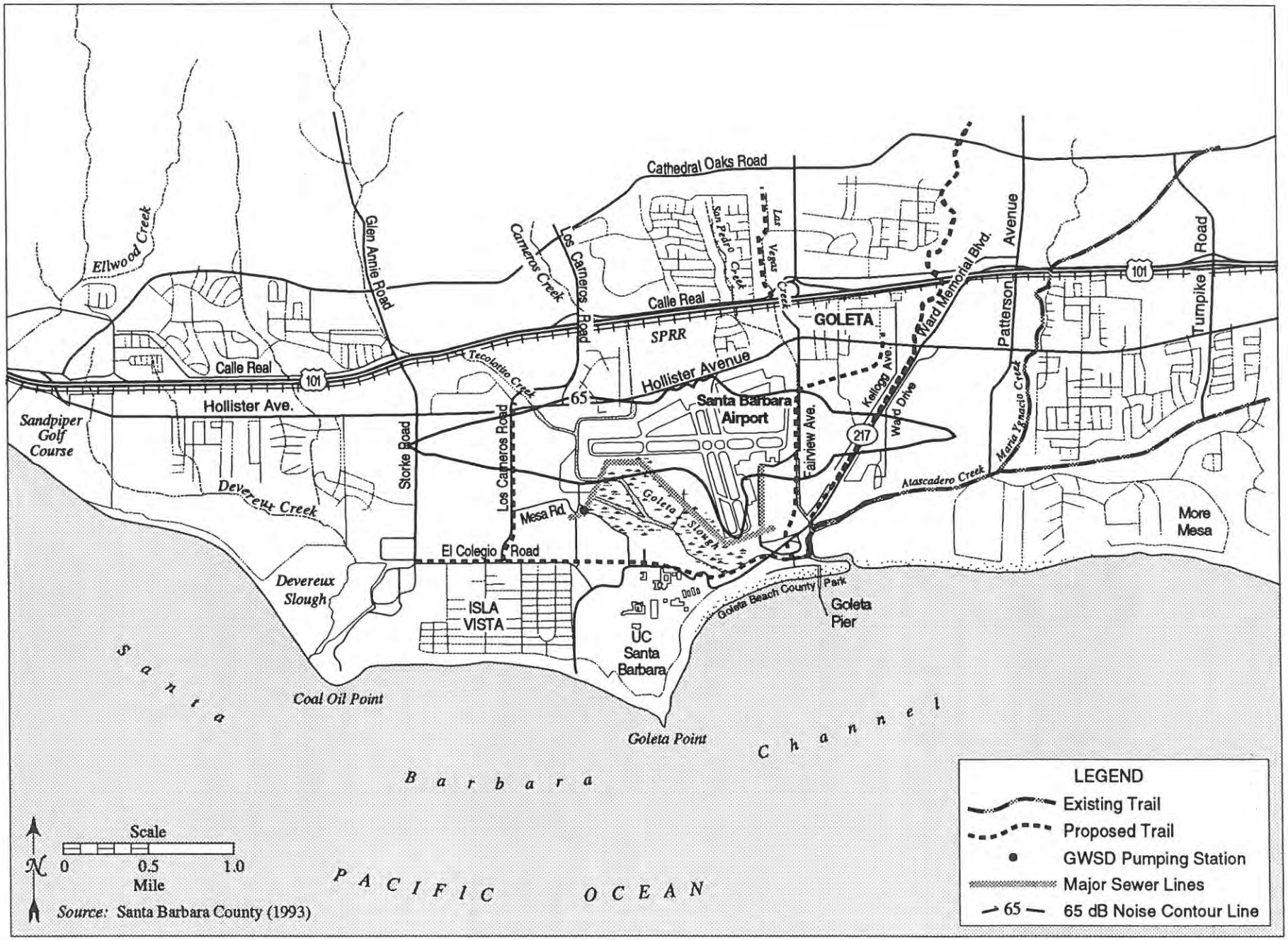


Figure 3.2-6. Existing, Proposed, and Potential Trail Corridors in the Project Area and Goleta West Sanitary District Sewer Lines

cumulatively increasing the water surface elevation more than one foot.)

3.2.2 Environmental Consequences and Mitigation Measures

Land use impacts would be significant if an action precluded or were otherwise incompatible with existing or proposed land uses. Physical impacts of the project on resources in the areas described below that are mitigable are considered compatible from a land use perspective. Impacts that are unmitigable would render the project incompatible. Project consistency with existing plans and policies is addressed in section 4.0.

PROPOSED SPECIFIC PLAN

The Specific Plan would maintain a mixed use area with commercial and industrial uses. South of Hollister Avenue these would include aviation-related uses and facilities, public/institutional uses, and open space. North of Hollister Avenue, the uses would include commercial, light industrial, family entertainment, golf course, parks, and open space. Six land use/zoning designations were formulated for the Plan, two of which currently exist in the Airport Zoning Ordinance and three of which have been renamed and revised. The Commercial Recreation Zone was developed specifically for the Specific Plan area. These zones are described in Section 2.2.

Up to 172,000 square feet of existing buildings would be replaced. While this is not considered a land use incompatibility per se, there are other ramifications that are addressed in Section 3.6, Social Resources.

Issues pertinent to development of the Specific Plan are discussed below.

Building Heights

The Specific Plan was developed with consideration for height limitations imposed by the City Zoning Ordinance and FAR Part 77.25(e). The Zoning Ordinance allows structures up to 60 feet high in commercial, industrial, and manufacturing areas. The most restrictive height limitation identified in FAR Part 77.25(e) is that associated with the "transitional" surfaces for Runway 15/33, which runs north-south. No objects are allowed within an area that extends 200 feet from the ends of the runways and 75 feet from either side of the runways. Beginning at a distance of 200 feet and 75 feet from the end or sides of the runway, respectively, heights are allowed to increase at a ratio of 1 foot of height for every 7 feet of distance. Allowable heights therefore increase with distance from the runway.

No structures except some aircraft hangars would exceed 45 feet. Structures of this height would be allowed in a zone that began approximately 515 feet from the ends of the runways; they would also be allowed at a distance of approximately 390 feet from the sides of the runways. Structures closest to the runways would have to be lower than 45 feet, but each would be reviewed on an individual basis to ensure that it met all applicable height restrictions.

Policy Z1 of the Specific Plan is to amend the Airport Zoning Ordinance to incorporate the changes in allowed uses and new zoning designations included in the Specific Plan. An accompanying action is to consider changing the Airport Zoning Ordinance to allow tall aviation-related buildings or structures. It states that "the Santa Barbara City Charter height restriction of 60 feet may preclude facilities for tall aircraft (e.g., hangars and maintenance buildings) from being built. Allowing some relief from this standard will promote flexibility at the Airport without violating the spirit of the height restriction."

No significant impacts with regard to building height would occur.

Environmentally Sensitive Habitats

The Specific Plan area already has been largely developed. Any impacts would be short-term (less than 1 year) and due to construction activities. No significant unmitigable impacts to biological resources were identified; therefore, no incompatibilities with Environmentally Sensitive Habitats would occur. Impacts would be insignificant.

Noise

The long-term increase in noise associated with Specific Plan development would be minor and insignificant, and the proposed land uses would be compatible with ambient noise levels. Some minor noise impacts would result due to construction-related activities (equipment and workers). There are no noise-sensitive receptors in the area. Therefore, no significant impacts would occur.

Recreational Facilities

Development of the Specific Plan would not preclude or conflict with any existing or future recreational uses. Bikeways have been developed consistent with the County of Santa Barbara's Goleta Transportation Improvement Plan (GTIP). Two Class I bikeways identified in the GTIP have been incorporated into the Specific Plan, as illustrated in Figure 2-9 and described below.

Hollister and Fairview Bikeways. If enough right-of-way is available, a Class I bikeway may be constructed along the south side of Hollister between Los Carneros and Fairview. Another alternative is to construct a Class II bike lane. A second Class I path would be constructed along the east side of the Airport along south Fairview. This second bikeway is mostly outside the boundaries of the Specific Plan area. The two paths may be linked by a bicyclist/pedestrian bridge across San Pedro Creek, approximately 20 feet south of Hollister. The South Fairview project has been funded and is undergoing environmental review and final design, and is expected to begin construction in 1996 or 1997 (personal communication, E. Gevirtz 1995).

South Coast Regional Class I Bikeway. This bike path is a long-term project that would consist of constructing an east-west Class I bikeway along the Southern Pacific Railroad and U.S. 101 roadway section from the Winchester Canyon overcrossing to the Santa Barbara City limits. The project is expected to be built in small segments over a 20-year period. One priority segment is from La Patera to San Jose Creek to connect commuters in Old Town Goleta with these proposed Class I systems. Another priority segment is from Storke Road to La Patera, connecting the industrial research parks with Old Town Goleta. Most of this bikeway is outside of the City limits.

Safety

The proposed facilities were specifically developed with consideration for Airport operations. A small portion of the Specific Plan is in Safety Area 1 (the Runway Protection Zone). Uses proposed in this area are light industrial and/or commercial. These uses are considered compatible in this zone according to the Airport Land Use Plan (Santa Barbara County 1982). Another small portion of the Specific Plan area falls within Safety Area 2 (the Approach Zone). Uses would include open yard or light industrial. These, too would be compatible with this area. The remainder of the Specific Plan falls under Safety Area 3 (the General Airport Traffic Pattern Area). Proposed uses include open space, commercial, open yard, light industrial, theaters, golf course, commercial, aviation-related uses, and public/institutional. The Airport Land Use Plan identifies as incompatible in Safety Area 3 any use that would result in large concentrations of people, such as schools, hospitals, apartment blocks, or shopping centers. (For general purposes, the threshold for review by the Airport Planning Advisory Committee is

roughly 25 persons per acre for non-residential uses.) No such uses are proposed in Safety Area 3 or any other portion of the Specific Plan area, and the Plan is considered to be compatible with allowed uses. Each project would be reviewed for compatibility on a case-by-case basis, however. This review would also ensure that new development would not create electrical interference or smoke that could adversely affect Airport operations.

As indicated in Section 3.18, Light Emissions, new construction associated with the Specific Plan is not expected to result in significant lighting needs or emissions. Moreover, all lighting would be required to meet lighting restrictions contained in the Airport Land Use Plan. Therefore, lighting from the Specific Plan area would not result in lighting or glare problems for Airport operations. No significant impacts would occur.

Cultural Resources

Significant impacts to cultural resources would be avoidable with the incorporation of measures designed to mitigate impacts on intact prehistoric deposits and document historic Structures of Merit prior to their demolition. Therefore, no significant land use impacts would occur. See section 3.13 for additional information.

Floodplains

Some of the non-open space land use designated within the Specific Plan area is located within the Regulatory Floodway. Development in these areas has the potential to impact flood conveyance, depending on the proposed use of the properties. Impacts would be mitigated to insignificance, however, through the use of appropriate building practices. No significant land use impacts would occur.

ECONOMIC DEVELOPMENT ALTERNATIVE

This alternative would add an additional 80,000 square feet of either high technology research and development or light industrial use on the north side of Hollister Avenue. Land use impacts would not differ substantively from the proposed Specific Plan and would remain insignificant. Building heights would be consistent with limitations imposed by the City Zoning Ordinance. The additional development would occur in an area that is already largely developed and does not contain environmentally sensitive habitats. Minimal noise increases would be associated with this alternative, and no adverse impacts to bikeways or other recreational facilities would occur. Potential impacts to cultural resources would be mitigable, as described for the proposed Specific Plan, as would any impacts associated with floodplains. Therefore, this alternative would be compatible with other land uses in the project area.

NO-ACTION ALTERNATIVE

The No-Action Alternative would result in no changes to allowed land uses. The existing incompatibilities in the RPZ would continue.

MITIGATION MEASURES

All necessary mitigation measures are described for each resource in their respective sections of this EIR/EA, as referenced above. No mitigation measures strictly for land use are required.

CUMULATIVE IMPACTS

The proposed land uses would be compatible both with Airport operations and surrounding land uses and would not adversely impact other planned development in the Goleta area. Therefore, the project would be compatible with other planned development.

3.2.3 Land Use Assurance

The City of Santa Barbara, as owner and operator of the Santa Barbara Municipal Airport, has provided assurance that it is, and will continue to be, in compliance with Section 511(a)(5) of the Airport and Airway Improvement Act of 1982, as amended. This assurance relates to existing and planned land use and involves the adoption of zoning laws and other measures, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. A letter confirming this assurance is contained in Appendix F.

3.2.4 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.3 COASTAL ZONE MANAGEMENT AND COASTAL BARRIERS

3.3.1 Affected Environment

The Santa Barbara Airport Specific Plan area south of Hollister Avenue is within the Coastal Zone, and therefore subject to the jurisdiction of the California Coastal Commission, which regulates the Coastal Zone in compliance with the California Coastal Act of 1976, as amended. Relevant policies applying to development in the Coastal Zone are included in Chapter 4, Consistency with Plans and Policies.

The Coastal Barriers Resources Act of 1982, Public Law 97-348, addresses undeveloped coastal barriers (landforms such as islands or spits that form a barrier between the open ocean and the shoreline) along the coasts of the Atlantic Ocean and the Gulf of Mexico. Therefore, the proposed project and the No-Action Alternative would have no impact on coastal barriers.

3.3.2 Environmental Consequences and Mitigation Measures

Physical impacts to resources in the coastal zone are addressed in their respective sections (e.g., 3.14, Biotic Communities; 3.15, Endangered and Threatened Species). Mitigation measures for significant impacts and an analysis of cumulative impacts are included, as well. Project consistency with policies directing development in the Coastal Zone are addressed in Chapter 4, Consistency with Plans and Policies.

3.3.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.4 WILD AND SCENIC RIVERS

The U.S. Department of the Interior, National Park Service, maintains a National Inventory of River Segments that qualify for inclusion into the national Wild and Scenic Rivers System. According to the Nationwide Rivers Inventory there are only two wild or scenic rivers in Santa Barbara County. One is a 33-mile segment of the Sisquoc River beginning at the Los Padres National Forest boundary and ending at the river's source in the Los Padres National Forest. This river segment flows in a westerly direction and is located approximately 25 miles north of the Santa Barbara Municipal Airport. The second is Sespe Creek, a 31.5-mile-long waterway located in the Los Padres National Forest and managed by the Forest Service. It is approximately 32 miles from the Airport. Due to the significant distance from the Airport and the intervening mountains between the Airport and the rivers, the proposed Specific Plan, Economic Development Alternative, and the No-Action Alternative are not expected to have an impact on the Sisquoc River or Sespe Creek. Therefore, the proposed Specific Plan, the Economic Development, and the No-Action alternatives will be in compliance with the Wild and Scenic Rivers Act (Public Law 90-542, as amended). No potential significant impacts have been identified for this environmental resource.

3.4.1 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.5 FARMLANDS

3.5.1 Affected Environment

The Santa Barbara Airport is located in the Goleta Valley, which contains a variety of agricultural uses. The U.S. Department of Agriculture Soil Conservation Service has inventoried Santa Barbara County for the occurrence of prime and unique soil types. Prime soils are those that can be farmed continuously or nearly continuously without degrading the environment. Unique soil types are those lands other than prime that are used for the production of specific high value food and fiber crops. Currently, the Goleta Valley Planning Area contains approximately 846 acres of productive land (prime and non-prime agricultural soils in production) south of Cathedral Oaks Road (see Figure 3.1-1 for the location of the Airport in relation to Cathedral Oaks Road). No prime or non-prime farmland is located in or adjacent to the area that would be affected by the proposed project (Santa Barbara County Resource Management Department 1993).

3.5.2 Environmental Consequences and Mitigation Measures

Because no farmland is located in or adjacent to the project area, the proposed Specific Plan, the Economic Development Alternative, and the No-Action Alternative would not impact any soils or farmlands designated as prime or unique by the U.S. Department of Agriculture, Soil Conservation Service, and no mitigations are required. The proposed Specific Plan and the Economic Development Alternative are therefore in compliance with the Farmland Protection Policy Act of 1981.

No cumulative impacts would occur, since the Specific Plan and Economic Development and No-Action alternatives would have no impact on farmland.

3.5.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.6 SOCIAL RESOURCES

Description of Resource

In accordance with FAA Order 5050.4A, the principal social impacts to be considered are those associated with relocation of residences or businesses or other types of community disruption that may be caused by the proposed Specific Plan.

Social resources refers to businesses located on the Airport and those in areas not currently controlled by the Airport but adjacent to proposed runway and safety area extensions. There are no residences in the Specific Plan Area.

Region of Influence

The region of influence is the Airport property itself, restricted areas adjacent to the Airport, and businesses in the Airport area.

Data Sources

The majority of data is acquired from the Market Study and Specific Plan, a site survey, and documents from the Airport staff.

3.6.1 Affected Environment

The Santa Barbara Municipal Airport leases property to 120 tenants within the Specific Plan Area. These tenants are located in three general areas: an area zoned A-F (Airport Facilities) that is located adjacent to the runways and south of Hollister Avenue; four separate areas zoned A-C (Airport Commercial) that are located adjacent to Hollister Avenue on both the north and south sides, and an area zoned A-I (Airport Industrial) that is located north of Hollister Avenue (see Figure 3.2-2 in section 3.2, Land Use).

The vast majority of the tenants lease less than 10,000 square feet of space and operate a variety of aviation-related and non-aviation businesses. In addition, approximately 15 major tenants lease over 50,000 square feet of combined building and land area. They operate commercial, industrial, public utility, institutional/government facilities, and recreation uses. Examples of the types of businesses include aircraft modification and maintenance, electric utility, fixed-base operator, asphalt plant, air-tanker base, automobile sales, manufacturing, research and development/electronics, restaurant, auto body shop, movie theater, and golf course.

The Market Study for the Specific Plan Area identifies economic conditions for businesses in the Goleta area that could potentially be directly affected by economic changes from future industrial/commercial development at the Airport (Economic Research Associates 1995). The discussion below identifies only those types of businesses that were determined to have market potential for future development, and thus, where additional development could produce competition with existing businesses.

The three types of uses for which market demand was determined to be strong and for which the Airport property within the Specific Plan area was determined to be a feasible site were industrial development, a family entertainment center, and a cinema complex.

In early 1994, the Goleta area contained 5,488,100 square feet of industrial space or approximately 61 percent of the South Coast supply. The vacancy rate was 7 percent, slightly less than in the City of Santa Barbara (10 percent) and Carpinteria (8 percent), but higher than the two preceding years when vacancy rates in Goleta were 4 percent and 6 percent, respectively. Gross lease rates for industrial space in Goleta were $0.72 per square foot per month in 1992, $0.88 in 1993, and $0.81 in 1994. Average industrial lease rates for Goleta were generally higher than either Santa Barbara or Carpinteria during this period. Industrial projects in the Goleta area

that are currently planned and approved total 880,398 square feet or 92 percent of the South Coast market total.

Family entertainment centers, also referred to as family recreation centers, are typically anchored by miniature golf courses and contain a variety of other participatory activities such as arcades, batting cages, bumper rides, water elements, and other rides and attractions. They are often located on 3- to 8-acre sites in high traffic areas. The South Coast area does not currently have a family entertainment center. The closest family recreation center is in Ventura. Downtown Santa Barbara does contain stand-alone facilities including batting cages and an in-line skating park and Goleta has an indoor in-line skating rink. Thus, the Goleta area does not currently contain a family entertainment center that would compete with a new facility of this sort in the market area.

Presently there is a two-plex, stand-alone cinema with 674 seats located on the Airport Specific Plan site. Including these two screens, there are only four screens located within 3.5 miles of the Airport site, considered to be the primary market area. There are slightly less than 90,000 residents located within this primary trade area. Currently there are a total of 24 screens located within 8 miles of the Airport site. Demand for an additional cinema is considered to be strong in the market area containing the Airport site.

Two other possible uses are suggested in the Market Study. These include one or two restaurants to serve employees of the Airport and the industrial district and to complement the cinema at night, and the possible expansion of the current 9-hole Twin Lakes Golf Course in the floodway area. There are currently two restaurants on the Airport property and many others located in downtown Goleta. There are two other 18-hole golf courses in the Goleta area, Ocean Meadows and Sandpiper.

3.6.2 Environmental Consequences and Mitigation Measures

Social resources impacts are considered significant if residential or business relocations would be required and if these relocations could not be managed; if relocations would result in appreciable economic hardship on the community; if significant adverse changes in employment would result directly from the action; or if community disruption is considered substantial.

PROPOSED SPECIFIC PLAN

The proposed Specific Plan would not require the relocation of any residences or businesses from private lands. Other social resources impacts are discussed below. None of the impacts are considered to be significant.

To implement demolition and redevelopment activities associated with the Industrial/ Commercial Specific Plan, the Airport would not renew leases on facilities occupied by approximately 50 Airport tenants. Long-term leases of over 20 years are not affected by the Specific Plan. All other tenants with existing Airport leases are on month-to-month leases. Existing short-term leases would continue until the end of the current lease period. The Airport Administration would work with these tenants to accommodate them in other available space, whenever possible. Tenants would likely incur moving costs. Impacts are considered to be adverse but not significant.

Development of new building space identified in the Specific Plan Area could result in additional competition (i.e., for tenants and customers) in the Goleta area. The sections below discuss proposed development of industrial, commercial, and commercial recreation uses in the Specific Plan Area. Aviation facility uses in the Specific Plan Area are not discussed since they would not compete with off-Airport uses. The square footage of demolition was determined for each of the three types of land

uses by reviewing the types of activities performed by each tenant in buildings to be demolished and categorizing the tenant into one of the above categories. If more than one tenant occupied a building, the tenants were assumed to occupy the building in equal shares.

The proposed net increase in building space in the Specific Plan Area is approximately 160,000 square feet. This amount does not include approximately 172,000 square feet of building space that will be demolished and replaced, of which approximately 16,000 square feet is currently vacant. The net increase of 160,000 square feet is less than 7 percent of the potential development of 2.4 million square feet of Industrial/Commercial space identified in the Goleta Growth Management Ordinance EIR (SBCo 1995).

Industrial. The Specific Plan proposes demolition of approximately 75,020 square feet of occupied industrial building space, and development of 140,000 square feet of new industrial space, for a net addition of 64,980 square feet. The Market Analysis for the Airport Industrial/Commercial Specific Plan (Economic Research Associates 1995) identifies adequate demand to support between 177,000 square feet and 213,000 square feet of additional industrial space at the Airport site over the next 15 years. This estimate assumes a 25-30 percent capture rate at the Airport site for new industrial demand within the South Coast market. The proposed net addition of 64,980 square feet of industrial space represents approximately one-third of the total projected demand for industrial space at the Airport site, indicating that some unmet demand would remain.

Airport Commercial. The Specific Plan proposes demolition of 57,502 square feet of commercial building space and construction of 102,000 square feet of new commercial space, a net addition of 44,498 square feet. The type of Airport Commercial development that is allowed in the Specific Plan Area is limited by proposed Airport Commercial zoning changes. This zoning is intended to restrict development to those types of commercial uses that support businesses and employers in the immediate area (printers, secretarial service, bookkeeping, restaurant, etc.) and precludes general retail uses (e.g., clothes, shoes, grocery stores, furniture) that would compete more directly with similar businesses in nearby Goleta. The net change in square feet of Airport Commercial development would support approximately three times the amount of square feet in other types of new development in the Specific Plan area.

The existing commercial space that would be demolished is primarily occupied by retail sales and services, government offices or facilities, and small research and development office uses. Many of the retail businesses require space for on-site storage, repair, or custom work (e.g., sales of camper shells), motorcycle repair, plumbing and irrigation sales, custom counter sales, and printing. The government offices and facilities are mostly Airport-related and would remain in the area in new locations. Implementation of the Airport Commercial zoning ordinance would preclude new development of general retail uses and general office commercial uses. It is therefore unlikely that the amount of commercial development proposed, a net increase of less than 45,000 square feet, would have an adverse effect on businesses in the Goleta area.

Commercial Recreation. The Specific Plan proposes demolition of 11,250 square feet of commercial recreation uses (an existing two-screen movie theater) and new construction of 20,000 square feet of commercial recreation uses, a net increase of 8,750 square feet. The Market Study concludes that there is sufficient demand for a six-screen movie theater at the Airport site even if the existing cinema were to remain, for a total of eight screens. Assuming demolition of the existing movie theater at the Airport site, development of a new movie

theater at this location would compete most directly with an existing two-screen movie theater on Fairview Avenue in Goleta and could potentially affect its market share. Given the strong demand for another multi-screen movie theater in Goleta, it is likely that such a theater would eventually be built somewhere in the Goleta area, whether or not it is located at the Airport site.

The Market Study identified marginal demand for selected activities within a family entertainment center, including a miniature golf course, batting cages, arcade, and food court, and marginal support for a single or dual ice rink. The Goleta area does not currently offer facilities of this type, and such facilities are limited or non-existent on the South Coast. Thus, competition would not be a substantial factor.

ECONOMIC DEVELOPMENT ALTERNATIVE

This alternative would not require the relocation of any residences or businesses. No additional demolition beyond that already proposed for the Industrial/Commercial Specific Plan would be required. The Market Analysis for the Airport Industrial/Commercial Specific Plan (Economic Research Associates 1995) identifies adequate demand to support between 177,000 square feet and 213,000 square feet of additional industrial space at the Airport site over the next 15 years. This alternative would add 80,000 square feet of new space to the 64,980 square feet of industrial space proposed in the Specific Plan, for a net addition of 144,980 square feet of space. This represents approximately 68 to 82 percent of the total projected demand for industrial space at the Airport site, indicating that some unmet demand would remain.

NO-ACTION ALTERNATIVE

Under the No-Action Alternative, existing tenants in the Specific Plan Area would most likely have the option of renewing existing leases and may not have to vacate space that they currently occupy. Moving costs would be avoided and temporary loss of revenues would be avoided.

MITIGATION MEASURES

Impacts of implementing the Specific Plan are considered to be adverse but not significant with regard to social resources. No mitigation measures are proposed. However, to the extent feasible, the development of new building space in the Specific Plan Area should be phased to achieve a timely relocation of existing tenants to new facilities. The Airport Administration would work with these tenants to provide new space in the Specific Plan Area whenever possible. These recommendations are already included in the policies of the proposed Specific Plan.

CUMULATIVE IMPACTS

The cumulative impacts of the implementation of the Specific Plan with other projects are not considered to be significant.

3.6.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.7 SOCIOECONOMIC RESOURCES

Description of Resource

Employment refers to the number of full- and part-time jobs by category or sector for Santa Barbara County and for market areas within the County. The employment categories include agriculture; mining; construction; manufacturing; transportation; wholesale trade; retail trade; finance, insurance, and real estate, services; and government.

Population refers to the number of persons residing within the region of influence, the incorporated communities and sub-County areas.

Housing refers to the number of housing units categorized by type (single family and multiple family) and additions to the current housing stock.

Public Schools refer to elementary and secondary public schools located within the County with particular emphasis on those in the South County.

Region of Influence

The region of influence for employment consists of Santa Barbara County and the following sub-County market areas: the South Coast, Santa Ynez, Lompoc, and Santa Maria.

The region of influence for population and housing is Santa Barbara County and the incorporated communities within the County.

The region of influence for schools includes the area that is most likely to receive any inmigration that could occur as a result of the proposed project. This includes the area comprising the Goleta Union School District, the Hope School District, and the Santa Barbara Elementary and High School Districts.

Data Sources

The majority of the data for employment is acquired from the State of California Employment Development Department and Santa Barbara County Association of Governments.

Data for population are acquired from the 1990 Census of Population and Housing and the Santa Barbara County Association of Governments.

Data for housing are acquired from the 1990 Census of Population and Housing and the Santa Barbara Association of Governments. Data contained in the Housing Elements of the Comprehensive Plans of appropriate jurisdictions (County and incorporated communities) are also used.

Information concerning school enrollments and capacities was obtained from each of the potentially affected school districts. Other more generalized information concerning the Goleta Union School District was obtained from the Goleta Community Plan (Santa Barbara County 1993).

3.7.1 Affected Environment

EMPLOYMENT

The historical and projected future trend in employment (in each of nine major employment sectors) for Santa Barbara County is shown in Table 3.7-1. Between 1980 and 1990, employment levels grew by more than two percent per year (over 3,100 jobs) with the strongest growth in services, trade, and government sectors. Between 1990 and 1993, however, the County lost over 1,700 jobs, with every sector (with the exception of agriculture) experiencing a decrease. Much of this loss is attributable to the recessionary conditions in the nation and the downsizing of military activities and the associated reduction in defense-related spending and employment.

Table 3.7-1
Historic and Projected Wage and Salary Employment by Sector
Santa Barbara County, 1980-2010
(page 1 of 2)

	Historical					1980-1990		1990-1993		1980-1993	
Sector	*1980*	*1990*	*1991*	*1992*	*Annual 1993*	*Average Annual Change*	*Annual Growth Rate*	*Average Annual Change*	*Annual Growth Rate*	*Average Annual Change*	*Annual Growth Rate*
Agriculture	7,400	11,200	11,900	11,600	11,900	380	4.2%	233	2.0%	346	3.7%
Mining	1,500	1,100	1,100	1,100	1,000	(40)	-3.1%	(33)	-3.1%	(38)	-3.1%
Construction	5,000	6,400	6,400	5,900	5,000	140	2.5%	(467)	-7.9%	0	0.0%
Manufacturing	19,200	21,400	20,800	19,200	18,400	220	1.1%	(1,000)	-4.9%	(62)	-0.3%
Durable Goods	15,700	17,600	16,900	15,500	14,600	190	1.1%	(1,000)	-6.0%	(85)	-0.6%
Nondurable Goods	3,500	3,800	3,900	3,700	3,900	30	0.8%	--	0.0%	31	0.8%
Trans & Pub Utilities	5,100	5,200	5,000	5,300	4,800	10	0.2%	(133)	-2.6%	(23)	-0.5%
Trade	29,100	34,900	35,500	33,700	34,100	580	1.8%	(267)	-0.8%	385	1.2%
Wholesale Trade	4,000	5,600	5,200	5,200	5,100	160	3.4%	(167)	-3.1%	85	1.9%
Retail Trade	25,100	29,300	30,300	28,500	29,000	420	1.6%	(100)	-0.3%	300	1.1%
Fin, Insur, Real Estate	5,700	8,100	8,100	7,600	7,400	240	3.6%	(233)	-3.0%	131	2.0%
Services	30,500	41,900	43,500	42,700	42,800	1,140	3.2%	300	0.7%	946	2.6%
Government	24,600	29,300	29,200	29,200	29,200	470	1.8%	(33)	-0.1%	354	1.3%
Total	128,100	159,500	161,600	156,300	154,400	3,140	2.2%	(1,700)	-1.1%	2,023	1.4%

Table 3.7-1
Historic and Projected Wage and Salary Employment by Sector
Santa Barbara County, 1980-2010
(page 2 of 2)

		PROJECTED			1995-2000	2000-2005	2005-2010
Sector	*1995*	*2000*	*2005*	*2010*	*Annual Growth Rate*	*Annual Growth Rate*	*Annual Growth Rate*
Agriculture	11,318	12,942	14,000	14,900	2.7%	1.6%	1.3%
Mining	1,085	1,122	1,153	1,181	0.7%	0.6%	0.5%
Construction	5,950	7,210	7,918	8,500	3.9%	1.9%	1.4%
Manufacturing	19,490	20,300	21,100	21,700	0.8%	0.8%	0.6%
Durable Goods	NA	NA	NA	NA	NA	NA	NA
Nondurable Goods	NA	NA	NA	NA	NA	NA	NA
Trans & Pub Utilities	5,402	5,800	6,150	6,400	1.4%	1.1%	0.8%
Wholesale Trade	5,230	5,450	5,600	5,700	0.8%	0.5%	0.4%
Retail Trade	28,206	31,200	34,000	36,000	2.0%	1.7%	1.2%
Fin, Insur, Real Estate	8,071	8,400	8,700	9,000	0.8%	0.7%	0.7%
Services	44,500	48,200	52,200	56,000	1.6%	1.6%	1.4%
Government	29,370	31,720	33,650	35,500	1.6%	1.1%	1.1%
Total	158,622	172,344	184,471	194,381	1.7%	1.4%	1.1%

Source: State of California Employment Development Department, Labor Market Division; Santa Barbara County Association of Governments, *Regional Growth Forecast 94*.

It is anticipated that Santa Barbara County will recover from the current recession and all sectors are expected to add jobs over the period 1995-2010. During the period 1995-2000 employment is projected to increase annually by 1.7 percent per year with the annual rate of increase slowing to about 1.1 percent over the period 2005-2010.

POPULATION

Noticeable changes in both population growth rates and the geographical distribution of residents have occurred over the last 25 years. Table 3.7-2 presents historical population data for the period 1970-1990 and population projections for the period 1990-2010. These data are presented for the County as a whole and the following geographical subdivisions: South Coast, North County, incorporated communities (that currently number seven), Census County Divisions, and unincorporated areas. The geographical reporting areas are illustrated in Figure 3.7-1.

The population of the County grew at an average annual rate of 1.24 percent over the period 1970-1980. This rate increased substantially (to 2.15 percent) during the 1980s; however, it is projected to decline again to 1.19 percent during the 1990s and further to 0.95 percent during the period 2000-2010. Over the historical period 1970-1990, the majority of people were located in the South Coast, which contained 57 percent of the total County population in both 1970 and 1980 and 52 percent in 1990. It is projected that by the year 2000, the population will be virtually equally divided between the South Coast and the North County and by the year 2010, 51 percent of the County population will be located in the North County.

The period 1970-1980 saw the most rapid rate of growth in the Carpinteria Census County Division (CCD) and the Santa Ynez CCD, moderate growth in the Santa Barbara, Santa Maria, and Guadalupe CCDs, and population loss in the Lompoc and Cuyama CCDs. In the 1980s, population growth at the County level increased dramatically (from 1.24 to 2.15 percent per year, on average). During this period, however, the most rapid growth occurred almost uniformly in the North County. The North County experienced an average rate of 3.36 percent (compared with 1.18 percent the previous decade), while the South Coast experienced a rate of 1.14 percent per year (compared with 1.28 percent the previous decade). The growth rate for the City of Santa Barbara more than doubled (from 0.58 percent to 1.41 percent) between these decades. The unincorporated portion of the Santa Barbara CCD (comprised mostly of Goleta, but also including Montecito and Hope Ranch areas) experienced a dramatic decrease in the growth rate (from 1.44 percent per year in the 1970s to 0.79 percent in the 1980s).

Projected growth rates through the year 2010 are forecast to decline uniformly for all areas in the County. However, growth will be greater in the North County than in the South Coast with the Santa Maria and Guadalupe areas experiencing the highest rates of change.

HOUSING

According to the U.S. Census of Population and Housing, Santa Barbara County contained a total of 138,149 housing units in 1990 of which just over 54 percent were located on the South Coast (see Table 3.7-3). With the exception of the Santa Barbara CCD, the majority of the occupied housing units are owned rather than rented. The highest level is in the Santa Ynez CCD where over 68 percent of the units are owner occupied. The highest proportion of renter-occupied units is in the City of Santa Barbara (57.8 percent).

The homeowner vacancy rate at the County level is 2.0 percent while the rental vacancy rate stands at 5.0 percent.

Table 3.7-2

POPULATION CHANGE, 1970-2010

						Average Annual Percent Change			
	1970	*1980*	*1990*	*2000*	*2010*	*1970-1980*	*1980-1990*	*1990-2000*	*2000-2010*
Carpinteria CCD[1]	9,959	15,419	18,120	20,931	22,959	4.47	1.63	1.45	0.93
Carpinteria City	NA	10,835	13,747	15,689	17,624	NA	2.41	1.33	1.17
Unincorporated	9,959	4,584	4,373	5,242	5,335	NA	-0.47	1.83	0.18
Santa Barbara CCD[1]	140,466	155,448	173,247	187,372	202,640	1.02	1.09	0.79	0.79
Santa Barbara City	70,215	74,414	85,571	93,241	100,377	0.58	1.41	0.86	0.74
Unincorporated	70,251	81,034	87,676	94,132	102,263	1.44	0.79	0.71	0.83
Santa Ynez CCD	8,328	14,307	19,504	21,407	22,905	5.56	3.15	0.94	0.68
Buellton City[2]	NA	NA	3,506	3,966	4,344	NA	NA	1.24	0.91
Solvang City	NA	3,106	4,741	5,437	6,046	NA	4.32	1.38	1.07
Unincorporated	8,328	11,201	11,257	12,004	12,515	NA	0.05	0.64	0.42
Lompoc CCD	47,729	44,779	58,476	67,435	73,174	-0.64	2.70	1.44	0.82
Lompoc City	25,284	26,267	37,649	44,208	47,868	0.38	3.67	1.62	0.80
Unincorporated	22,445	18,513	20,827	23,226	25,306	-1.91	1.19	1.10	0.86
Santa Maria CCD	52,772	63,460	92,993	110,154	125,363	1.86	3.90	1.71	1.30
Santa Maria City	32,749	39,685	61,552	75,152	87,689	1.94	4.44	2.02	1.55
Unincorporated	20,023	23,775	31,441	35,001	37,674	1.73	2.83	1.08	0.74
Guadalupe CCD	3,858	4,322	6,062	7,561	8,875	1.14	3.44	2.23	1.62
Guadalupe City	NA	3,629	5,479	6,936	8,202	NA	4.21	2.39	1.69
Unincorporated	3,858	693	583	625	673	NA	-1.71	0.70	0.74
Cuyama CCD	1,212	1,180	1,206	1,355	1,525	-0.27	0.22	1.17	1.19
South Coast[3]	150,425	170,867	191,367	208,303	225,599	1.28	1.14	0.85	0.80
North County	113,899	128,048	178,241	207,911	231,842	1.18	3.36	1.55	1.10
County Total	264,324	298,915	369,608	416,214	457,441	1.24	2.15	1.19	0.95

Notes:
1. Census County Division
2. Census Designated Place (CDP) in 1990, prior to incorporation
3. Carpinteria CCD and Santa Barbara CCD combined. Combination of all other CCDs in County are the North County.

Sources: U.S. Bureau of the Census, Census of Population, 1990; *Regional Growth Forecast 94*, Santa Barbara County Association of Governments; *Forecast'89*, Santa Barbara County-Cities Area Planning Council.

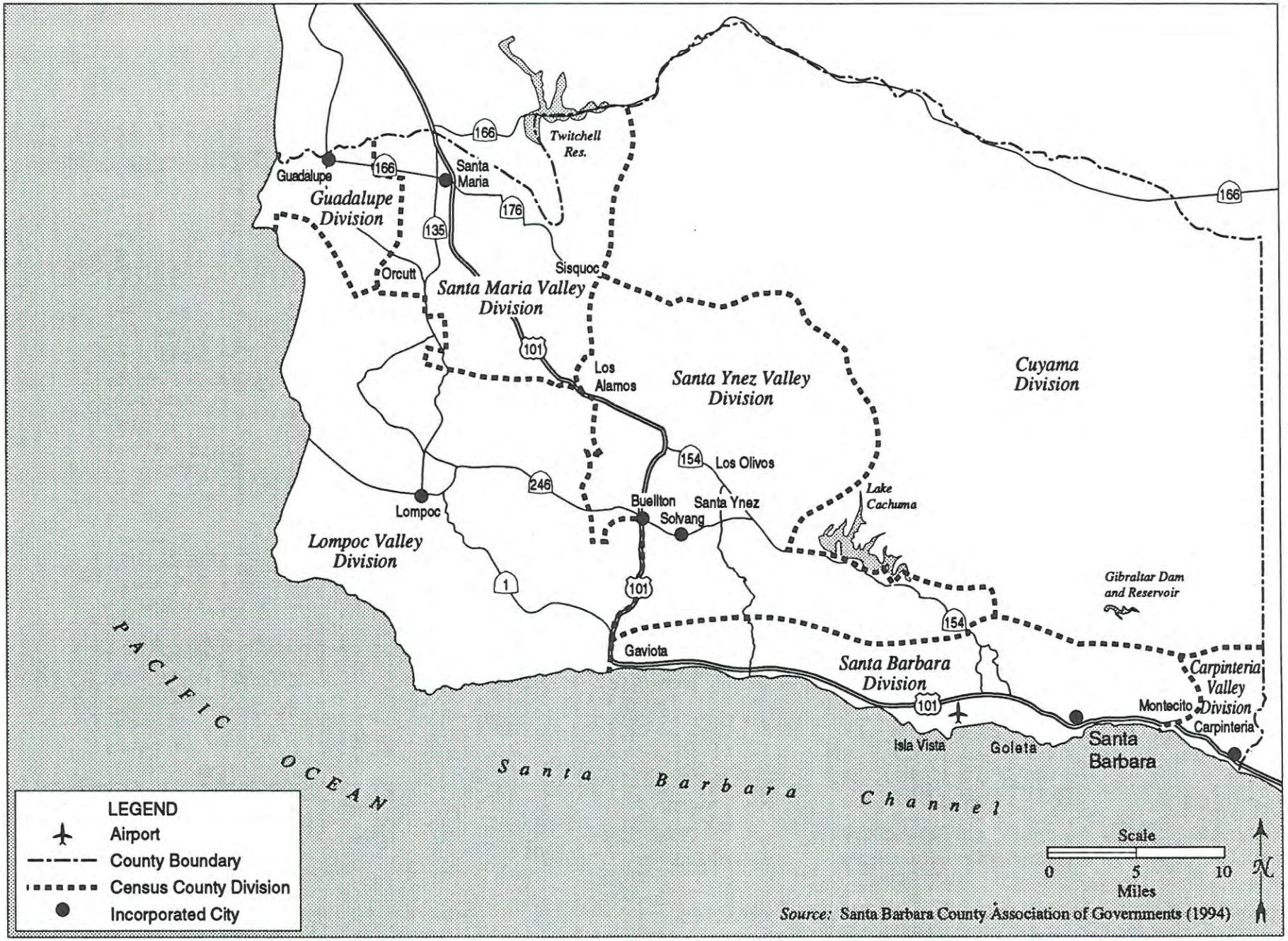


Figure 3.7-1. Santa Barbara County, Census Divisions

Table 3.7-3

HOUSING RESOURCES, 1990

	Housing Units			Percent Owner Occupied	Vacancy Rate		Median Value ($)	Median Contract Rent ($)
	Total	*Occupied*	*Vacant*		*Homeowner*	*Rental*		
Carpinteria CCD	7,487	6,640	847	58.7	2.5	5.4	315,100	714
Carpinteria City	5,457	4,952	505	56.5	2.0	4.3	284,400	707
Santa Barbara CCD	67,539	63,801	3,738	49.6	2.0	4.5	344,400	685
Santa Barbara City	36,226	34,348	1,878	42.2	1.6	4.2	346,900	670
Santa Ynez CCD	7,948	7,266	682	68.4	3.0	5.3	298,500	631
Buellton City	1,424	1,330	94	71.4	5.0	5.0	223,600	642
Solvang City	2,076	1,915	161	61.0	3.4	6.9	300,700	653
Lompoc CCD	20,445	19,187	1,258	51.0	1.4	5.8	147,600	477
Lompoc City	13,261	12,504	757	51.9	1.4	7.6	144,600	463
Santa Maria CCD	32,621	30,965	1,656	63.9	1.8	5.4	156,400	517
Santa Maria City	21,144	19,907	1,237	53.8	1.7	5.8	141,900	505
Guadalupe CCD	1,552	1,516	36	56.8	0.5	1.2	85,900	372
Guadalupe City	1,377	1,352	26	59.5	0.4	0.9	85,900	377
Cuyama CCD	557	427	130	52.0	5.3	13.4	62,100	364
County Total	138,149	129,802	8,347	54.7	2.0	5.0	250,000	606

Note: CCD = Census County Division
Source: U.S. Bureau of the Census, 1990 Census of Housing

Table 3.7-4

NEW RESIDENTIAL BUILDING PERMIT ACTIVITY
CITY OF SANTA BARBARA AND SANTA BARBARA COUNTY, 1980-1993

	City of Santa Barbara					Santa Barbara County				
		Single Family		Multi-Family			Single Family		Multi-Family	
Year	*Total Units*	*Units*	*Percent of Total*	*Units*	*Percent of Total*	*Total Units*	*Units*	*Percent of Total*	*Units*	*Percent of Total*
1980	321	68	21.2	253	78.8	1,536	981	63.9	555	36.1
1981	160	37	23.1	123	76.9	1,411	1,059	75.1	352	24.9
1982	247	60	24.3	187	75.7	1,154	666	57.7	488	42.3
1983	144	82	56.9	62	43.1	1,723	1,310	76.0	413	24.0
1984	382	89	23.3	293	76.7	2,181	1,030	47.2	1,151	52.8
1985	324	75	23.1	249	76.9	2,987	1,281	42.9	1,706	57.1
1986	387	150	38.8	237	61.2	1,991	1,437	72.2	554	27.8
1987	568	173	30.5	395	69.5	1,935	1,251	64.7	684	35.3
1988	110	84	76.4	26	23.6	1,332	1,071	80.4	261	19.6
1989	53	35	66.0	18	34.0	1,549	1,317	85.0	232	15.0
1990	57	50	87.7	7	12.3	1,165	789	67.7	376	32.3
1991	38	24	63.2	14	36.8	1,121	752	67.1	369	32.9
1992	127	19	15.0	108	85.0	745	575	77.2	170	22.8
1993	61	17	27.9	44	72.1	573	477	83.2	96	16.8
Annual Average										
1980-1984	251	67	29.8	184	70.2	1,601	1,009	64.0	592	36.0
1985-1989	288	103	47.0	185	53.0	1,959	1,271	69.0	687	31.0
1990-1993	71	28	48.4	43	51.6	901	648	73.8	253	26.2

Source: Security Pacific Bank, 1980-1986; Economic Sciences Corporation, 1987-1993; and Economic Research Associates.

According to the 1990 U.S. Census, the median home value varies substantially within the sub-areas of the County. The highest value ($346,900) is within the City of Santa Barbara, followed by Solvang ($300,700), and Carpinteria ($284,400). With the exception of the Santa Ynez area, values are uniformly lower in the North County with $144,600 in Lompoc City and $141,900 in Santa Maria City. Median contract rent values mirror those of home value, except that the highest median rents are in Carpinteria.

New residential construction activity (as reflected in building permits) in the County has varied greatly over the period 1980-1993. Activity levels peaked in the period 1983-1987, inclusive, and fell to their lowest levels in 1992 and 1993 (see Table 3.7-4).

The proportion of total new residential building activity in the County that was located in the City of Santa Barbara has varied from a high of 29 percent in 1987 to 3.4 percent in 1991. This indicates that there was much more residential growth occurring outside the City during this period and that the disparity grew. It should be recognized, however, that the City has very little undeveloped land.

Table 3.7-5
Goleta Union School District
Elementary School Enrollments and Capacities (1993-1994)

School	*Current Enrollment*	*Capacity*
Brandon (ECEC)	285 *	414
Ellwood	438	440
El Rancho	529	468
Foothill	420	468
Hollister	584	496
Isla Vista	584	608
Kellogg	399	412
La Patera	699	608
Mountain View	428	468

Note: * Includes 75 preschool children.
Source: Goleta Union School District 1993, 1994, personal communication, J. Blue 1995.

PUBLIC SCHOOLS

The Goleta Union School District (GUSD) operates the public elementary schools in Goleta and the Santa Barbara High School District has responsibility for the two high schools and two junior high schools in the Goleta area (see Tables 3.7-5 and 3.7-6). Eight of the 10 elementary school campuses are currently in full operation. Seven of the eight have full kindergarten through sixth grade (K-6) programs. One of the facilities, Isla Vista School, has no kindergarten program of its own. To accommodate the kindergarten students from Isla Vista and to accommodate the other needed programs (e.g., special education), Brandon Elementary School is in service as an Early Childhood Education Center (ECEC) operated by the Goleta Union School District. As a partial solution to overcrowding, it is planned that Brandon be reopened as a full service elementary school in the fall of 1996. El Camino School, located near Hollister Avenue and Turnpike Road, has been closed by the Goleta Union School District and is currently leased to the Santa Barbara Christian School. This school may be reopened as part of the GUSD to alleviate overcrowding by the fall of 1997.

The Goleta Community Plan indicated that for the 1992-1993 school year the District overall operated at 101 percent of capacity, with 4,038 students enrolled (excluding Brandon). Enrollment increased for the 1993-1994 school year (Goleta School District 1993, 1994), with 4,136 students enrolled (excluding preschool children at Brandon). Enrollment increased again in the 1994-1995 year to 4,291 (excluding preschool children at Brandon) (see Table 3.7-5). Capacity of the eight elementary schools is 3,968. Therefore, the ability of the Goleta Union School District to absorb more students is very limited without the provision of additional funds to re-open closed facilities.

Table 3.7-6
Santa Barbara School Districts Capacity Summary
November 15, 1995

School	*Permanent Capacity*	*Temporary Capacity*	*Total Capacity*	*Less Temporary Capacity Over 20 Years*	*Net Capacity*
Adams	370	248	618	90	528
Cleveland	369	197	566	27	539
Franklin	516	208	724	208	516
Harding	537	0	537	0	537
McKinley	421	132	553	0	553
Monroe	499	90	589	0	589
Peabody	448	211	659	52	607
Roosevelt*	0	566	566	0	566
Washington	352	162	514	81	433
Santa Barbara Charter	29	116	145	116	29
Open Alternative	216	0	216	0	216
Elementary District Total	**3,757**	**1,930**	**5,687**	**574**	**5,113**
Goleta Valley Junior High School	858	12	870	0	870
La Colina Junior High School	776	20	796	0	796
La Cumbre Middle School	1,049	171	1,220	171	1,049
Santa Barbara Junior High School	801	51	852	0	852
Junior High School/Middle School Subtotal	**3,484**	**254**	**3,738**	**171**	**3,567**
Dos Pueblos High School	1,629	85	1,714	85	1,629
San Marcos High School	1,584	173	1,757	32	1,725
Santa Barbara High School	2,016	136	2,152	64	2,088
High School Subtotal	**5,229**	**394**	**3,623**	**181**	**5,442**
Secondary District Total	**8,713**	**648**	**9,361**	**352**	**9,009**

Notes: * New School to be built in 1997 with a capacity of 597 replacing all existing portable classrooms.
Elementary District capacity calculated at 100-percent utilization less pull-out programs.
Secondary District capacity calculated at 85- percent utilization to account for the scheduling of classes.
Source: Santa Barbara School District.

The Hope School District consists of two schools, Monte Vista and Vieja Valley, which serve a transitional area along the boundary between the City of Santa Barbara and Goleta. Enrollment during 1994-1995 was 554 for Monte Vista and 484 for Vieja Valley. Both schools are considered over capacity, and the district has plans to re-open a third public elementary school to alleviate this situation at the site currently leased by the Montessori School after that lease expires at the end of 1996 (personal communication, M. Lipanovich 1995). Students from the district will be distributed among the three schools according to boundaries that are still being determined.

The Santa Barbara School District operates 10 elementary schools serving the City of Santa Barbara (see Table 3.7-6). The district also operates the four junior high schools and three high schools that serve the Santa Barbara-Goleta area. Capacity and enrollment summaries were provided by the District (see tables 3.7-6 and 3.7-7) (Hansult 1995). In order for the Capacity Summary to be more meaningful, the permanent and temporary capacities were segregated, with the temporary capacity, which is more than 20 years old, extracted to arrive at net capacity. The District feels that this is a more useful number because 20-year-old temporary, portable classrooms are beyond their useful life and should be replaced or abandoned. Also, in this regard, it should be noted that although all of the current Roosevelt school temporary capacity is in excess of 20 years old, it has not been included in the extraction column. This was done because all of the temporary classrooms will be replaced in 1997 with a new permanent facility and including Roosevelt's temporary capacity in the extraction column would only serve to skew that total number.

In addition, the elementary district assumes a 100-percent utilization less the pull-out programs that do not contribute to the capacity. Since in the secondary district students move from class to class creating scheduling gaps, an 85-percent utilization factor is applied to the total capacity. The loading standards for classrooms are governed by contractual agreement with the teachers, and it is the contractual loading standards that were used to arrive at capacity. In some cases, though, there may be classrooms at certain schools that are loaded above the contractual level by separate agreement with the teacher. For example, the contractual agreement may specify no more than 28 students in a classroom, but by separate agreement with the teacher, a classroom may accommodate 30 students. These separate agreements are not binding and can only be temporary. When enrollment for a school is higher than the capacity, it is due to classrooms being loaded above the contractual level.

The Santa Barbara School District now has an open enrollment/transfer policy (as required by State Education Code). This policy allows students to go to any school of their choice within the District as space allows. Therefore, when looking at student impacts generated from a particular project (including any and all cumulative impacts required by CEQA), the District feels it is more appropriate and significant to review them in light of the particular district's total capacity versus enrollment rather than the capacity and enrollment of a particular school in a particular area.

The Enrollment Summary (Table 3.7-7) includes current enrollment and projections for 3 years. Projections were included because any new development identified in an EIR/EA will have an effect on future enrollment (when the project is built), not current enrollment. The projections are based solely on birth data and do not account for increased enrollment due to new development, although the addition of new jobs and new development in the Santa Barbara area would also lead to increased enrollment.

Table 3.7-7
Santa Barbara School Districts Enrollment Summary *
November 15, 1995

School	*Current*	*96/97*	*97/98*	*98/99*
Adams	652	671	687	685
Cleveland	569	599	624	656
Franklin	751	785	791	776
Harding	538	589	602	622
McKinley	556	572	609	652
Monroe	581	616	631	645
Peabody	670	713	757	791
Roosevelt	571	572	593	602
Washington	563	559	550	548
Santa Barbara Charter	109	132	145	153
Open Alternative	180	188	187	184
Elementary District Total	**5,740**	**5,996**	**6,176**	**6,314**
Goleta Valley Junior High School	813	781	781	875
La Colina Junior High School	730	697	677	675
La Cumbre Middle School	1,053	1,084	1,136	1,191
Santa Barbara Junior High School	815	817	801	810
Junior High School/Middle School Subtotal	**3,411**	**3,379**	**3,395**	**3,551**
Dos Pueblos High School	1,446	1,525	1,525	1,521
San Marcos High School	1,833	1,940	2,020	1,990
Santa Barbara High School	2,048	2,217	2,225	2,170
High School Subtotal	**5,327**	**5,682**	**5,770**	**5,681**
Secondary District Total	**8,738**	**9,061**	**9,165**	**9,232**

Note: * Enrollment projections are based *solely* on birth data. No factors have been used to forecast the affect on enrollment due to new housing and commercial development. Once these factors are identified, all enrollment projections will be recalculated upward.

Source: Santa Barbara School District.

3.7.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Employment. There are no commonly accepted and applied criteria or thresholds for evaluating the significance of changes in employment.

Population. There are no commonly accepted and applied criteria or thresholds for evaluating the significance of changes in population.

Housing. Neither Santa Barbara County or the City of Santa Barbara currently require mitigation of project-induced demand for affordable housing. Housing demand and demolition are to be addressed, but no significance threshold is utilized.

Public Schools. NEPA has no specific significance criteria relating to impacts on public schools. For local jurisdictions, impact significance is based on a project's contribution to the exceedance of capacity in a given school. The City of Santa Barbara bases its threshold of significance on the affected school district finding that the school or district is overcrowded in accordance with Government Code Section 65971. Santa Barbara County, which could also receive students as a result of potential in-migration associated with the project, is currently using an interim threshold of significance. The interim threshold calls for a finding of significance any time a project

would generate the equivalent of one classroom of students, based on the State classroom loading standards of 29 students per classroom for elementary/junior high school students and 28 students per classroom for high school students. For a project generating more than one classroom of students (based on the figures above), impacts to school facilities would be determined to be significant and unavoidable, since the County has no authority to impose financial mitigation beyond state-authorized fees to further mitigate to a level of insignificance.

EMPLOYMENT, POPULATION, AND HOUSING

Proposed Specific Plan. Employment, population, and housing changes for the proposed Specific Plan were developed by SAIC for inclusion in the EIR/EA. Construction employment projections were based on estimated square feet of demolition and new construction of building space. Average costs per square foot were used to generate the construction cost of new building space based on R.S. Means square foot cost data for 1992. Infrastructure costs were taken directly from the Specific Plan. Labor costs were then estimated as a percentage of the total cost and direct jobs were calculated based on an average salary factor. A multiplier was applied to derive indirect jobs and a 5-year construction period was assumed. Long-term employment was projected using factors for a number of employees per square foot for each type of development proposal. The population and housing changes were developed utilizing factors for in-migration, average household size, number of workers per household, and affordable housing demand for Santa Barbara County. Construction activities associated with the Specific Plan would produce short-term employment increases of 584 (man-year) construction jobs, including approximately 53 construction jobs in the peak year, and $29.7 million direct construction expenditures, not including construction cost contingencies, engineering, and management. An additional 345 short-term indirect jobs would be created during the construction phase as a result of construction-related spending. Most construction workers are expected to be available in the local area and would therefore have a negligible impact on population and housing resources.

On a long-term basis, employment within the Specific Plan Area would increase by approximately 642 jobs due to proposed development of aviation support, commercial, commercial recreation, and industrial facilities and uses. Approximately 173 of these workers are expected to in-migrate to the local area, creating population in-migration of 462 persons. Approximately 64 of the inmigrating personnel are projected to comprise low or moderate income households. These households are expected to generate a demand for 46 units of affordable housing, including approximately 18 units in the City of Santa Barbara, 12 units in Goleta, 12 units in other parts of Santa Barbara County, and 4 units outside Santa Barbara County. These impacts are considered to be adverse but not significant. See additional discussion in Chapter 4.0, Plans and Policies Analysis, under the City Housing Element.

Economic Development Alternative. Under this alternative, there would be development of another 80,000 square feet of light industrial or research and development uses in addition to the 140,000 square feet of industrial development already proposed in the Specific Plan. It is assumed that approximately 75,020 square feet of occupied industrial space would be demolished, unchanged from the Specific Plan proposal. The incremental changes in impacts from this alternative in comparison to the Specific Plan are described below.

This development alternative would produce an incremental increase in short-term employment of 71 (man-year) construction jobs, including approximately 6 more construction

jobs in the peak year, and $3.6 million of direct construction expenditures, not including construction cost contingencies, engineering, and management. An additional 41 short-term indirect jobs would be created during the construction phase as a result of construction-related spending. The proposed increase in development from this alternative would have a negligible impact on population and housing resources in the local area since most construction workers are expected to be available locally.

On a long-term basis, this alternative would increase employment in the Specific Plan Area by 290 jobs over and above the 642 jobs projected under the Specific Plan, for a total of 932 jobs or an increase of 45 percent when compared to the Specific Plan. Approximately 78 of these 290 workers are expected to in-migrate to the local area, creating population in-migration of 208 persons. Approximately 29 of the inmigrating personnel are projected to comprise low or moderate income households. These households are expected to generate a demand for 21 more units of affordable housing, compared to the Specific Plan, including approximately 8 units in the City of Santa Barbara, 6 units in Goleta, 5 units in other parts of Santa Barbara County and 2 units outside Santa Barbara County. The impacts of this alternative are considered to be adverse but not significant.

No-Action Alternative. The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Mitigation Measures

No mitigation measures are required, although as described below under mitigation measures for cumulative impacts, the City would pay standard development fees to the affected school districts. It should also be noted that in addition to traffic and school mitigation fees, Airport tenants currently contribute to County services and schools through the possessory interest tax (property tax). As Airport property is upgraded with longer-term leases, the amount of property tax assessed also increases. The schools benefit as this occurs because they receive about 61 percent of the property tax collected; the County receives about 21 percent, special districts receive approximately 12 percent, and all seven cities in the County receive a total of 6 percent. Currently, $800,000 is collected annually in property taxes from Airport tenants (Clark 1996).

Cumulative Impacts

Cumulative impacts include the socioeconomic effects of the Specific Plan improvements, when combined with the Aviation Facilities Plan and cumulative projects list. Cumulative effects on the area's short-term and long-term employment and earnings would be beneficial. Long-term increases in employment could result in population increases, due to in-migration of approximately 191 workers for the combined Aviation Facilities Plan and Specific Plan Areas. This could in turn produce a demand for approximately 51 units of affordable housing, most of which would likely occur in the City of Santa Barbara and Goleta, thus increasing the overall demand for such housing on the South Coast. Cumulative impacts are considered to be adverse but not significant.

PUBLIC SCHOOLS

Proposed Specific Plan. Impacts would result from in-migration associated with development of the Specific Plan area. It is anticipated that approximately 173 employees would move into the area as a result of this action. It is anticipated that these workers would reside primarily in the South Coast in the three school districts described above, but the exact locations where they would live cannot be predicted with any degree of certainty, and it is possible that they could live outside these school districts or that their children could attend private schools. A 1990 study of Airport

employees (Corning and Associates 1990) showed that 39 percent lived in the City of Santa Barbara, 27 percent lived in Goleta, 26 percent lived elsewhere in the County, and 8 percent lived outside the County. While these numbers cannot be assumed to be an exact representation of where future employees would live, they do give strong evidence that they may reside in a variety of locations.

Factors have been established for use in County schools to estimate the number of students a new family will add to a given school district. The Santa Barbara School District is currently in the process of revising their factors. Since they are not currently available, the County factors will be used to estimate the increase in students, as shown below. It is assumed that each in-migrant represents one family. Numbers have been rounded.

- *Elementary School Students*

  173 families x 0.6 student/family = 104 students.

- *Junior High School Students*

  173 families x 0.24 students/family = 42 students.

- *High School Students*

  173 families x 0.16 students/family = 28 students.

It is not possible to predict with certainty where future students would live. Impacts are considered adverse but insignificant, because the number of students is small in comparison to overall student populations, and they will likely be distributed over a number of school districts and schools. Additionally, as described above, none of the three school districts expected to receive most of the students above have formally or officially notified the local jurisdictions that conditions of overcrowding exist.

Economic Development Alternative. This alternative would have impacts similar to, although slightly greater than, the proposed Specific Plan and the No-Action Alternative. It is anticipated that approximately 208 employees would move into the area as a result of this action. Their children are expected to attend local schools in the following proportions (numbers have been rounded):

- *Elementary School Students*

  208 families x 0.6 student/family = 125 students.

- *Junior High School Students*

  208 families x 0.24 students/family = 50 students.

- *High School Students*

  208 families x 0.16 students/family = 33 students.

Impacts are considered insignificant for the reasons described under the proposed Specific Plan.

No-Action Alternative. The No-Action Alternative would have no impacts different from the proposed Specific Plan.

Mitigation Measures

No mitigation measures are required, although as described below under mitigation measures for cumulative impacts, the City would pay standard development fees to the affected school districts. It should also be noted that in addition to traffic and school mitigation fees, Airport tenants currently contribute to County services and schools through the possessory interest tax (property tax). As Airport property is upgraded with longer term leases, the amount of property tax assessed also increases. The schools benefit as this occurs, since they receive about 61 percent of the property tax collected, the County receives about 21 percent, special districts receive approximately 12

percent, and all seven cities in the County receive a total of 6 percent. Currently, $800,000 is collected annually in property taxes from Airport tenants (Clark 1996).

Cumulative Impacts

The Supplemental EIR for the Goleta Growth Management Ordinance Amendments (Santa Barbara County 1995) estimated residential and industrial/commercial development in the Goleta area would add 2,190 students to the Goleta Union and Hope School districts and 1,640 students to the Santa Barbara High School District. Enrollment is expected to continue to increase in the Santa Barbara elementary schools, as well. **This increased enrollment, to which Airport growth under any alternative would contribute, albeit incrementally, would cause overcrowding and significantly impact area schools. This is a locally-significant impact under the CEQA EIR, not under the NEPA EA.**

Cumulative Impact Mitigation Measures

The measures available to reduce school overcrowding are limited. Section 65996 of the Government Code limits the methods available to mitigate significant environment effects generated by development projects. In addition, Government Code Section 65995 restricts the amount of fees that can be levied against a development project; the City presently collects the maximum set forth by this section of State law.

The City would pay standard fees to schools based on amount of square footage developed (currently $0.28/square foot for commercial/industrial development), as would other developers in the project area. However, other potential funding mechanisms (e.g., formation of Mello-Roos Community Facility Assessment District or passage of bond measures) are the responsibility of individual school districts and beyond the control of either the City or the County. Because of the strong potential that development fees would not fully mitigate school overcrowding, the impact is considered unmitigable.

3.7.3 Residual Significant Impacts

No project-specific significant impacts have been identified for this environmental resource for any of the alternatives. **Cumulative impacts relating to school overcrowding would be significant and unavoidable.**

3.8 SOLID WASTE

Description of Resource

This section addresses solid waste disposal.

Region of Influence

The solid waste disposal facilities that could be impacted by the proposed project are the Tajiguas Landfill, located 25 miles west of central Goleta, and the Transfer Station at 14470 Calle Real (on Sanitary Fill, or El Dumpo Road). The Airport's solid waste is transported to these facilities.

Data Sources

Information concerning the Tajiguas Landfill was obtained from the Santa Barbara County Department of Public Works (personal communication, C. Wilson 1995) and the Goleta Community Plan (Santa Barbara County 1993). Information regarding existing buildings was provided by the Airport staff.

3.8.1 Affected Environment

The Tajiguas Landfill is owned and operated by the Santa Barbara County Public Works Department. In 1994, 217,000 tons of waste from the unincorporated areas of the South Coast and the City of Santa Barbara were disposed of in the landfill. This existing, permitted landfill is expected to be in operation until 2010. An EIR is in progress for expansion of the facility; it may be completed in late 1996, although a definite timeline has not been established. Assuming that this project is approved, the expanded landfill would take between 70 and 100 years to fill, depending on the effectiveness of waste reduction programs, population growth, and other factors influencing the actual amount of material entering the waste stream.

The South Coast Transfer Station, located at 4430 Calle Real, is an integral part of waste disposal operations in Santa Barbara and the South Coast. It is currently a destination point for residential and some commercial collection vehicles. The waste is hauled from the station in large trucks to the Tajiguas Landfill. Operations may change so that commercial waste is hauled directly to the landfill, but this has not been determined.

In response to the mandates of the Integrated Waste Management Act of 1989 (AB 939), the County Public Works Department will most likely implement a new commercial collection system sometime after 1995. The new collection system is likely to be based on two primary waste streams: (1) dry waste, which includes aluminum, glass, plastic, paper, and wood; and (2) wet waste, which includes food, organic, and yard waste, and water/food-contaminated paper. Materials collected through this system will be transported to a facility designed to recover recyclables in the dry stream and compost organics in the wet stream.

3.8.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

NEPA has no specific significance criteria relating to solid waste disposal. It does state, however, that impacts must be evaluated in terms of context and intensity; one factor to be considered in evaluating intensity is whether an action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

The Federal Aviation Administration (FAA) does have specific requirements pertaining to solid waste disposal. FAA Order 5200.5, FAA Guidance Concerning Sanitary Landfill on or near Airports, states that "sanitary landfills will be considered an incompatible use" if located within certain distances from the airport (e.g., within 3,000 meters or 9,843 feet from runways used by turbojet aircraft). No land-

fills are located within this distance of the Santa Barbara Municipal Airport.

Paragraph 47 of FAA Order 5050.4A states that Terminal area development may involve circumstances that require consideration of solid waste impacts. Preliminary review should indicate if the projected quantity or type of solid waste generation or method of collection or disposal will be appreciably different than would be the case without the action. If there is an appreciable difference, consultation with local officials shall determine if there is any potential problem with either capacity of available disposal facilities or location which may violate any local, state, or federal regulations. Special attention shall be given to the control of hazardous waste.

The County has specific guidelines for evaluating impacts associated with this resource (Santa Barbara County 1995). Under these guidelines, which are also used by the City of Santa Barbara, a project would be considered to have a significant impact on landfill capacity if it would generate 5 percent (196 tons) or more of the expected average annual increase in waste generation, thereby using a significant portion of the remaining landfill capacity. Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50 percent. If a proposed project generates 196 or more tons per year *after* reduction and recycling efforts, impacts would be considered significant and unavoidable.

Projects with a project specific impact of 196 tons per year or more also would be considered cumulatively significant, since the project specific threshold of significance is based on a cumulative growth scenario. However, since landfill space is already extremely limited, any increase of 40 tons per year or more would be considered an adverse contribution to regional cumulative solid waste impacts. To reduce adverse cumulative impacts, mitigation should be recommended for projects that generate between 40 and 195 tons of solid waste.

If the Tajiguas Landfill expansion is approved, the Santa Barbara County Department of Planning and Building and the Public Works Department would recalculate the solid waste thresholds based on the new capacity. Since the currently used calculations were established in 1993 and may not reflect current conditions, there is a potential for the thresholds, should they be modified, to become either more or less stringent (personal communication, B. Shelton 1996).

The County has indicated that should the Transfer Station continue to be used for commercial solid waste, it could accommodate the volume generated by the Aviation Facilities Plan and the Specific Plan with no adverse impacts (personal communication, H. Whitman 1995). Therefore, it is not considered further.

Proposed Specific Plan

The Specific Plan would replace up to 172,000 square feet of existing buildings and add up to 160,000 square feet of new space. Determining the impacts of this plan was a three-step process: (1) the amount of solid waste generated by the existing buildings that would be replaced was estimated; (2) the amount of solid waste that would be generated by the 176,000 (160,000 new plus 16,000 unused replaced) square feet of development that would comprise the Specific Plan was estimated; and (3) the net increase was determined by subtracting the existing volume from the projected volume. Each step is described in more detail below.

To estimate the volume of solid waste produced by existing buildings, a list was reviewed that contained the number of square feet in each building along with the uses. The standard factors described above were applied; those used were "Office" (0.0013 tons per square foot), "General Retail and Miscellaneous Services" (0.0057 tons per square foot), "Warehouse" (0.0016 tons per square foot), and "Manufacturing" (0.0026 tons per square

Table 3.8-1
Estimated Volume of Solid Waste Generated by Specific Plan Development

Proposed Land Use Type	*Number of Square Feet*	*Project Type **	*Generation Rate **	*Tons Generated per Year*
Aviation-related facilities	70,000	Office	sq. ft. x 0.0013	91
Airport commercial	102,000	General retail and miscellaneous services	sq. ft. x 0.0057	581
Commercial-recreation	20,000	Eating and drinking establishments	sq. ft. x 0.0115	230
Industrial	140,000	Transportation, communication, and utilities; manufacturing	sq. ft. x 0.0026	364
Total tons per year				1,266
Existing tons				(313)
Net increase (tons)				953

Note: * Project type and generation rate taken from Santa Barbara County Environmental Thresholds and Guidelines Manual, reprinted 1995.

foot). Where multiple uses were included in the same building, the lowest factor was used so as not to overstate the amount of solid waste that is currently generated. It was determined that existing development generates approximately 313 tons of solid waste per year.

To estimate the volume of solid waste generated by the new development, each general land use category was assigned a factor (see Table 3.8-1). The factors were determined based on a review of the allowable land use types for each category and then assigning the highest factor that was likely. Using this method, the total volume of solid waste estimated for the Specific Plan Area is 1,266 tons per year.

When the volume that is currently generated by the buildings that would be replaced is subtracted, **the net increase in solid waste is 953 tons per year. Impacts would be significant.**

Economic Development Alternative

This alternative would add an additional 80,000 square feet of either high technology research and development or light industrial use. The latter is used in calculating solid waste impacts, for it has the higher generation rate. Assuming a waste generation factor of 0.0026, development under this alternative would generate 1,474 tons of solid waste, an increase of 208 tons over the proposed project. After subtracting the 313 tons generated by existing development, **the net increase would be 1,161 tons. This impact would be significant.**

No-Action Alternative

The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Mitigation Measures

Mitigations will be required. These would be the same for either the proposed project or the Economic Development Alternative and include the following:

3.8-1 During construction, the Airport shall contract with a disposal company that recycles construction and demolition debris.

3.8-2 During operations, the Airport shall develop and implement a solid waste management plan for individual tenants, to be reviewed and approved by the County Public Works Solid Waste Division. Because the Specific Plan involves different types of land uses, the precise nature of which has yet to be

determined, the management plan for each tenant will necessarily be different. The plan shall focus on ongoing waste diversion activities, however, and include the following elements: (a) source separated collection of recyclables, (b) tenant education, (c) reporting requirements, and (d) landscaping that does not require excessive trimming due to plant and tree selection and design.

Based on factors provided by the County Solid Waste Division, it is estimated that implementation of a recycling program could reduce the total annual volume of waste generated by the proposed project (1,266 tons) by approximately 23 percent, to 975 tons per year. By subtracting the solid waste generated by existing uses that would be removed (313 tons), the net increase in tonnage would be 662 tons.

The annual volume of solid waste generated by the Economic Development Alternative (1,474 tons) would be reduced to 1,135 tons per year after recycling. Subtracting the existing volume of solid waste would result in a net increase of 822 tons.

Impacts would still be significant with mitigations identified for all project alternatives.

CUMULATIVE IMPACTS

Impacts associated with either the Specific Plan or the Economic Development Alternative would be cumulatively significant. The mitigation measures identified previously would reduce the volume of solid waste requiring disposal, but impacts would remain significant.

3.8.3 Residual Significant Impacts

Each project alternative would exceed County significance thresholds, resulting in unavoidable significant project-specific and cumulative solid waste impacts. The implementation of recycling and solid waste management plans for individual tenants would reduce solid waste volumes, but they would still exceed the significance thresholds.

3.9 AIR QUALITY

Description of Resource

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere, which are generally expressed in units of parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$). Air quality is determined by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. The significance of a pollutant concentration is determined by comparing it to state and federal ambient air quality standards. These standards represent the maximum allowable atmospheric concentrations of various pollutants that may occur and still protect public health and welfare, with a reasonable margin of safety. The state standards are established by the California Air Resources Board (ARB) and termed the California Ambient Air Quality Standards (CAAQS). Depending on the pollutant type, the CAAQS are never to be equaled or exceeded. The federal standards are established by the U.S. Environmental Protection Agency (EPA) and termed the National Ambient Air Quality Standards (NAAQS). The NAAQS may not be exceeded more than once a year, except annual standards, which may never be exceeded. A list of the NAAQS and CAAQS are presented in Table 3.9-1. The main pollutants from Table 3.9-1 considered in this evaluation are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter less than 10 microns in diameter (PM_{10}). Lead is not addressed because there are no known major lead emission sources included in the Specific Plan area. The combustion of leaded gasoline used to be a primary source of lead emissions. However, with the phase-out of leaded gasoline, secondary lead smelters and facilities that manufacture batteries, paint, ink, ceramics, and ammunition are becoming the lead-emission sources of greater concern. Lead concentrations are monitored in a number of high population density areas throughout the state, and all sites meet the quarterly and monthly standard of 1.5 $\mu g/m^3$. Similarly, there are no known major sources of sulfates, hydrogen sulfide, or vinyl chloride associated with the Specific Plan.

Region of Influence

The area affected by project emission sources would generally include the southwest portion of the Goleta Valley, between the Pacific Ocean and the Santa Ynez Mountains. Specifically identifying the region of influence for air quality requires knowledge of the pollutant type, source emission rates and release parameters (e.g., stack height), the proximity of project emission sources to other emission sources, and local and regional meteorology. For inert pollutants (pollutants other than O_3 and sulfates [SO_4]), the region of influence is generally limited to a few miles downwind from a source.

Ozone is a secondary pollutant formed in the atmosphere by photochemical reactions of previously emitted pollutants called precursors. Ozone precursors are mainly reactive organic gases (ROGs) in the form of hydrocarbons, and nitrogen oxides (NO_x). ROGs are gaseous forms of reactive organic compounds (ROCs) and do not include methane or other nonreactive methane and ethane derivatives. NO_x is the designation given to the group of oxygenated nitrogen species, with nitric oxide (NO) and NO_2 being the most commonly occurring compounds in the atmosphere.

The region of influence for ozone may extend much farther downwind than for inert pollutants. In the presence of solar radiation, the maximum effect of precursor emissions on ozone levels usually occurs several hours after they are emitted and therefore many miles from the source. Ozone and its precursors transported from other regions can also combine with local emissions to produce high local

Table 3.9-1
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant	*Averaging Time*	*California Standards* [a,c]	------NATIONAL STANDARDS [b]-----	
			Primary [c,d]	*Secondary* [c,e]
Oxidant (ozone)	1-hour	0.09 ppm (180 $\mu g/m^3$)	0.12 ppm (235 $\mu g/m^3$)	Same as primary
Carbon monoxide	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	—
	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
Nitrogen dioxide (NO_2)	Annual	—	0.053 ppm (100 $\mu g/m^3$)	Same as primary
	1-hour	0.25 ppm (470 $\mu g/m^3$)	—	—
Sulfur dioxide	Annual	—	0.03 ppm (80 $\mu g/m^3$)	—
	24-hour	0.04 ppm (105 $\mu g/m^3$)	0.14 ppm (365 $\mu g/m^3$)	—
	3-hour	—	—	0.5 ppm (1,300 $\mu g/m^3$)
	1-hour	0.25 ppm (655 $\mu g/m^3$)	—	—
PM_{10}	Annual	30 $\mu g/m^3$ [f]	50 $\mu g/m^3$ [g]	Same as primary
	24-hour	50 $\mu g/m^3$	150 $\mu g/m^3$	Same as primary
Sulfates	24-hour	25 $\mu g/m^3$	—	—
Lead	30-day	1.5 $\mu g/m^3$	—	—
	Quarterly	—	1.5 $\mu g/m^3$	Same as primary
Hydrogen sulfide	1-hour	0.03 ppm (42 $\mu g/m^3$)	—	—
Vinyl chloride	24-hour	0.010 ppm (26 $\mu g/m^3$)	—	—
Visibility reducing particles [h]	8-hour (10 A.M. to 6 P.M. PST)	In sufficient amount to produce an extinction co-efficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.	—	—

Notes:

a. California standards for ozone, carbon monoxide, sulfur dioxide (1 hour and 24-hour), nitrogen dioxide, suspended particulate matter (PM10), and visibility reducing particles, are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded.

b. National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calender year with maximum hourly average concentrations above the standard is equal to or less than one.

c. Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar). All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than 3 years after that state's implementation plan is approved by the Environmental Protection Agency.

e. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.

f. Measured as a geometric mean.

g. Measured as an arithmetic mean.

h. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range when relative humidity is less than 70 percent.

Source: California Air Resources Board 1995. *California Air Quality Data, Summary of 1994 Air Quality Data for Gaseous and Particulate Pollutants.* Annual Summary, Vol. XXVI, Technical Support Division.

ozone concentrations. Therefore, depending on the meteorological conditions, the region of influence for O_3 could include much of Santa Barbara County.

Data Sources

Ambient air quality data used to define background pollutant levels were obtained from monitoring reports generated by the Santa Barbara County Air Pollution Control District (APCD) and ARB. Emission factors used to estimate project emission sources were obtained from the ARB (ARB 1993) and the South Coast Air Quality Management District (SCAQMD 1993).

3.9.1 Affected Environment

The climate of the project area is Mediterranean, characterized by warm, dry summers and cooler, relatively damp winters. The major influence on the regional climate is the Eastern Pacific High, a strong persistent high pressure area. Seasonal variations in the position and strength of this system are a key factor in producing weather changes in the area.

VISIBILITY

Ground-level fog limits visibility to less than one-quarter of a mile on an average of 20 days per year at the Airport (NOAA 1994). These conditions are most frequent during the fall and early winter months.

TEMPERATURE

Due to the moderating effect of the Pacific Ocean and lower elevation, temperatures are less extreme along the coastal sections of the project area compared to more inland locations. Maximum temperatures during the summer months average in the 70s (degrees Fahrenheit) along the coast to the high 80s in the interior valleys. Minimum summer temperatures average in the 50s to low 60s over most of the project area. Maximum temperatures during the winter months average in the 60s. Minimum winter temperatures are usually in the 30s and 40s over most of the project area. Temperatures slightly below freezing are not uncommon during the coldest mornings of the year at the Airport.

WIND SPEED AND DIRECTION

The prevailing wind flow along the coast of Central California is from the northwest. However, due to the blocking effect of the Santa Ynez Mountains and deflection of these winds around Point Conception, daytime sea breezes are usually from the southeast to southwest along the southern Santa Barbara County coast. Light northeasterly land breezes usually occur at night at the Airport. These land breezes may extend many miles offshore during the colder months of the year until daytime heating reverses the flow back onshore. High pollutant impacts can occur during these conditions, when pollutants transported offshore at night combine with local emissions onshore the following morning with the onset of the sea breeze.

Another situation that can lead to high pollutant concentrations in the project area results from the buildup of high pressure in the Great Basin and is known as a "Santa Ana" condition. This condition can produce strong northeast winds in Southern California, but in general, light southerly winds occur in the project area. Santa Ana conditions frequently transport pollutant-laden air from the Los Angeles urban area to Santa Barbara County. Since stagnant atmospheric conditions often occur in Santa Barbara County during a Santa Ana, local emissions combined with pollutants transported from Los Angeles can lead to significant O_3 impacts in the region.

PRECIPITATION

Over 90 percent of the total annual precipitation in the project area occurs from November through April. Annual precipitation is ap-

proximately 18 inches at the Airport and increases to 30+ inches in the Santa Ynez Mountains.

Although the overwhelming majority of precipitation in the project area is produced by winter storm systems from the north Pacific, summer tropical moisture can also produce clouds and rainfall. However, precipitation from tropical air masses is rare and usually occurs only from July through September.

BASELINE AIR QUALITY

The EPA has designated all areas of the United States as having air quality better than (attainment) or worse than (nonattainment) the NAAQS. The criteria for nonattainment designation varies by pollutant: (1) an area is in nonattainment for O_3 if its NAAQS has been exceeded more than three discontinuous times in 3 years, and (2) an area is in nonattainment for any other pollutant if its NAAQS has been exceeded more than once per year. Presently, Santa Barbara County is in attainment for CO, SO_2, NO_2, and PM_{10} and in nonattainment for O_3 (APCD and Santa Barbara County Association of Governments 1994). The County is considered a "moderate" ozone nonattainment area by the EPA. The designation "moderate" is given to an area if the design day concentration (defined as the fourth highest 1-hour O_3 concentration recorded in the area in a 3-year period) falls between 0.138-0.160 ppm.

The ARB has designated areas of the state that are in attainment or nonattainment of the CAAQS. An area is in nonattainment for a pollutant if its CAAQS has been exceeded more than once in 3 years. Presently, Santa Barbara County is in nonattainment for O_3 and PM_{10}, and in attainment for NO_2, SO_2, CO, sulfates, hydrogen sulfide, and lead (APCD and Santa Barbara County Association of Governments 1994). The County is also considered a moderate ozone nonattainment area by the ARB. Santa Barbara County is currently unclassified for visibility. Pollutants in an area are often designated as unclassified when there is insufficient data for the ARB to form a basis for attainment status.

Ozone concentrations are generally the highest during the summer months and coincide with the season of maximum solar radiation. Maximum O_3 concentrations tend to be regionally distributed, since precursor emissions become homogeneously dispersed in the atmosphere. In 1995, the O_3 NAAQS was exceeded on 3 days and the more stringent CAAQS was exceeded on 24 days at monitoring stations within the County.

Inert pollutant concentrations tend to be the greatest during the winter and are a product of light wind conditions and surface-based temperature inversions. Maximum inert pollutant concentrations usually occur near an emission source. For example, the main sources of CO are motor vehicles and the highest ambient CO concentrations are found near congested roadways.

Pollutant levels monitored in proximity to the Airport are presented in Table 3.9-2. The Goleta and UCSB West Campus locations are the closest monitoring stations to the Airport, about 0.75 miles to the north-northeast and 1.4 miles to the west-southwest, respectively.

The Santa Barbara West Carrillo Street and El Capitan State Beach stations are representative of more urban and coastal/rural locations, respectively, in the project region. The locations of these four monitoring stations are shown on Figure 3.9-1. The data in Table 3.9-2 show that pollutant levels within the project region, with the exception of O_3 and PM_{10}, are generally well below their applicable ambient standards.

REGULATORY SETTING

Air quality regulations were first initiated with the passage of the Federal Clean Air Act (CAA) of 1969. This act established the NAAQS and delegated the regulation of air

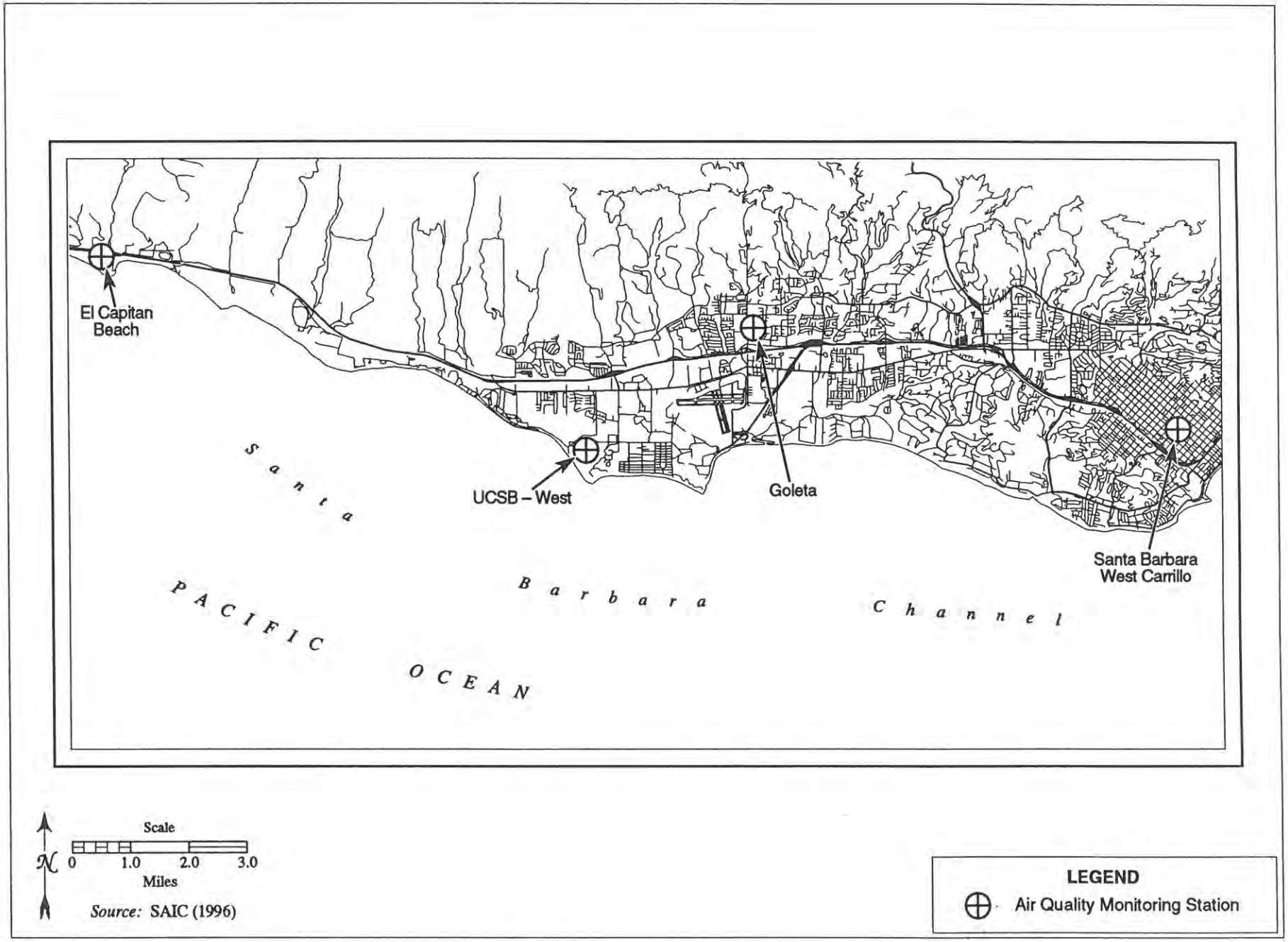


Figure 3.9-1. Location of Air Quality Monitoring Stations

Table 3.9-2
MAXIMUM POLLUTANT CONCENTRATIONS MONITORED IN THE SANTA BARBARA AIRPORT PROJECT AREA
1992 - 1995
(page 1 of 2)

Pollutant/Monitoring Station	*Averaging Time/ Measurement*	MAXIMUM CONCENTRATION BY YEAR				NUMBER OF DAYS FEDERAL STANDARDS EXCEEDED **				NUMBER OF DAYS STATE STANDARDS EXCEEDED **			
		1992	*1993*	*1994*	*1995*	*1992*	*1993*	*1994*	*1995*	*1992*	*1993*	*1994*	*1995*
OZONE													
El Capitan Beach	1-hour (ppm)	0.13	0.11	0.11	0.14	1	0	0	2	6	3	2	5
Goleta		0.13	0.11*	0.13	0.12	1	0	1	0	8	5	3	3
UCSB – West		0.13	0.12*	0.09	0.12	1	0	0	0	4	2	0	3
Santa Barbara – West Carrillo		0.13	0.09	0.12	0.12	1	0	0	0	5	0	3	2
CARBON MONOXIDE													
Goleta	8-hour (ppm)	2.3	1.5	2.6	1.8	0	0	0	0	0	0	0	0
Santa Barbara – West Carrillo		5.9	5.2	6.5	5.8	0	0	0	0	0	0	0	0
Goleta	1-hour (ppm)	5.0	4.0*	4.7	4.0	0	0	0	0	0	0	0	0
Santa Barbara – West Carrillo		12.0	9.0	10.7	8.9	0	0	0	0	0	0	0	0
NITROGEN DIOXIDE													
El Capitan Beach	Annual (ppm)	0.009*	0.009	0.009	ND	0	0	0	0	NA	NA	NA	NA
Goleta		0.014*	0.014*	0.014	ND	0	0	0	0	NA	NA	NA	NA
UCSB – West		0.009*	0.009*	0.010	ND	0	0	0	0	NA	NA	NA	NA
Santa Barbara – West Carrillo		0.022	0.022	0.023	ND	0	0	0	0	NA	NA	NA	NA
El Capitan Beach	1-hour (ppm)	0.10*	0.06	0.05	0.05	NA	NA	NA	NA	0	0	0	0
Goleta		0.06*	0.07*	0.09	0.05	NA	NA	NA	NA	0	0	0	0
UCSB – West		0.06*	0.06*	0.06	0.05	NA	NA	NA	NA	0	0	0	0
Santa Barbara – West Carrillo		0.09	0.09	0.10	0.11	NA	NA	NA	NA	0	0	0	0
SULFUR DIOXIDE													
El Capitan Beach	Annual (ppm)	0.000	0.000	0.000	ND	0	0	0	0	NA	NA	NA	NA
Goleta		0.000	0.000	0.000	ND	0	0	0	0	NA	NA	NA	NA
El Capitan Beach	24-hour (ppm)	0.001	0.002	0.003	0.001	NA	NA	NA	NA	0	0	0	0
Goleta		0.008	0.003*	0.007	0.002	NA	NA	NA	NA	0	0	0	0
El Capitan Beach	1-hour (ppm)	0.01	0.01	0.01	0.02	NA	NA	NA	NA	0	0	0	0
Goleta		0.01	0.01*	0.01	0.01	NA	NA	NA	NA	0	0	0	0

Table 3.9-2
MAXIMUM POLLUTANT CONCENTRATIONS MONITORED IN THE SANTA BARBARA AIRPORT PROJECT AREA
1992 - 1995
(page 2 of 2)

Pollutant/Monitoring Station	Averaging Time/ Measurement	Maximum Concentration by Year				Number of Days Federal Standards Exceeded **				Number of Days State Standards Exceeded **			
		1992	1993	1994	1995	1992	1993	1994	1995	1992	1993	1994	1995
PM10													
El Capitan Beach	Annual	22.1*	21.0	21.6	18.8	NA	NA	NA	NA	0	0	0	0
UCSB – West	(geometric)	23.7	ND	25.3	21.9	NA	NA	NA	NA	0	ND	0	0
Santa Barbara – West Carrillo	($\mu g/m^3$)	28.8*	27.0*	30.6	28.5	NA	NA	NA	NA	0	0	1	1
El Capitan Beach	Annual	23.6*	23.3	23.7	20.5	0	0	0	0	NA	NA	NA	NA
UCSB – West	(arithmetic)	26.0	ND	26.8	25.3	0	ND	0	0	NA	NA	NA	NA
Santa Barbara – West Carrillo	($\mu g/m^3$)	30.5*	28.5	32.6	30.9	0	0	0	0	NA	NA	NA	NA
El Capitan Beach	24-hour	44.0	52.0	54.0	39.1	0%	0%	0%	0%	0%	1.6%	1.7%	0%
UCSB – West	($\mu g/m^3$)	70.6	ND	64.5	53.4	0%	ND	0%	0%	5.0%	ND	1.6%	3.4%
Santa Barbara – West Carrillo		51.0	58.0	57.0	129.0	0%	0%	0%	0%	1.7%	1.7%	1.8%	3.4%

Notes: NA = Not applicable
ND = No Data
* Data are valid, but include an incomplete number of data points to meet EPA and/or ARB criteria for representativeness.
** Annual averaging period standards are presented as either being exceeded or not being exceeded. PM10 24-hour standard exceedances are measured as percentage of total samples that exceed the standard. Percentage is used because PM10 sampling is not performed on a daily basis.

Source: ARB 1992-1995, except PM_{10} data for the UCSB station obtained from SBCAPCD 1993-1996.

pollution control to the states. In states where the NAAQS were exceeded, the CAA required preparation of a State Implementation Plan (SIP), which detailed how states would meet the standards within specified time frames.

In California, the ARB has been designated as the responsible agency for all air quality regulations. The ARB has in turn delegated this responsibility to the local and regional air quality management districts. The APCD has the authority to regulate stationary sources of air pollution in Santa Barbara County. The following is a summary of the federal, state, and local air quality rules and regulations that apply to the project.

Federal Statutes and Regulations

The CAA Amendments of 1990 (1990 CAA) revised the planning provisions for areas that do not meet the NAAQS. The 1990 CAA identifies new nonattainment classifications and compliance dates, specific emission reduction goals, a demonstration of reasonable further progress and attainment, and incorporates more stringent sanctions for failure to attain or meet interim milestones. The requirements and compliance dates for reaching attainment are based upon the severity of nonattainment classifications. Since Santa Barbara County is a moderate O_3 nonattainment area, the APCD is required to design a plan that will bring the region into attainment by November 15, 1996.

In response to the 1990 CAA requirements, the APCD prepared the Santa Barbara County 1994 Final Clean Air Plan (CAP) (APCD and Santa Barbara County Association of Governments 1994). The CAP also satisfies state attainment planning requirements, as discussed in the state regulations section. The CAP addresses all 1990 CAA requirements, including (1) amendments to the 1993 Rate-of-Progress (1993 ROP) Plan, which demonstrate that proposed control measures will, by 1996, reduce the 1990 adjusted base year inventory of ROG emissions by 15 percent and (2) a demonstration of attainment for the NAAQS for O_3 by 1996. Since the County did not exceed the NAAQS for O_3 more than once per year from 1991 through 1993, the CAP also contains a request for redesignation from a nonattainment area to a maintenance area for O_3 and a plan to show maintenance of this O_3 standard through the year 2006. However, subsequent violations of this standard in 1994 and 1995 required the APCD to withdraw these portions of the CAP.

The 1994 CAP has been approved by the ARB and included as part of the SIP. However, in May 1996, three violations of the NAAQS for O_3 occurred in Santa Barbara County. In combination with the exceedances recorded in 1994 and 1995, the County has essentially failed to attain the NAAQS for O_3 by the statutory deadline (November 15, 1996), as required for a moderate nonattainment area. Consequently, the County could be reclassified to the next highest nonattainment category — serious — which would require more stringent regulatory and planning processes. Complicating this issue is the fact that the EPA may revise the NAAQS for O_3 next year. Therefore, it is presently unclear what action the EPA will take with regard to the SIP and the 1994 CAP.

Section 176(c) of the 1990 CAA states that a federal agency cannot support an activity in any way unless the federal agency determines that activity will conform to the SIP's purpose of attaining and maintaining the NAAQS. In accordance with this part of the Act, the EPA announced promulgation of its final conformity rule for general federal actions in the November 30, 1993 *Federal Register* (40 CFR 93). The FAA will be required to assess applicability and prepare a conformity determination for their approval actions associated with federal-funded airport developments at Santa Barbara Airport. Conformity of the proposed project is discussed in the Environmental Consequences section of the EIR/EA.

State Regulations

The CAA delegates to each state the authority to establish air quality rules and regulations. The adopted rules and regulations must be at least as restrictive as the federal requirements. The ARB has established the CAAQS, which are more restrictive than the NAAQS, and include pollutants for which there are no federal standards.

The California Clean Air Act of 1988, as amended in 1992 (CCAA), Health & Safety Code 40918-40920, outlines a program to attain the CAAQS for O_3, NO_2, SO_2, and CO by the earliest practical date. However, areas in nonattainment for PM_{10}, sulfates, lead, hydrogen sulfide, or visibility are not expressly required to develop an attainment plan under the CCAA. Since Santa Barbara County is presently in nonattainment of the CAAQS for O_3, the APCD is required to reduce O_3 precursor emissions by 5 percent annually, until the CAAQS are attained. Exceptions to this requirement are allowed only if the attainment plan contains all feasible measures to control emissions. Since the CAAQS are more stringent than the NAAQS, emissions reductions beyond what would be required to show attainment for the NAAQS will be needed. Consequently, the main focus of attainment planning in California has shifted from the federal to state requirements.

Similar to the federal system, the CCAA requirements and compliance dates for reaching attainment are based upon the severity of nonattainment classifications. The CAP details how the current attainment planning process satisfies both Triennial Progress Report and Plan Revision requirements for the state O_3 standard, as mandated by the CCAA.

Santa Barbara County Regulations

APCD Rule 303 - Nuisance. This rule states that a person shall not discharge air contaminants from any source that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or that endanger the comfort, repose, health, or safety of any such persons or their business or property. The APCD considers emissions of air pollution to be a significant nuisance if five or more complaints are received from different individuals/households within 24 hours or 10 such complaints are received within 10 days.

Rule 702 - General Conformity. This rule adopts the federal conformity rule and includes requirements to enforce mitigation measures used to support a positive conformity determination.

Baseline Emissions

The most recent emission inventory compiled for Santa Barbara County is 1990. The inventory was obtained from the 1994 CAP and is presented in Table 3.9-3. The inventory is separated into stationary and mobile source types, with various categories for each type. The stationary source categories include fuel combustion; industrial processes; miscellaneous processes; petroleum processing, storage, and transfer; solvent use; and waste burning. Mobile sources are separated into categories of on-road vehicles and other vehicles. Information on further subdivisions of each of these categories can be obtained from the CAP. These data show that the majority of NO_x, CO, and SO_x emissions in the County occur from mobile sources. Miscellaneous processes produce the vast majority of ROG and PM_{10} emissions.

3.9.2 Environmental Consequences and Mitigation Measures

The general approach of the air quality analysis was to compare the impact of development from the Specific Plan and the No-Action Alternative to existing activities within the Specific Plan area. The net change in impacts between these two scenarios would be those attributed to the Specific Plan. Air quality im-

Table 3.9-3
1990 Santa Barbara County Emission Inventory

Source Type/Category	Pollutant (tons per year)				
	ROG	*NOx*	*CO*	*SO_x*	*PM10*
Stationary Sources					
Fuel Combustion	445.99	3,802.19	1,097.55	560.46	170.39
Industrial Processes	118.57	4.52	100.60	15.24	555.92
Miscellaneous Processes	34,827.42	1,075.80	12,512.50	0.00	41,209.90
Petroleum Processing, Storage & Transfer	2,759.49	8.95	4.93	19.37	30.87
Solvent Use	4,775.37	0.00	0.00	0.00	0.10
Waste Burning	72.86	54.81	639.56	12.62	120.23
SUBTOTAL	42,999.70	4,946.27	14,355.14	607.69	42,087.41
Mobile Sources					
On-Road Vehicles	6,430.80	9,366.60	56,816.80	366.50	1,272.10
Other Mobile	1,584.57	3,909.39	12,672.54	326.56	186.25
SUBTOTAL	8,015.37	13,275.99	69,489.34	693.06	1,458.35
Total	**51,015.07**	**18,222.26**	**83,844.48**	**1,300.75**	**43,545.76**

Source: Santa Barbara County 1994 Final Clean Air Plan (APCD and Santa Barbara County Association of Governments 1994).

pacts due to the project would mainly occur from vehicular traffic and emissions inherent to new commercial and industrial growth. The following sections present a discussion of these impacts.

Significance Criteria

The APCD identifies thresholds recommended for use in air quality CEQA review (APCD 1996). Impacts would be significant if proposed project emissions (1) cause or contribute to a violation of any C/NAAQS, (2) exceed the APCD health risk public notification thresholds, (3) are inconsistent with the emission growth factors assumed in the 1994 CAP, or (4) create a nuisance (as defined by APCD Rule 303) at any sensitive receptor location. Proposed project operational emissions would also be significant if they (1) exceed 240 pounds per day of any pollutant or (2) exceed 25 pounds per day of NOx or ROC from motor vehicle trips only. The City uses these thresholds to determine the significance of proposed emissions.

Proposed Specific Plan

Construction

Air quality impacts associated with construction of the Specific Plan would occur from combustive emissions due to heavy equipment usage and fugitive dust in the form of PM10 from ground disturbances and building demolition. The level of impacts would depend on the size of proposed construction, which would determine the amount of equipment usage and area of disturbed ground. Combustive emissions from construction equipment would be temporary, but could be substantial when associated with a large amount of equipment usage. However, combustive construction emissions are considered to be insignificant when compared to emissions from the County as a whole (Planning and Development 1995). **Emissions of fugitive dust during ground-disturbing activities could cause a significant impact**. However, implementation of standard APCD dust control measures would mitigate these impacts to insignificance. **Dust impacts from building demolition could also cause a significant impact**, but could be adequately mitigated with water application or shrouding. Air quality

impacts from construction would be short term and only last for the duration of this activity.

Operation

Impacts associated with the operation of the Specific Plan would be dependent on the type of land use. In general, recreational uses would generate the least amount of emissions, followed by commercial and industrial. Minor sources of air emissions could include mobile equipment, air and space heaters, process vents, or fugitive sources of dust or volatile organic compounds (VOCs). It is expected that these sources would not produce significant air quality impacts. Substantial point sources of emissions would be regulated by the APCD through their permitting process and would not produce significant air quality impacts. Other sources that could produce substantial amounts of emissions would include employee and customer traffic, and energy consumption (natural gas and electrical power usage). Therefore, the following analyses of air quality impacts from the Specific Plan were conducted: (1) the net change in air emissions generated by traffic from the Specific Plan/Economic Development Alternative in the year 2010 versus existing traffic conditions within the Specific Plan area and (2) an estimate of new air emissions from energy consumption based on Specific Plan development proposed in 2010.

To estimate emissions from vehicular traffic, EMFAC7F emission factors were used (ARB 1993). For both the Specific Plan and No-Action Alternatives, it was assumed that the traffic fleet mix would be 65 percent light duty automobiles, 15 percent light duty trucks, 10 percent medium-duty trucks, and 10 percent heavy-duty trucks. The breakdown of vehicles by class for the above fleet mix was taken from EMFAC7F default values. Using the above vehicle distributions, composite exhaust, cold start, hot start, and hot soak emission factors were derived for Specific Plan traffic, based on 6 miles at 55 mph, 2 miles at 25 mph, and 80 percent cold starts, 20 percent hot starts, and 85 percent hot soaks. These composite emission factors were then applied to 6,522 ADT to estimate total traffic emissions (6,522 ADT is the difference in Specific Plan traffic in 2010 versus existing traffic within the Specific Plan area). A presentation of data used to estimate traffic emissions is provided in Appendix H.

Emissions for traffic associated with the Specific Plan are summarized in Table 3.9-4. **These data show that traffic emissions from the Specific Plan would exceed the APCD threshold of 25 pounds per day of either ROG or NO_x and 240 pounds per day of CO. Therefore, these emissions would be significant.**

The potential for project traffic to generate CO "hot spots" was also considered. The peak-hour trips associated with the Specific Plan

Table 3.9-4
Energy Consumption and Vehicle Emissions from the Specific Plan — 2010 Scenario

	TONS PER YEAR				
Source	*ROG*	*NO_x*	*CO*	*SO_x*	*PM_{10}*
On-Road Vehicles	7.70	30.90	99.20	0.00	6.20
Energy Consumption	0.01	0.89	0.15	0.00	0.03
Tons/Year	7.71	31.79	99.35	0.00	6.23
	POUNDS PER DAY				
On-Road Vehicles	42.10	169.20	543.70	0.00	33.80
Energy Consumption	0.04	4.88	0.85	0.00	0.17
Total Pounds/Day	42.14	174.08	544.55	0.00	33.97

Source: SAIC 1996.

traffic in 2010 would be less than 800. Therefore, based on the significance threshold, project traffic would not contribute to an exceedance of the one-hour state CO standard. Ambient impacts from project traffic would therefore be insignificant.

To estimate emissions from energy consumption for the Specific Plan in 2010, generic emission factors were obtained from the CEQA Air Quality Handbook (South Coast Air Quality Management District 1993). These factors are used to estimate emissions from energy consumption for land uses as a function of facility floor area. A summary of new energy consumption emissions for the Specific Plan, based on the square footage of proposed development (does not include square footage replaced after demolition), is presented in Table 3.9-4.

Construction

Daily air quality impacts associated with construction of the additional footage would be similar to the impacts described previously for the Specific Plan. The only difference would be that the length of the construction period would be extended.

Operation

Emissions associated with operation of the additional building space were estimated using the same assumptions and methodologies as used to calculate Specific Plan emissions. The vehicle emissions that would be generated by 845 ADT associated with the additional building space are shown in Table 3.9-5. **Emissions from the additional ADT would exacerbate the exceedances of the daily APCD significance thresholds of 25 pounds for ROG and NO_x and 240 pounds for CO caused by the Specific Plan. Therefore, emissions of ROG, NO_x, and CO from the Specific Plan, plus emissions from the Economic Development Alternative, would cause an unavoidable significant impact.**

Table 3.9-5
Vehicle and Energy Consumption Emissions from the Specific Plan Economic Development Alternative — 2010 Scenario

Source	*ROG*	*NO_x*	*CO*	*SO_x*	*PM10*
	TONS PER YEAR				
On-Road Vehicles	1.00	4.00	12.90	0.00	0.80
Energy Consumption	0.00	0.41	0.07	0.00	0.01
Tons/Year	1.00	4.41	12.97	0.00	0.82
Specific Plan plus Economic Development Alternative - Total Tons/Year	8.71	36.20	112.32	0.00	7.05
	POUNDS PER DAY				
On-Road Vehicles	5.40	21.90	70.40	0.00	4.40
Energy Consumption	0.02	2.22	0.40	0.00	0.07
Total Pounds/Day	5.42	24.12	70.80	0.00	4.47
Specific Plan plus Economic Development Alternative - Total Pounds/Day	47.56	198.20	615.35	0.00	38.44

Source: SAIC 1996.

Economic Development Alternative

Under the Alternative, 80,000 square feet of additional building area would be added to Specific Plan sub-area #2. The incremental impacts of this addition were calculated and are compared to the Specific Plan impacts in this section.

No-Action Alternative

Under the No-Action Alternative, the Specific Plan area would be developed with the same

square footage of buildings as the Specific Plan design. It is estimated that this development would generate slightly less traffic than the Specific Plan (due to the reduction airport commercial uses). Total emissions associated with the No-Action Alternative would therefore be slightly less than the Specific Plan, but would still exceed the daily APCD thresholds of 25 pounds for NO_x or ROG and 240 pounds for CO. **Emissions from the No-Action Alternative would therefore be significant.**

The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Mitigation Measures

Construction

To ensure that fugitive dust emissions would remain insignificant and would not become a nuisance during construction of Specific Plan buildings and roadways, the following standard APCD dust control measures shall be implemented:

3.9-1 Apply water at least twice daily to dirt roads, graded areas, and dirt stockpiles to prevent excessive dust from leaving the staging areas.

3.9-2 Minimize vehicle speeds.

3.9-3 Disturb the smallest practical amount of area and minimize disturbance time.

3.9-4 After completion of construction activities, treat disturbed soil within the staging area by watering, revegetating, or spreading soil binders to prevent wind erosion of the soil.

3.9-5 Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders.

3.9-6 During building demolition, water application or shrouding shall be used, as necessary, to ensure that dust emissions from this activity do not create a nuisance.

3.9-7 The contractor shall designate personnel to monitor construction activities and ensure that excessive dust would not occur from construction sites.

A substantial reduction in emissions from Specific Plan stationary sources would be difficult, since emissions were analyzed to occur from low-emitting, natural gas-fired units. Optimization of energy conservation techniques in proposed building designs would minimize emissions due to lighting and space heating demands:

3.9-8 New habitable buildings or additions of 5,000 sq. ft. or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations as appropriate, prior to issuance of building permits.

Vehicular emissions associated with the Specific Plan would be reduced with the implementation of transportation control measures that (1) minimize traffic congestion and idling emissions and (2) reduce vehicle trips to and from the project site. Section 3.20 of this FEIR/EA identifies traffic intersection improvements that would reduce idling emissions from traffic that access the project site. Implementation of the Transportation Demand Management (TDM) plan in mitigation measure 3.20-1 would reduce vehicle trips to the project site. The Specific Plan also would develop bicycle paths within the project area and connect these paths to the regional bikeway system. The following additional measures should be incorporated into the TDM plan for the project:

3.9-9 Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation pro-

gram is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program.

The ability of these measures to reduce project traffic emissions cannot be accurately determined. However, implementation of all recommended mitigation measures would not be expected to reduce project ROC, NO_x, and CO emissions to insignificance.

Cumulative Impacts

Impacts produced from the implementation of the Specific Plan or the Economic Development Alternative would mainly affect air quality in the region immediately surrounding the northern portion of the Airport, and to a lesser degree, in Southern Santa Barbara County. However, impacts from the proposed improvements, in combination with reasonably foreseeable future projects in the region of influence, would not differ substantially from the project-specific impacts identified in section 3.9.2 above. As a result, **project emissions of ROG and NO_x, in combination with emissions from cumulative projects, would exceed the APCD threshold and produce a significant air quality impact.**

The increase in employee and customer traffic associated with either the Specific Plan or Economic Development Alternative facilities would increase vehicle emissions throughout a large portion of Southern Santa Barbara County. The square footage of new buildings proposed in the Specific Plan is included in the 3,000,000 square feet of non-residential construction allowed in the City until the year 2009 as part of Charter Section 1508 (adopted by Measure E in 1989). This square footage, along with the projected population generated by its construction, was included in *Forecast 94*, prepared by the Santa Barbara County Association of Governments. The growth projected in *Forecast 94* was the basis for determining future emissions in the 1994 CAP. Therefore, vehicle emissions associated with the Specific Plan would be consistent with the growth in vehicle emissions predicted in the 1994 CAP.

Conformity Determination

Section 176(c) of the CAA and APCD Rule 702 requires that federal actions conform with the most recent federally approved SIP. Conformity to an implementation plan means the following:

1. A project will conform to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards, and

2. A project will not (a) cause or contribute to any new violations of any standard in any area, (b) increase the frequency or severity of any existing standard violation in any area, or (c) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Determining project conformity is essentially a two-step process: (1) applicability analysis and (2) conformity analysis. Applicability analysis is performed according to Subpart 93.153 wherein de minimis thresholds based on the region's nonattainment status and regional emission levels are established for total project direct and indirect pollutant emissions. Conformity analysis is not required for projects where the total direct and indirect emissions caused by the federal action are less than the respective thresholds. The definitions of

total direct and indirect emissions for conformity purposes distinguish emissions according to timing and location rather than the type of emission source. Direct emissions occur at the same time and place as the federal action. Indirect emissions include those that may occur later in time or at a distance from the federal action. In addition, the conformity rule limits the scope of indirect emissions to those that can be quantified and are reasonably foreseeable by the federal agency at the time of analysis, and those for which the federal agency can practicably control and maintain control through its continuing program responsibility.

All activities associated with the Santa Barbara Airport Specific Plan are located in Santa Barbara County. Santa Barbara County is currently designated as a moderate nonattainment area for ozone, and in attainment for all other criteria pollutants. To determine conformity applicability, project emissions of ozone precursors (VOC and NO_x) need to be compared to the area-specific de minimis thresholds for ozone, i.e., 100 tons per year (Subpart 93.153[b][2]). In addition, VOC and NO_x emissions must not exceed 10 percent of the total Santa Barbara County inventories of VOC and NO_x (Subpart 93.153[i]). If total project direct and indirect VOC and NO_x emissions are less than the de minimis thresholds and less than 10 percent of the County inventory for VOC and NO_x, the project is assumed to conform, and further conformity analysis is not required.

Short-term VOC and NO_x emissions would occur from project construction equipment exhaust as the result of fuel combustion during building demolition and construction activities. However, since demolition and construction activities in the Specific Plan area are scheduled to occur over a period lasting from 5 to 10 years, the level of activity and the amount of VOC and NO_x emissions in a given year would not be sufficient to exceed either the 100-tons-per-year thresholds or 10 percent of the County emission inventory.

Long-term emissions associated with the Specific Plan and the Economic Development Alternative would include emissions from increased vehicle traffic and energy consumption. As shown in Tables 3.9-4 and 3.9-5, total emissions of VOC (as ROG) and NO_x from these two scenarios would be far less than the 100 tons per year de minimis thresholds. These emissions would also be well less than 10 percent of the County emissions inventory shown in Table 3.9-3. Therefore, further conformity analysis is not required. Project emissions are presumed to conform to the most recent federally approved SIP as required by Section 176(c) of the CAA. Further, as previously described, the proposed project would conform to the growth factors identified in the CAP, which is to be incorporated, upon approval, into the most recent federally-approved SIP. Therefore, by definition, the project would not (1) cause or contribute to any new ambient air quality standard violation, (2) increase the frequency or severity of any existing standard violation, or (3) delay timely attainment of any standard. As a result, the project would comply with section 176 (c) of the CAA and APCD Rule 702.

3.9.3 Residual Significant Impacts

With the incorporation into the Specific Plan of the mitigation measures discussed above, the construction impacts will be reduced to a level of insignificance. **Vehicle emissions associated with operation of the Specific Plan, Economic Development Alternative, or No-Action Alternative will exceed APCD's daily threshold of 25 pounds per day for ROG and NO_x. This exceedance is considered to be an unavoidable significant impact.**

3.10 HAZARDOUS MATERIALS

Description of Resource

This section addresses the potential impacts of current or former uses, storage, or disposal of hazardous materials within the project area. Potential soil and/or groundwater contamination is primarily related to the storage of fuels and fuel oils in underground tanks. Current activities that have the potential to cause environmental contamination are also addressed. A discussion of the on-going asbestos abatement and mitigation program is included.

Region of Influence

The region of influence for the proposed project includes the Specific Plan area. The region of influence also includes those areas immediately adjacent to the Specific Plan area that may have the potential to contaminate the soils and groundwater beneath the Airport.

Data Sources

The following analysis regarding the potential for environmental contamination is derived primarily from the files of the City of Santa Barbara Public Works Department (PWD) and the County Protection Services Division, Hazardous Materials Unit (HMU). Information concerning the status of underground tanks was obtained from the PWD. This information is based on tank removals performed by PWD as well as information they have obtained from the Army Corps of Engineers (USCOE) regarding the removal of former military underground storage tanks (USTs). Information regarding hazardous materials use at current businesses located within the boundaries of the Specific Plan area was obtained from HMU.

3.10.1 Affected Environment

3.10.1.1 REGULATORY SETTING

Federal Regulations

A number of laws and regulations governing the management and control of hazardous substances have been promulgated in order to protect the environment. These regulations fall under the jurisdiction of the U.S. Environmental Protection Agency (EPA). Some of the more important federal laws include the following:

- The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), or "Superfund,"—creates national policy and procedures to identify and clean up sites where hazardous substances have been released into the environment and provides the mechanisms by which these remedial actions are financed. Additionally, the Superfund Amendment and Reauthorization Act (SARA), which extended and amended CERCLA, required that "due diligence" be exercised in the investigation of past and current handling of hazardous substances prior to property sale.

- Resource Conservation and Recovery Act (RCRA)—enacted in 1974 as the first step in regulating the potential health and environmental problems associated with solid hazardous and non-hazardous waste disposal.

- Toxic Substances Control Act (TSCA)—enacted in 1976, regulates and controls harmful chemicals and toxic substances in commercial use, in particular, polychlorinated biphenyls (PCBs).

- Federal Insecticide, Fungicide, and Rodenticide Act (as amended)—controls the manufacture, use, and disposal of pesticides and herbicides.

- Hazardous and Solid Waste Act (HSWA)—1984 amendments to RCRA to address gaps in the area of highly toxic wastes.

- National Emissions Standards for Hazardous Air Pollutants (NESHAP)—establishes standards for asbestos emissions during demolition projects.

- Hazardous Materials Transportation Act—regulates the handling and transport of hazardous materials and wastes, including asbestos-containing material (ACM).

- 29 CFR, Part 1910—contains the Occupational Safety and Health Administration (OSHA) requirements for workers at hazardous waste sites including emergency response, hazard communication, and personal protective equipment.

State and Local Regulations

California has developed a set of hazardous waste regulations similar to the federal laws, but much more stringent in their application. The basic law established in California, similar to RCRA, is the Hazardous Waste Control Law. More detailed information concerning the implementation of these requirements is given in Title 22 of California Code of Regulations (CCR), Chapter 30. The Hazardous Waste Control Law (HWCL) empowers the Department of Toxic Substance Control (DTSC), a division of Cal-EPA (formerly part of the Department of Health Services), to administer the state's hazardous waste program and implement the federal program in California. This law includes UST regulation.

Other relevant state laws include the following:

- Proposition 65—focuses on carcinogenic or teratogenic contaminants and executes the state's community-right-to-know program.

- Underground Tank Law, Sher Bill—regulates underground storage to prevent groundwater contamination.

- Porter-Cologne Water Quality Control Act—adopted in 1969 to require the maintenance of the "highest reasonable quality" of the state's water. Authorizes the RWQCB to supervise cleanup efforts at spill sites that have affected groundwater.

The DTSC has the primary responsibility in enforcement and implementation of hazardous waste control laws in the State of California. However, this responsibility is shared with other state and local government agencies, including the State Water Resources Control Board, RWQCB, and City and County governments.

At the Santa Barbara Municipal Airport, state and local agencies having some jurisdiction and involvement in hazardous waste control issues include the RWQCB, Central Coast Region; HMU; City of Santa Barbara Fire Department; and City of Santa Barbara Public Works Department.

3.10.1.2 HAZARDOUS MATERIALS

In industrially developed areas, many of the businesses may use or store hazardous materials. If handled correctly, hazardous materials will not contaminate a facility or associated property. Regulations and procedures for the management of hazardous substances have changed significantly over the past few decades. Consequently, historical practices in the handling of hazardous substances have created the potential for environmental contamination due to improper use or disposal. However, improper hazardous materials use or disposal may cause environmental contamination that will require remediation.

To identify hazardous material use and storage and meet community right-to-know requirements, the State of California requires that

businesses that have certain volumes of hazardous materials at their facility prepare a business plan. These plans identify the materials, quantities, and locations of hazardous materials stored and used on the site, as well as the emergency response procedures that the business will take should an unplanned release of a hazardous substance occur.

To determine the users of hazardous materials currently operating within the Santa Barbara Municipal Airport property, business plan inventories were obtained for those businesses identified as requiring a business plan. Of the 105 tenant organizations identified by Airport staff currently leasing property or buildings from the Airport, 11 were identified that have submitted business plans to HMU. HMU (formerly part of the Environmental Health Services Division) provided chemical inventories for those businesses and identified the types of materials and quantities at each location. The location of each of these businesses is identified in Figure 3.10-1. Table 3.10-1 details the location and hazardous materials used at each of the identified facilities.

Hazardous Waste Management

Hazardous waste management encompasses a broad range of activities. Subsequent to the passing of SARA, particular concern has been focused on the potential for environmental contamination associated with historical activities (e.g., chemical storage, disposal, spills, etc.). With regard to the potential effect these activities could have on the proposed Specific Plan area development, the primary focus has been on the presence of underground fuel and oil storage tanks. A total of 40 USTs have been removed from Airport properties, to date. Additionally, assessment and mitigation, where necessary, of certain facilities constructed with ACM has been conducted.

As part of the Defense Environmental Restoration Program implemented by the Department of Defense, studies are conducted of all Formerly Used Defense Sites (FUDS) to assess the potential for environmental contamination caused by previous military use of the property, or where further study is needed to investigate the potential presence of hazardous, toxic, ordnance, or explosive waste. In July 1988, a FUDS field investigation was conducted of the Airport property that is contained within the former Marine Corps Air Station (MCAS), Goleta. The final report (USCOE 1990) detailed the identification of 19 concrete underground fuel storage tanks that had been part of the MCAS and were abandoned in place at various locations throughout

Table 3.10-1
Businesses Using Hazardous Materials

Map #	*Business*	*Address*
1	Airport Department	601 Firestone Road
2	Mercury Aviation	404 Moffett Place
3	Santa Barbara Aviation	619 Marxmiller Place
4	Southern California Edison	333 Love Place
5	D & J Trucking (land only)	650 Kiester Place
6	AG RX	680 Botello Road
7	County Lumber	150 Peres Road
8	Bechtel Nevada Corporation	820 Botello Road
9	Hunot Retardant	1600 Cook Place
10	Petroleum Helicopters Inc.	302 Moffett Place
11	SAIC - Maripro	1440 Cook Place
		1520 Cook Place

Note: See Figure 3.10-1.
Source: Santa Barbara Municipal Airport

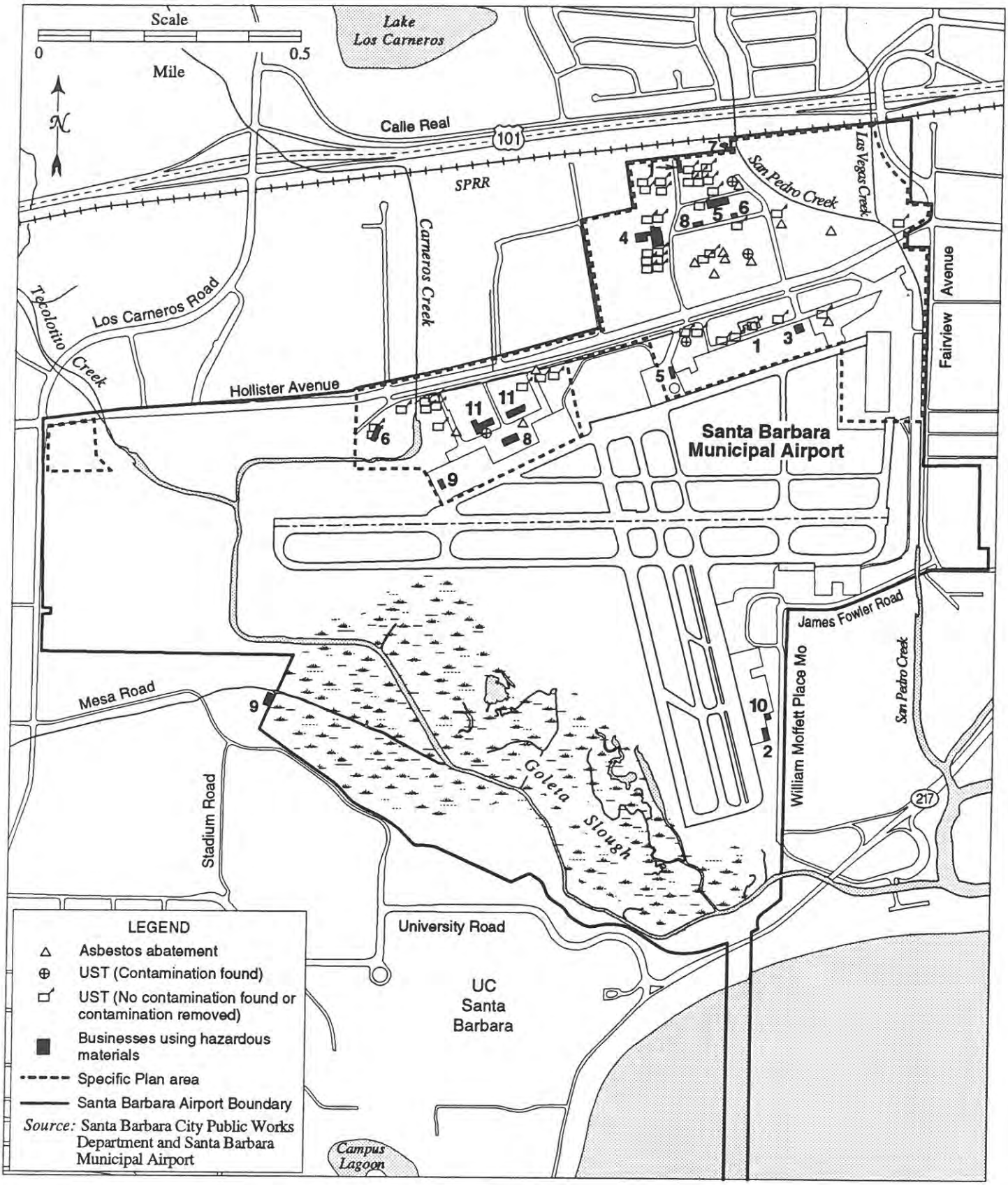


Figure 3.10-1. Areas of Potential Hazardous Waste, Hazardous Materials, and Petroleum Products

the project area. The tanks ranged in size from 500 gallons to 50,000 gallons, some of which contained residual fuels or had leaked over time. Subsequent removal activities included the discovery of three additional USTs, totaling 22 USTs removed as part of this program. Investigation of the subsurface soils at tank removal locations identified four locations where contamination was found and 18 locations where no contamination was found. The location, contents, capacity, and contamination status of these tanks are listed in Table 3.10-2. The location of these tanks are illustrated in Figure 3.10-1.

One of the milestones in the tightening of UST regulations was that by December of 1988, upgrading of all existing USTs was required to meet certain standards or tanks were to be removed. In response to these requirements, PWD implemented a program to remove all existing USTs and upgrade those that were still necessary and in use. This program included the removal of 6 USTs from the Airport property in 1988 and 1989. While this tank removal program was implemented prior to the FUDS tank removals, the USTs associated with former Department of Defense use of the property were left to be removed under the federal program described above. An additional 12 tanks were removed in 1992 as they were discovered or as some of the tenant organizations vacated Airport properties. USTs removed by PWD ranged in size from 280 gallons to 50,000 gallons (PacTuCo), containing various fuel products including aviation gasoline, jet fuel, gasoline, diesel fuel, and waste oil. The location, contents, capacity, and contamination status of these tanks are listed in Table 3.10-2. Contamination due to tank leakage was discovered at all but three of the tank locations. Remediation of the contamination has occurred in all of these locations.

The Specific Plan area was conveyed to the City of Santa Barbara by the War Assets Administration as part of the Airport in February of 1949. Other than contamination from the leaking USTs, other operational components of the MCAS that could potentially have contributed to environmental contamination include the following:

- underground gasoline and fuel oil distribution systems;
- photographic laboratory;
- dope and spray (paint) building;
- two paint and oil storage buildings;
- various aircraft accessory and maintenance shops;
- sewage disposal, collection system, and treatment plant; and
- water treatment plant.

While these facilities did not necessarily cause contamination of the property, the potential exists. Although acceptable at the time, procedures followed in handling and disposing of hazardous materials and waste at military facilities prior to the mid-1970s often resulted in contamination of the environment.

Following the transfer of the Airport property to the City of Santa Barbara, the Specific Plan portion of the property has been developed as an industrial/commercial area. The nature of industrial activities and the limited regulatory control of hazardous materials use in the past creates the potential for environmental contamination of the subject property. Investigation of contamination in the Specific Plan area has primarily been limited to USTs and/or known spills.

Table 3.10-2
UNDERGROUND STORAGE TANK REMOVALS AT SANTA BARBARA MUNICIPAL AIRPORT

Street Address	*Tenant*	*Contents*	*Capacity (gallons)*	*Contamination Status*
Removed by City of Santa Barbara Public Works Department				
20 Arnold Place	SBA Fuel Farm	Aviation gasoline & jet fuel	12,000 12,000 12,000 10,000	CR [1] CR CR CR
600 Botello Road	Abandoned	Gasoline	550	NCF [2]
1699 Firestone Road	Airport Maint. Yard	Gasoline & diesel	10,000 1,000	CR CR
6010 Hollister Avenue	Woolever Tire Shoppe	Waste oil	550	NCF
834 Kiester Place	Camozzi Construction	Gasoline & diesel	2,000	CR
835 Kiester Place	Abandoned	Gasoline & diesel	550	CR
110 Love Place	Tierra Contracting	Gasoline & diesel	2,000 1,000 1,000	CR CR CR
450 Marxmiller Road	Civil Air Patrol	Gasoline & diesel	550	NCF
610 Marxmiller Road	SBA	Gasoline	1,000	CR
619 Marxmiller Road	SBA	Waste oil	280	CR
103 Perez Road	Vista Steel	Gasoline	2,000	CR
1301 Firestone Road	Santa Barbara Aviation	Fuel oil	1,000	CR
333 Love Place	Southern California Edison	Aviation gasoline and jet fuel	25,000 25,000 25,000 25,000 50,000 50,000	NCF NCF NCF NCF NCF NCF
323 Love Place	PacTuCo	Aviation gasoline and jet fuel	25,000 50,000	NCF NCF
Removed by Corps of Engineers				
1699 Firestone Road	Tracor Storage Area	Gasoline	5,000?	NCF
300 Lopez Road	Abandoned	Fuel oil	1,000	CR
150 Perez Road	Petrolane	Aviation gasoline	50,000	NCF
			25,000	NCF
110 Love Place	Goleta Auto Body	Aviation gasoline	50,000	NCF
100 Love Place	Berber Equipment	Aviation gasoline	50,000	NCF
313 Love Place	Granite Contstruction	Aviation gasoline	50,000 25,000 25,000 50,000	NCF NCF NCF NCF
640 McCloskey Place	Abandoned	Fuel oil	1,000	CF [3]
800 Becknell Road	Bilco Welding	Fuel oil	1,000 1,000	NCF NCF
601 Firestone Road	ARC	Fuel oil	1,000 1,000 1,000	NCF NCF NCF
465 Marxmiller Place	Abandoned	Fuel oil	1,000	NCF
1345 Firestone Road	PacTuCo	Fuel oil	1,000	NCF
1401 Firestone Road	Aritor	Fuel oil	1,400	CF
100 Arnold Place	Dynasen	Fuel oil	500	NCF
1522 Cook Place	MariPRO	Fuel oil	1,400	CF

Notes: 1. CR = Contamination remediated.
2. NCF = No petroleum hydrocarbon contamination found.
3. CF = Soil contamination found.

Source: City of Santa Barbara, Public Works Department.

3.10.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Impacts related to environmental contamination have to do with the risk of human or environmental exposure to contaminants resulting from project activities. Impacts resulting from project construction or operation that would be considered significant include the following:

- Public exposure or environmental contamination due to a hazardous material release or improper disposal practices.
- The destruction of existing site mitigation components or the decrease in effectiveness of ongoing remedial actions due to construction activities.
- Placement of incompatible projects adjacent to risky facilities such as the railroad or certain manufacturing or storage facilities.

Site Contamination

Proposed Specific Plan. Numerous sites within the Specific Plan area have been identified as sites with contamination due to previous land uses. Most of these sites are associated with the historic use of underground tanks for the storage of oil, diesel, and other petroleum products. All of the known underground storage tanks have been removed and the soils surrounding the tanks evaluated for remnant contamination. Due to the historically industrial nature of the facilities located within this area and former use as a military air station, there is potential for subsurface contamination in addition to those areas already identified.

During any of the earthmoving operations required for construction within the Specific Plan area there is the possibility of encountering subsurface contamination. **Potential significant impacts associated with disturbing contaminated soils during construction would include potential health hazards to construction personnel and the general public from exposure to contaminated soils, as well as the potential for migration of contaminants once exposed by grading or other earthmoving activity. Migration of these contaminants off site could potentially lead to public health hazards in addition to impacting the sensitive ecosystem of the Goleta Slough environment. These impacts would also be considered potentially significant.**

There is the potential for increased use of these materials, which would potentially increase the truck and train transportation of these materials in the area. Future use of these materials would be managed and tracked by the development of the Business Plans and would require compliance with all regulations governing the use of these materials, which would minimize impacts. An increase in transportation of these materials would be considered an adverse but less than significant impact due to the enforcement of current regulations governing the transportation of hazardous materials. Train derailment would be the only potentially significant impact associated with transportation of these materials by rail. The likelihood of this occurrence is remote due to the single track and lack of curves along the track in the project area (Santa Barbara County 1992).

Economic Development Alternative. The potential for encountering contamination during construction activities would be the same as that for the proposed project.

No-Action Alternative. The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Hazardous Materials

Proposed Specific Plan. Regarding the use of hazardous materials, new industrial tenants leasing space within the Specific Plan area, as part of their lease agreement with the Airport, will be required to provide information to the Airport regarding any hazardous materials use, storage, and waste management procedures necessary. The Airport also maintains an inventory of all tenants meeting the requirements for submittal of a California Business Plan. This helps to assure that tenant facilities meet proper hazardous materials storage and disposal requirements, minimizing the potential for unauthorized releases or spills of hazardous substances. Providing that all tenants comply with applicable hazardous materials storage and disposal requirements, there will be no significant impacts associated with hazardous materials.

Economic Development Alternative. The increase in light industrial use within the Specific Plan area increases the potential for hazardous materials use and storage in the project area. However, no additional impacts are expected, providing all tenants comply with applicable hazardous materials storage and disposal requirements.

No-Action Alternative. There would be no change in the use, storage, or disposal of hazardous materials from that currently existing at the Airport.

Asbestos

Proposed Specific Plan. A number of existing buildings within the Specific Plan area will be demolished as part of the proposed Specific Plan, many of which were originally constructed using asbestos-containing material (ACM). It is Airport policy that each building is evaluated as to potential ACM content prior to demolition. All asbestos sampling and removal will be performed by a state-certified asbestos consultant. Transportation and disposal will be performed in accordance with applicable regulations and standards.

Using a certified asbestos consultant to conduct asbestos sampling and removal prior to all proposed building demolition activities will minimize the impacts associated with existing ACM within these buildings.

Economic Development Alternative. Impacts associated with this alternative would be no different than those identified for the proposed project.

No-Action Alternative. If this alternative is chosen, asbestos abatement will be performed on an as needed basis (i.e., when individual renovation or demolition projects are proposed), as is currently the case.

Using a certified asbestos consultant to conduct asbestos sampling and removal prior to all proposed building demolition activities will minimize the impacts associated with existing ACM within these buildings.

Mitigation Measures

3.10-1 A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following:

- Procedures for identification of contaminated soil including an on-site monitor observing earthmoving operations who has experience in hazardous waste and contaminated sites.

- Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard

flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment.

- Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Hazardous Materials Unit (HMU) immediately following identification of contamination within the construction area.

3.10-2 Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan would need to be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent upon the extent and types of contamination but would include characterization of the problem, a review of remedial options (i.e., feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by HMU and Airport staff, taking into account potential flooding impacts and prevention of contaminant runoff into nearby creeks. Excavation and any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project.

Development of a Construction Contingency Plan and implementation of any remedial actions necessary will reduce the identified potentially significant impacts to less than significant.

Cumulative Impacts

The potential impacts described above would be isolated to the areas where contaminated soils are found. Implementation of measures contained in the Construction Contingency Plan, should contamination be identified, would prevent migration of contaminants off site. There would be no cumulative impacts.

3.10.3 Residual Significant Impacts

With the incorporation into the Specific Plan or the Economic Development Plan of the mitigation measures discussed above, impacts will be reduced to a level of insignificance.

3.11 FLOODPLAINS

Description of Resource

This section describes the proposed Specific Plan as it relates to the anticipated 100-year flood elevations and the Regulatory Floodway as described by the Federal Emergency Management Agency (FEMA 1991).

Region of Influence

The region of influence includes the entire watershed area that drains to the Goleta Slough via San Pedro, Tecolotito, and Carneros Creeks. These three creeks are situated within the project area, resulting in FEMA floodway designation of portions of the Specific Plan area.

Data Sources

The information contained in this section has been derived predominantly from the following sources: 1) peak stream flows and tributary areas obtained from studies conducted by the U. S. Army Corps of Engineers (USCOE 1973a and 1973b); 2) floodplain and floodway boundaries defined by FEMA (1991); 3) local floodplain regulations from the City of Santa Barbara floodplain ordinance (SBMC Chapter 22.24); and 4) preliminary project design and analysis by Penfield and Smith Engineers (1995a and 1995b).

3.11.1 Affected Environment

As the area of convergence of five major streams (see section 3.12), the Airport and surrounding area is subject to flooding during severe storm events. The combined watershed of these five streams is approximately 30,000 acres (47 square miles). Historically recent flooding of the Airport occurred in 1967, 1969, and twice in 1995 due to flows exceeding the capacity of the channels located on the property. The Airport property is very flat with little to no elevation change between Hollister Avenue and the ocean. Flood flows that enter the Airport area slow down and lose energy necessary to transport sediment. During a flood event, the sediment carried by these flows is deposited in the stream channels as flow energy dissipates, exacerbating the channel capacity problem.

Figure 3.11-1 shows the flood hazard areas (floodplain) identified by FEMA (1991) subject to inundation by a 100-year flood (i.e., a storm event having the probability of occurrence once in every 100 years or having a 1 percent chance of occurring in a given year). The floodplain is defined as the land area susceptible to inundation during a given flood. Also shown on the figure is the floodway, defined by FEMA, which lies within the floodplain. This zone corresponds to the land area adjacent to a river or other watercourse that must be preserved in order to discharge the 100-year flood without cumulatively increasing the water surface elevation more than one foot. No encroachment of the floodway (e.g., fill, new construction, grading, other improvement) is permitted unless a registered professional engineer certifies that the development will not result in any increase in flood levels during a 100-year storm event.

The only creeks crossing the Airport property that could potentially be affected by the Specific Plan would be San Pedro, Tecolotito, Las Vegas, and Carneros Creeks. San Pedro Creek flows along the easterly extremities of the Santa Barbara Airport. It parallels Fairview Avenue and Moffett Place. Discharges from San Pedro Creek enter San Jose Creek near its confluence with Atascadero Creek located south of Ward Memorial Boulevard and northwest of Mescalitan Island (Goleta Sanitary District Treatment Plant). At its point of discharge to San Jose Creek, the San Pedro Creek watershed encompasses approximately 4,500 acres (7 square miles). No stream gauging records are available for San Pedro Creeks. However, the U.S. Army Corps of Engineers

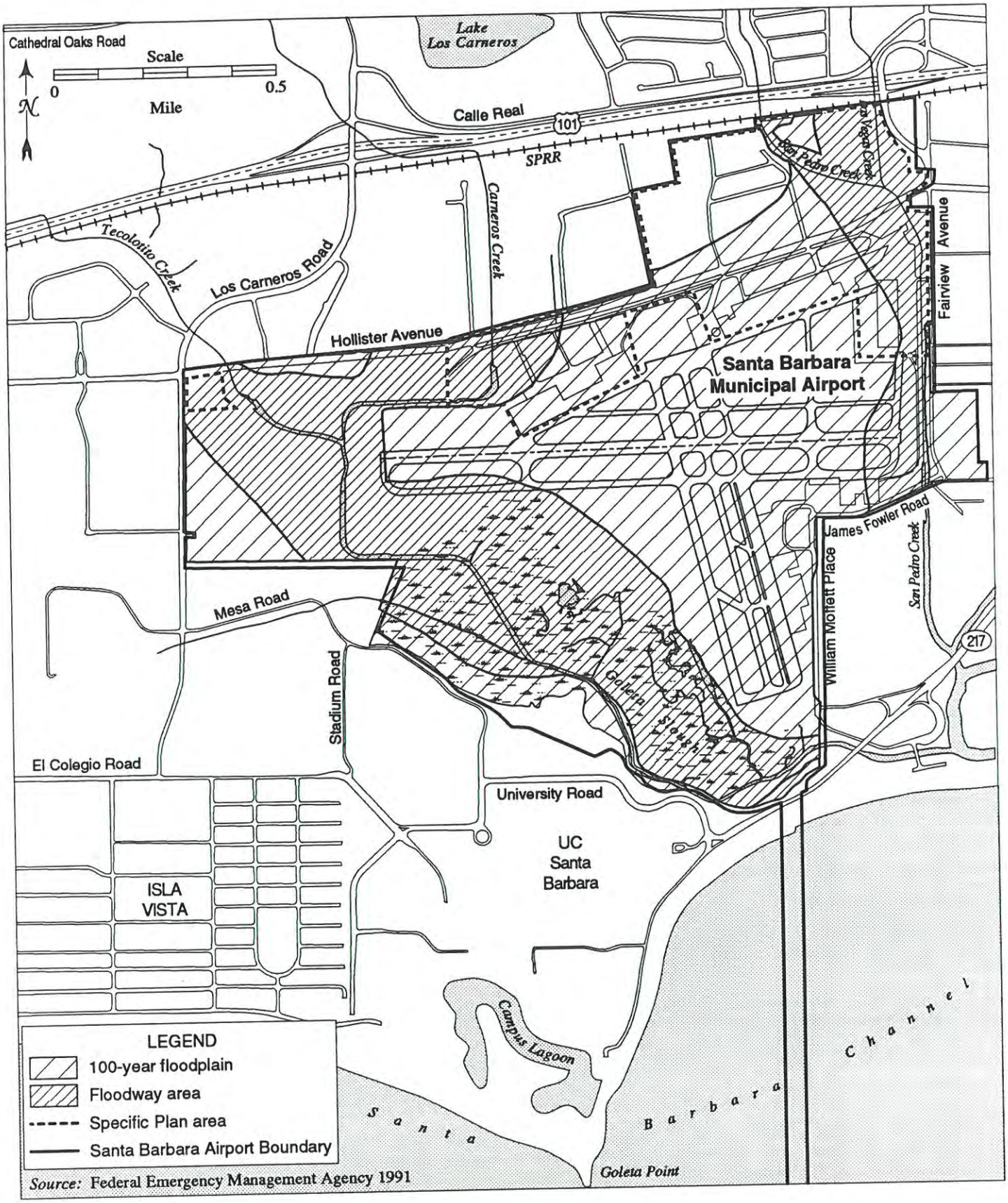


Figure 3.11-1. Flood Hazard Areas

has estimated peak flows of San Pedro Creek as described in Table 3.11-1.

Carneros Creek enters Santa Barbara Municipal Airport property just east of Aero Camino at Hollister Avenue. Upon crossing under Hollister Avenue, it turns westerly and parallels Hollister Avenue until it intersects Tecolotito Creek. The Carneros Creek watershed encompasses approximately 2,700 acres (4.2 square miles). No stream gauging records are available for Carneros Creek. However, the U.S. Army Corps of Engineers has estimated peak flows as described in Table 3.11-2.

Table 3.11-1
San Pedro Creek Peak Flow Rates

Location	*Drainage Area, sm*	*10-Year cfs*	*25-Year cfs*	*50-Year cfs*	*100-Year cfs*	*500-Year cfs*
Above confluence with San Jose Creek	7.1	2,300	3,600	4,800	6,200	10,000
Below confluence with Las Vegas Creek	6.6	2,200	3,500	4,700	6,100	10,000
Above confluence with Las Vegas Creek	4.1	1,100	2,000	2,700	3,500	5,600

Source: Penfield & Smith 1995b.

Table 3.11-2
Carneros Creek Peak Flow Rates

Location	*Drainage Area, sm*	*10-Year cfs*	*25-Year cfs*	*50-Year cfs*	*100-Year cfs*	*500-Year cfs*
Above confluence with Tecolotito Creek	4.2	1,200	2,000	2,800	3,600	5,700
At U.S. 101	3.3	900	1,600	2,200	3,000	4,800

Source: Penfield & Smith 1995b.

3.11.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Significance criteria for determining potential flooding impacts due to the change in surface water hydrology in and around the Airport are listed below. Any violation or exceedance of these criteria, without mitigation measures, would constitute a potentially significant impact to water resources.

- Project activities that would increase the flood hazards to new or existing developments by effectively increasing flood heights and/or velocities or by inadequate floodproofing.
- Any alteration of surface water flows that would change existing downstream flows or alter the freshwater/saltwater interactions in the Goleta Slough.

ENVIRONMENTAL CONSEQUENCES

Proposed Specific Plan

Some of the land use designations within the Specific Plan area (other than open space) are located within the Regulatory Floodway. These areas have the potential to impact flood conveyance depending on the proposed use of the properties and the details of development, which could result in significant flooding impacts. The majority of the Specific Plan area is outside of the Regulatory Floodway, but a good portion of it is expected to be inundated during a 100-year flood event. Those areas outside the Regulatory Floodway but within the 100-year floodplain are collectively known as the Floodway Fringe. No buildings are proposed to be built in the Regulatory Floodway. Possible land uses within the Regulatory Floodway include a parking lot, expansion of

the adjacent golf course, and outdoor family entertainment uses.

Filling or any construction within the Regulatory Floodway that would increase the 100-year flood elevation is strictly prohibited by local ordinance. Construction of structures within the Floodway Fringe is allowed by local ordinance under the condition that building floor elevations are raised to or above the 100-year water surface elevation. Filling within the Floodway Fringe is not regulated by local ordinance. The Floodway Fringe is defined in such a way as to allow filling or construction that will not raise the 100-year water surface elevation more than 1.0 foot. Therefore, proposed construction within the Floodway Fringe will not impact the Regulatory Floodway.

A number of existing structures located within the Regulatory Floodway and the Floodway Fringe do not meet current flood protection standards. They are subject to flooding on a relatively frequent basis. If major modification or renovation (costs exceeding 50 percent of existing market value) of these structures is required, it will be necessary to upgrade structures into conformance with current flood protection requirements (e.g., raising building floor elevations, building demolition, etc.). Since these structures are already subject to flooding and are considered deficient with respect to flood safety, increases in 100-year water surface elevation due to construction within the Floodway Fringe, as allowed by local ordinance, are considered less than significant.

Economic Development Alternative

There are no impact differences between the proposed Specific Plan and the Economic Development Alternative.

No-Action Alternative

The No-Action Alternative would have no impacts different from the proposed Specific Plan.

Mitigation Measures

3.11-1 A detailed map shall be prepared showing the building layouts and anticipated floor elevations for any proposed development within the Specific Plan Area in addition to pertinent flood safety information from the Flood Insurance Rate Maps. This would include the Regulatory Floodway boundary and 100-year flood elevations. This would allow administrators to more easily establish finish floor elevations and understand when special building practices or procedures are required. Of particular concern are land uses adjacent to San Pedro Creek and Carneros Creek. In the Regulatory Floodway where reduction in flood carrying capacity (i.e., conveyance) is prohibited, special building practices or design procedures may be required to reduce flood exposure in these locations. These building practices in the Regulatory Floodway include the following:

- Providing flood conveyance equal to that which currently exists.
- Locating parking lots and other open space land uses, which are more compatible with higher flood hazard, within the Regulatory Floodway.
- Raising the finish floor elevations of new buildings by use of pile foundation, allowing stormwater to flow underneath the building.

- If equal flood conveyance cannot be shown, where feasible and necessary, processing a Letter of Map Revision to realign the Regulatory Floodway will be required.

Cumulative Impacts

The only cumulative flooding impacts are associated with implementation of the Santa Barbara Aviation Facilities Plan. For that project, Carneros and Tecolotito Creeks could be moved westward rather than placing Carneros Creek in a culvert or bridging over it. The relocation, culverting, and bridging are considered alternatives in the Facilities Plan EIR/EIS. The floodway would be moved if the creeks are relocated. The floodway relocation has some potential to affect the leasehold at the southeast corner of Los Carneros Road and Hollister Avenue. However, review of the area indicates that the potential development area would not be reduced due to relocation of the creeks. No significant effects from creek relocation would occur within the Specific Plan area.

3.11.3 Residual Significant Impacts

With the incorporation into the Specific Plan of the mitigation measures discussed above, the impacts will be reduced to a level of insignificance.

3.12 WATER RESOURCES

Description of Resource

Water resources addressed in this section include the existing elements of the hydrologic regime, stormwater flow, and groundwater infiltration.

Water supply includes the current water use and supply for the Airport and associated tenants located within the Specific Plan area.

Region of Influence

The areas likely to be directly affected by the proposed Specific Plan include potential surface and groundwater quality impacts within the Goleta Slough area adjacent to the Specific Plan area north of Hollister Avenue (see Figure 3.12-1). The total acreage involved is about 950 acres.

Impacts to water supply would be regional, including all the areas supplied by the Goleta Water District and the City of Santa Barbara.

Data Sources

Information for this section is derived primarily from existing data sources. A description of the existing surface water drainages and hydrologic information was based on previous environmental documents including the Environmental Impact Report/Environmental Assessment for the Airport Master Plan (1984).

Water use and supply information was obtained from Airport administrative records and interviews with Santa Barbara City Public Works, Goleta Water District, and Airport personnel.

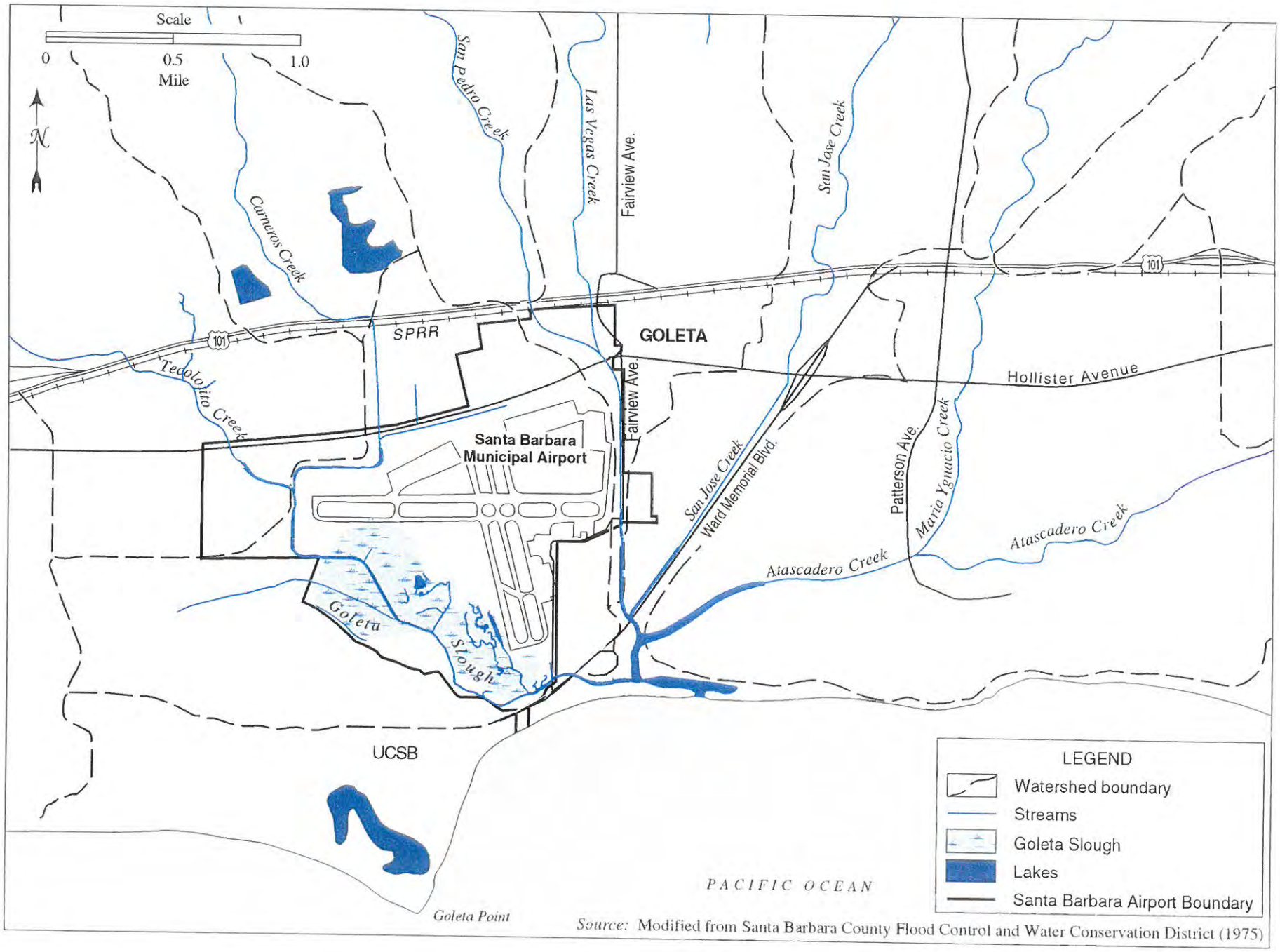
3.12.1 Affected Environment

REGULATORY SETTING

Clean Water Act (CWA) (33 USC 1251 et seq.). The CWA regulates wastewater discharge directly into navigable or surface waters of the United States. It also established the National Pollutant Discharge Elimination System (NPDES), which prohibits the direct discharge of any pollutants from a point source into U.S. waters except by special permits (40 CFR 122). The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES program. This includes all industrial storm water that discharges to surface waters directly or indirectly, through municipal storm sewers. The implementing agency in the State of California, the State Water Resources Control Board (SWRCB), has elected to issue a statewide general permit that applies to all industrial storm water discharges requiring a permit, with the exception of construction discharges. Dischargers are required by federal regulations to obtain a permit and must submit a Notice of Intent to be covered by the general permit.

SURFACE WATER HYDROLOGY

The project area includes a coastal wetland formed by the sediment deposition of five major streams that drain the southern side of the Santa Ynez mountains. Topographically, the project area consists of a flat plain (less than 0.2 percent slope) with shallow local depressions. Major watersheds that drain to the area are the Glen Annie (5,858 acres), the Carneros (2,667 acres), the San Pedro (4,555 acres), the San Jose (5,503 acres), and the Atascadero (10,353 acres). These major drainages and the watersheds that feed them are depicted in Figure 3.12-1. Creeks flowing through the subject site include Tecolotito, Carneros, San Pedro, and Las Vegas/Encina Creek, which flow in surface channels in the vicinity of the project area. Portions of certain



Source: Modified from Santa Barbara County Flood Control and Water Conservation District (1975)

Figure 3.12-1. Surface Water Hydrology

channels are concrete lined. Surface runoff from the Santa Barbara Airport immediately south of the project area is divided between Tecolotito Creek to the south and west and San Pedro Creek to the east. The southwestern portion of the Airport property is made up of a tidally influenced marsh known as the Goleta Slough.

The existing Slough is the last remnant of a much larger marine embayment (Envicom Corporation 1983). Prior to 1862, the Goleta Slough was a natural harbor that extended north past what is now Hollister Avenue. A major storm in 1862 filled a major portion of the harbor with silt, preventing its use by large vessels. Since then, the Goleta Slough has changed greatly in a number of ways including the following: areas of both tidal wetlands (marsh) and brackish water have been progressively reduced; during World War II, about one-half of the remaining Slough was filled by the U.S. Marine Corps to form the Airport; the easterly creeks (San Pedro, Las Vegas, San Jose, Maria Ygnacio, and Atascadero), which together compose approximately 67 percent of the surface flow that previously entered the marsh, have been diverted around the marsh area so as to enter the lagoon near its mouth; and those creeks that still flow into the marsh, primarily Tecolotito (Glen Annie) and Carneros, have been substantially channelized. The latter two have in the past contributed only about 26 percent of the freshwater flows through the marsh, but this level has been augmented by increased runoff from impervious surfaces at the Airport and the University of California at Santa Barbara campus (Envicom Corporation 1983).

Data on water quality of the Goleta Slough are limited. The water quality of the Slough is controlled primarily by the balance between freshwater inflow from the creeks and direct precipitation and the inflow of saltwater with changing tidal levels. Other influences on the water quality of the drainages entering the Slough would be the typical pollutant loadings expected from urban creeks and upstream agricultural runoff. One of the more important parameters for waters in the Slough is sediment concentration due to channel maintenance and flood control considerations.

Sedimentation in the upper reaches of the Goleta Slough has been a major problem in the past. Erosion in the steeper parts of the mountain terrain to the north and the transport of the eroded material down the creek channels during periods of high runoff is a natural phenomenon. These processes have been exacerbated in the recent past due to increased sedimentation resulting from devastating fires in upstream watershed areas. Attempting to control sedimentation within the Slough drainages is an ongoing maintenance task of the Santa Barbara County Flood Control. Efforts to control sediment loading, from a flooding standpoint as well as water quality, include the construction of catchbasins in both the Tecolotito and Carneros channels and periodic maintenance of Slough channels.

STORMWATER RUNOFF

Runoff from the Specific Plan area flows south, most of which is captured by the Airport stormwater system. Collected stormwater discharges at 17 separate discharge locations to the nearby creeks, namely Tecolotito, Carneros, and San Pedro. These locations as well as surface runoff flow directions are depicted in Figure 3.12-2. Approximately 15 percent of the Airport and Specific Plan area is covered by impervious surfaces consisting of roadways, runways, parking lots, buildings, aircraft parking, and other paved surfaces. Ponding of surface flows occurs throughout the Airport and Slough area due to the relatively flat terrain and the presence of shallow surface depressions.

The amount of infiltration of surface runoff in the area is expected to be small. Infiltration of precipitation consists of the part of the precipi-

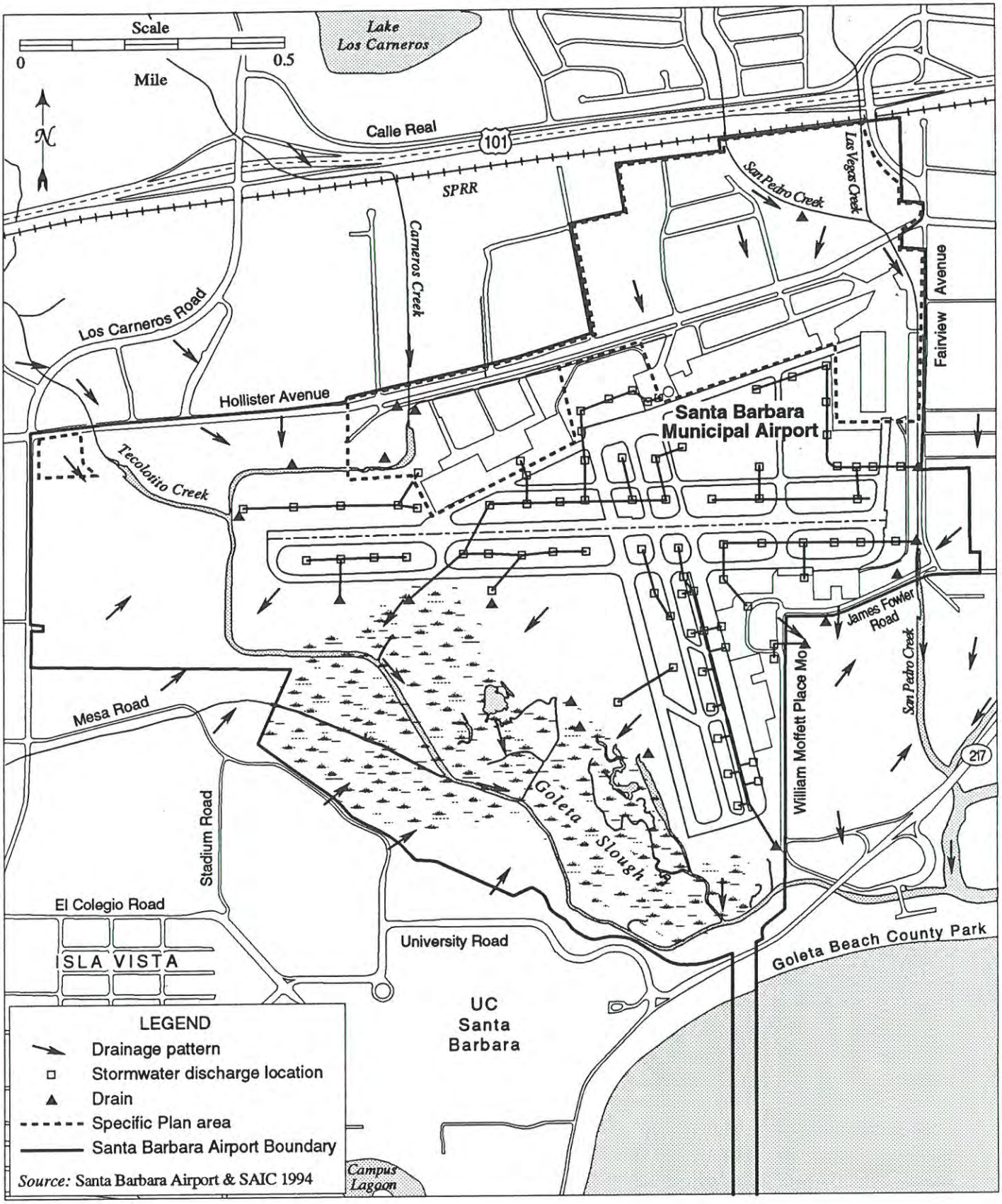


Figure 3.12-2. Stormwater Drainage System

tation that percolates into the subsurface and is held in storage in the vadose zone (between the surface and the water table) and groundwater reservoirs. In the vicinity of the Airport, the water table is at a shallow depth, which creates a thin vadose zone that is near saturation. During the wet season, the amount of infiltration of surface runoff is controlled by the frequency and amount of precipitation. More frequent rains raise the water table, saturating the near surface soils thus limiting infiltration and increasing runoff. During the dry season, infiltration is controlled by the amount of base flow (primarily fed by groundwater effluent) in the channels upstream during intervals between storm events (SAIC 1993).

Stormwater discharge from the Airport is regulated by the SWRCB under the NPDES program. 40 CFR 122.26(b)(14) defines airports as industrial dischargers, classified as *transportation facilities*, which includes vehicle maintenance shops, equipment cleaning operations, and airport deicing operations, all of which occur at Santa Barbara Municipal Airport. Santa Barbara Municipal Airport is currently operating in compliance with the SWRCB General Permit for industrial storm-water discharge including Stormwater Pollution Prevention Program provisions. The requirements of the permit include the development and implementation of a Storm Water Pollution Prevention Plan, observation of discharges during the wet and dry season, inspection annually to confirm compliance with the permit, and development of a monitoring program to test stormwater discharges for compliance with the permit requirements. All necessary documentation and monitoring results are reported by the Airport to the RWQCB on an annual basis in compliance with permit requirements.

WATER SUPPLY

Water is supplied to the Airport and Airport tenant properties by the Goleta Water District (GWD) through a written agreement between GWD and the City of Santa Barbara. This agreement, known as the Joint Powers Overlap Agreement, was originally established in 1970 to improve water services to specific water service areas within the City and GWD jurisdictional boundaries that might otherwise be difficult, costly, and/or inefficient to service. The agreement, and subsequent amendments, establishes an arrangement by which the two water purveyors can equitably trade water services. Subsequent amendments to the agreement (e.g., 1978, 1982, and 1993) have allowed for the continuation of this trade in services, adapting to changing regional water resource conditions and specific City and GWD needs over the years. The 1982 amendment defines the maximum amount of water that the Airport is currently entitled to, through its master meter, as 240 acre-feet annually. This figure is currently the allowable use of or allotment to the Santa Barbara Airport from GWD. Other provisions of the agreement and amendments detail how the water is paid for and/or exchanged including a provision for a water well on Airport property, owned and operated by GWD, from which the GWD may draw water for supply purposes. The well is operational and, although currently not in use, will be brought into production if/when GWD has the need (personal communication, N. Evans 1994).

The Airport property (including the Specific Plan area) is served by GWD through a master meter and six irrigation meters. In addition, five parcels within the Airport property are metered directly by GWD. Table 3.12-1 presents a 6-year summary for the years from 1990 to 1995 (calendar year) for Airport and tenant water usage. Water figures are presented in units of acre-feet per year (AFY), as metered and recorded by GWD and Airport admini-

Table 3.12-1
Summary of Annual Water Use 1990-1995

	1990 AFY [1]	*1991 AFY*	*1992 AFY*	*1993 AFY*	*1994 AFY*	*1995 AFY*	*Average AFY*
SBA Master Meter	61.9	61.0	78.8	104.3	123.0	160.0	98.2
Submetered (77)	49.2	47.8	61.0	67.0	69.0	75.0	61.5
Unaccounted	12.7	13.2	17.8	36.4	54.0 [2]	84.0 [3]	36.4
SBA Irrigation Meters (6)	0.43	0.14	0.37	0.42	0.85	0.67	0.5
Separate Meters							
Lucas Aviation (1)	15.0	14.9	16.5	16.8	4.9	4.0	12.0
Spike's Place (1)	1.6	1.3	1.3	0.5	1.4	1.3	1.2
Twin Lakes (2)	7.3	4.7	6.7	5.3	16.3	17.7	9.7
Woolever (2)	0.13	0.14	0.33	0.35	0.36	0.38	0.3
Santa Barbara Chrysler (1)	2.1	0.99	0.01	1.0	1.2	0.78	1.0
Total AFY	**88.5**	**83.2**	**104.0**	**127.8**	**148.0**	**183.8**	**122.5**

Notes: 1. AFY = acre-feet/year.
2. Reflects a 43.8 AF usage by Goleta Water District and Goleta Sanitary District.
3. Reflects a 53.57 AF usage by Goleta Water District and Goleta Sanitary District, and water used in flood clean-up efforts.
Source: Santa Barbara Municipal Airport.

stration. One acre-foot is equivalent to approximately 325,850 gallons. The average annual water usage for the years 1990 to 1995 was 121.9 acre-feet. The maximum annual usage for the 6-year period was 183.8 acre-feet, which occurred during 1995. A total of 160 acre-feet was the usage accounted for on the Airport master meter for the same year, which is approximately 87 percent of the total Airport usage for that year.

With the exception of the tenant properties noted as separate meters in Table 3.12-1, all tenant properties receive water through the Airport master meter. In addition, the Goleta Sanitary District and Goleta Beach County Park are served through the master meter by separate agreement with the City. Water use by the Goleta Sanitary District is later reimbursed by Goleta Water District and not counted against the Airport's allocation. Through the use of submeters, the Airport monitors the majority of water usage on the master meter. Submeter information for the 1993 calendar year, listed by tenant or building number, is provided in Appendix G, Table G-1, as representative of annual average water use. The percentage of submetered water and the cumulative percentage of metered water are included for comparison to total water use. The average monthly and the maximum monthly usage for each submetered location was also included for comparison. Submetered locations that accounted for less than 0.1 percent each of the total master meter water use (28 locations) were summed, totaling 1.1 percent (0.71 AFY) of the total master meter water use. The ten largest submetered users accounted for approximately 75 percent of the total master meter usage. Water consumption not accounted for in the network of submeters was approximately 36 percent of the total master meter usage. A partial accounting of this water use includes approximately 19.8 AF used by the Goleta Water District for well flushing and 4.8 AF for a Goleta Sanitary District construction project. Additional water uses include hydrant water use for other construction projects, remodeling, landscaping, filling fire trucks, etc.; and water consumption associated with 12 buildings on the Airport property that were not yet submetered (personal communication, W. Yee 1994).

Twin Lakes Golf Course was the largest user for the 1993 calendar year. Its total use for 1993 included two water meters directly metered by GWD (7.3 AFY total) and the submetered use on the Airport master meter (10.2 AFY). Total consumption for 1993 was 17.4 acre-feet, which is approximately 14 percent of the total Airport water use for that year.

During the early part of the drought period in the 1980s, the Airport initiated a program of installing submeters on Airport buildings to delineate water use at the Airport. A water study was conducted for the Airport and tenant facilities in September 1989 (P&D Technologies) and later revised by the Community Development Department of Santa Barbara (P&D 1989), that addressed water use at the Airport and identified ways the Airport, as a whole, could reduce water consumption. Following the study, additional water conservation measures identified in the study were implemented to reduce water consumption, which included installation of low-flow toilets, retrofitting of irrigation systems with drip irrigation, and distribution of general conservation policies to all Airport tenants.

The water data used in the 1989 study included the water years June 1984 to May 1985 and June 1985 to May 1986. Total Airport consumption identified for each of the two water years was 150.5 and 162.7 acre-feet, respectively, an average of 156.6 acre-feet.

Comparing this figure to the average water consumption figure of 100.1 acre-feet for years 1990 through 1993, shows a decrease in water consumption of 36 percent. The total 1993 Airport water consumption of 127.8 acre-feet, when compared to the 1984-1986 average of 156.64, indicates a decrease in water use of approximately 18 percent.

3.12.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Water Quality. Impacts related to degradation of surface and groundwater quality within the vicinity of the project area could occur from the construction and/or operational activities of the proposed Specific Plan. These impacts would be considered significant if they were to cause the following:

- Degradation of surface or groundwater quality that would adversely affect present and probable future uses of these waters. Potential impacts could result from project construction or operation including increased storm water runoff and sedimentation, chemical degradation, or thermal pollution.

- Any alteration of surface water hydrology that would result in a substantial decrease in groundwater recharge or alter the freshwater/saltwater interactions in the Goleta Slough.

Water Supply. Impacts related to water supply involve the City of Santa Barbara as well as the Goleta Water District supplies since each source supplies portions of the total water used in the Airport and Specific Plan areas. Impacts to these supplies would be considered significant if:

- Development within the Airport or Specific Plan Area would increase the demand on the Airport master water meter to the point of exceeding 90 percent of the 240 acre-feet annually (i.e., 216 acre-feet) specified in the Overlap Agreement between the City of Santa Barbara and Goleta Water District.

- An increase in water use of water directly metered by Goleta Water District would substantially affect remaining groundwater supplies (including Goleta West and North/Central basins), based on the current supply, safe yield, and known commitments on the use of existing supply basins.

ENVIRONMENTAL CONSEQUENCES

Proposed Specific Plan's Consequences on Water Quality. Potential water quality impacts associated with development of the Specific Plan area would include pollutant loading in the Goleta Slough from stormwater runoff

and sedimentation impacts associated with project grading and construction activities.

Potential sedimentation impacts from construction associated with grading could be significant if appropriate controls are not implemented. Project approval would require the development of a Drainage and Erosion Control Plan for each construction project within the Specific Plan area, as described below.

This impact evaluation assumed the current operating practices would continue. As with the proposed Specific Plan, new industrial tenants would be required to provide information regarding any potential discharges (stormwater, industrial processes, or otherwise) that would potentially require an NPDES permit to assure compliance with discharge requirements (including the Stormwater Pollution Prevention Plan). The Airport would also maintain an inventory of all tenants meeting the requirements for submittal of a California Business Plan. This would assure that tenant facilities meet proper hazardous substance storage and disposal requirements, minimizing the potential for unauthorized releases or spills of hazardous substances that would ultimately impact local waterways and/or groundwater.

In addition to potential pollution sources described above, **development of the area for commercial and other business uses (e.g., roads, parking lots, buildings) could potentially result in a degradation of water quality in the Goleta Slough from increased nonpoint source pollution in stormwater runoff. These potential pollutant sources would include oil and grease from parking areas and runoff of pesticides and fertilizers from landscaped areas. These impacts would be considered potentially significant.**

As part of the development of the Specific Plan area, the stormwater drainage system would be upgraded to accommodate the anticipated growth (see Figure 2-11). The proposed improvements to this system would discharge to Carneros Creek south of Hollister, and subsequently into the Goleta Slough area. As seen in Figure 2-2, a good portion of the Specific Plan area is designated for industrial use in support of Airport activities as well as other private purposes, which would result in an overall increase in industrial activity. These industrial areas and some commercial activities would have the potential to discharge hazardous substances in addition to the usual and expected pollutant loading associated with urban stormwater flow and upstream agricultural runoff. These potential impacts are addressed in section 3.10. Road improvements, among other improvements proposed within the Specific Plan area, would also increase the amount of impervious ground cover, resulting in an overall increase in runoff from the area. This increase in storm runoff would be considered insignificant due to the upgrade of the stormwater drainage system that would be designed to accommodate the additional water flow.

There is also the potential to encounter subsurface contamination during earth-moving activities required for construction of new facilities, which could lead to significant water quality impacts. Several sites in the immediate vicinity of the Airport have been identified as sites of previous contamination due to previous land use and historic site activities as detailed above. A Contingency Plan would be developed for construction projects in this area addressing the methods to be employed to control potential migration of subsurface contamination discovered during construction as well as safety considerations for on-site construction personnel. With proper implementation of the plan during project construction activities, impacts would be insignificant. For further detail, refer to section 3.10, Hazardous Materials.

Economic Development Alternative's Consequences on Water Quality. Potential water quality impacts associated with this alternative would be the same as those identified for the proposed Specific Plan.

No-Action Alternative's Consequences on Water Quality. The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Water Quality Mitigation Measures

Effective implementation of the mitigations described below would limit impacts to the water quality within the Goleta Slough to less than significant. No additional mitigations would be required.

The Airport routinely evaluates each construction project proposed throughout the Specific Plan area on an individual basis with regard to potential impacts on water quality and would do so for any new development proposed.

3.12-1 A Drainage and Erosion Control Plan is required, for each project requiring grading, as a standard operating procedure prior to project approval. These plans would include the following:

- Schedule construction to minimize the amount of graded soil exposed at any given time.
- Install sedimentation, silt, and grease traps in paved areas as appropriate, to minimize pollution and turbidity in the Goleta Slough. The Plan shall provide for periodic maintenance of these traps beyond the construction period to provide for long-term water quality protection of the Slough.
- Clear brush and vegetation only as required to accommodate necessary grading.
- To the extent feasible, limit grading activities to the non-rainy season. If construction during the rainy season is unavoidable, use silt fences, straw bales, and other erosion control measures, as necessary, to control siltation of local drainages during wet periods.
- Cover stockpiled fill soils.
- Seed and plant disturbed areas with native vegetation immediately following construction activities.
- Protect (e.g., riprap) any new storm drain outlets as appropriate to prevent scouring at the point of discharge.
- Provide dust control by wetting exposed soil surfaces.
- Apply any other Best Management Practices appropriate to the project to protect surface water quality.
- As with the proposed action, new industrial tenants would be required to provide information regarding any potential discharges (stormwater, industrial processes, or otherwise) that would potentially require an NPDES permit.

Water Quality Cumulative Impacts

Water quality of the local surface drainages, and ultimately the Goleta Slough area, could be affected by local projects. Based on a review of the projects in the area, impacts would depend predominantly on the timing of construction of nearby projects. The nearby projects may change considerably over the anticipated time of the proposed Specific Plan area development. The construction schedule for the full build-out of the Specific Plan area is estimated at 15 years. Adherence of nearby

projects and Specific Plan area development to the standard Santa Barbara City mitigation of limiting construction activities to the non-rainy season would minimize the potential sedimentation impacts of concurrent construction projects on the Goleta Slough. Additionally, the other potential impacts to water quality (e.g., increased runoff, industrial discharges) associated with projects in the area would be subject to environmental review and evaluated prior to project development. Use of Best Management Practices and proper drainage design would minimize the effects on surface waters from ongoing development of the area. Cumulatively significant impacts are not anticipated.

Proposed Specific Plan's Consequences on Water Supply. Over the 15-year planning period, approximately 172,000 square feet of buildings within the Specific Plan area will be demolished and approximately 332,000 square feet of new buildings will be constructed. Because some of the buildings to be demolished are currently vacant (approximately 16,000 square feet), there will be a an increase of approximately 176,000 square feet (assuming full occupation). This new construction would result in an increased water demand over existing levels.

For planning purposes, the City of Santa Barbara uses a set of water demand factors for estimating annual water usage for new development. The following are demand factors (acre-feet per year per 1,000 square feet) for the types of facilities that may occur in the Specific Plan area: warehouse/industrial storage, 0.070; industrial assembly and manufacturing, 0.085; retail less than 20,000 square feet, 0.11; retail more than 20,000 square feet, 0.068; industrial research and development, 0.15; general office, 0.10.

As a comparison to the water demand factors used by the City, calculations were performed on existing water use data in order to compare current use to water demand factors (see Table G-2, Appendix G). These calculations used 1993 sub-metered water consumption data for a subset of the buildings currently contained within the specific plan area and supplied by the Airport master meter. The calculations are approximate because certain tenants are sub-metered and others are not. In addition, approximate estimates were made for the actual square footage of the sub-metered tenants if they shared buildings with other tenants. The results of these calculations indicated a usage of approximately 0.09 acre feet per year per 1,000 square feet.

As a conservative value for water demand, the industrial research and development demand factor of 0.15 acre feet per year per 1,000 square feet was used to estimate the added demand from the net new construction. Considering the net square footage increase of 176,000, this results in an estimated increased demand of 26.4 acre feet per year for the Specific Plan area, assuming full occupancy.

No water demand changes are projected for those businesses in the specific plan area that are directly metered by the Goleta Water District (i.e., Santa Barbara Aerospace, Spike's Place, Twin Lakes Golf Course, and Woolever Tire Shop).

The above demand, if added to the baseline 1993 usage of approximately 104 acre-feet per year, will be well within the Goleta Water District allocation of 240 acre-feet per year and the significance threshold of 216 AFY.

Water demands for construction of the above facilities will be distributed over a 15-year period. The impact of this usage is expected to be minimal and within the Airport allocation.

Within the Specific Plan area, changes to the water supply infrastructure will be made as necessary in order to provide both business and fire supply demands.

No significant impacts upon water supply will result from the proposed development within the Specific Plan area.

Economic Development Alternative's Consequences on Water Supply. Using the same conservative water demand value as applied to the proposed project, the additional 80,000 square feet of industrial use would increase water demand by 12 acre-feet per year. This would increase total water demand to roughly 142 acre-feet per year, which is well within the Goleta Water District allocation of 240 acre-feet per year and the significance threshold of 216 acre-feet per year. This impact would be considered insignificant.

No-Action Alternative's Consequences on Water Supply. The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

Water Supply Mitigation Measures

The Airport would continue the conservation program that has already implemented (e.g., low-flow toilets, drip irrigation, general conservation policy, etc.) and would apply this program to any future construction in the Specific Plan area to further limit these insignificant impacts to water supply. No further mitigation is required.

Water Supply Cumulative Impacts

The estimate of 26.40 to 38.40 AFY (depending on which alternative is selected) for the Specific Plan area, if added to the increased demand of 8.82 AFY for the Aviation Facilities Plan area, would result in a total additional demand of 35.22 to 47.22 AFY (refer to Table 3.7-8). This is well within the current allocation to the Airport and would not be considered a significant impact. Based on the Joint Powers Overlap Agreement, the water allocation to the Airport is already established and unaffected by other projects in the area that would be supplied by the Goleta Water District.

3.12.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.13 ARCHAEOLOGICAL, HISTORIC, AND CULTURAL RESOURCES

Description of Resource

Prehistoric Overview

The local prehistoric chronology is divided into four major periods: Paleoindian, Early Period, Middle Period, and Late Period. Discussion of the latter three periods is based on a chronological sequence developed by Chester King (1982) for the Santa Barbara Channel region.

It is generally accepted that humans entered the New World during the latter part of the Wisconsin glaciation, no earlier than 40,000 years before present (B.P.) and perhaps as recently as 25,000 to 20,000 B.P. The earliest unquestioned evidence of human occupation in coastal Southern California comes from archaeological sites in Santa Barbara County (e.g., Erlandson and Colton 1991; Woodman et al. 1994), San Diego County (e.g., Warren 1968), and San Luis Obispo County (e.g., Greenwood 1972). These sites generally have radiocarbon ages ranging from 10,000 to 8000 B.P. The subsistence of these early groups varied through time and space due to variations in the spatial and temporal availability of food resources, climatic shifts, changes in population densities, and other factors. In coastal California, large archaeological sites with abundant shellfish remains, milling stones, and a diverse set of faunal remains indicate that by 8500 B.P. these early groups were semi-sedentary and occupied large base camps in addition to smaller seasonal or special purpose sites. The economy generally focused on shellfish and seeds.

Post-Pleistocene changes in climate and environment are reflected in the local archaeological record by approximately 8000 B.P., the beginning of the Early Period. The Early Period of the Santa Barbara Channel mainland was originally defined by Rogers (1929), who called it the "Oak Grove" Period. The diagnostic feature of this period is the milling stone, which was used to grind hard seeds into flour. Toward the end of the Early Period there is evidence for the hunting of sea mammals (Glassow et al. 1985).

The Middle Period (3350 to 800 B.P.) is characterized by larger and more permanent settlements. Material from Middle Period sites reflects a greater reliance on marine resources and includes marine shells, fish remains, and fishhooks. Toward the end of this period the plank canoe was developed, making ocean fishing and trade with the Channel Islands safer and more efficient (Arnold 1987). Terrestrial resources continued to be exploited, as evidenced by the presence of contracting-stemmed and corner-notched projectile points on Middle Period sites.

The Late Period (800 to 150 B.P. or approximately A.D. 1150 to 1840) was a time of increased social and economic complexity. The population increased, and permanent and semi-permanent villages were clustered along the Santa Barbara Channel and on the Channel Islands. Trade networks, probably controlled by village chiefs, expanded and played an important part in local Chumash culture, reinforcing status differences and encouraging craft specialization. Terrestrial as well as marine resources were exploited. Acorns were processed using stone pestles and mortars, and deer were hunted with bow and arrow. During this period there was an increase in the number of residential base camps and in the diversity of site settings (Glassow et al. 1990).

The project area is located within the traditional territory of the Chumash Indians. The Chumash occupied the Channel Islands, the California coastal region extending from San Luis Obispo south to Malibu Canyon, and the interior areas that flanked their coastal territory, stretching eastward to the San Joaquin

Valley. The Chumash were fishers, hunters, and gatherers, dependent on marine resources such as fish, shellfish, and large marine mammals; plant resources, including acorns and a wide variety of other seeds, nuts, roots, and bulbs; and other terrestrial resources, such as deer and rabbit.

When first contacted by the Spanish in 1542, a complex society had emerged among the Chumash, characterized by hereditary inequality, hierarchical organization, and an elite class who were able to exercise some control over labor (Arnold 1983). The complexity of Chumash society was unusually high among a people without the practice of agriculture. A well-developed regional exchange system included the use of shell beads as money, plank canoes for offshore fishing, trade and travel between the islands and the mainland, and the lively exchange of localized products such as steatite, asphaltum, obsidian, fused shale, and other goods. Certain villages specialized in the manufacture of trade goods, including shell beads and stone tools (Arnold 1983, 1987).

The Barbareño Chumash, who inhabited the project area, were the largest Chumash group at the time of European contact. They were relatively well documented by early European explorers, Spanish missionaries, and the early ethnographer John P. Harrington (Harrington n.d.; Priestly 1937; A. Brown 1967; King 1976, 1982; Hudson and Blackburn 1982, 1983, 1985, 1986a, 1986b; Wilcoxon, Erlandson, and Stone 1982; Johnson 1988). Chumash villages were occupied by patrilineal descent groups with one or more chiefs who regulated warfare, ceremonies, disputes, and territorial conflicts. The post-marital residence pattern was matrilocal in the project area (Johnson 1988). Marriage patterns, baptismal records, and genealogies are well documented for many Barbareño Chumash villages (Johnson 1988).

The protohistoric culture of the Chumash was disrupted by the arrival of the Spanish expedition led by Gaspar de Portolá in 1769. Chumash culture changed dramatically with the establishment of the missions of Santa Barbara, Santa Ines, and La Purísima.

Historic Overview

The historic occupation can be divided into four broad settlement and land use periods: the Mission Period, A.D. 1769-1830; the Rancho Period, ca. A.D. 1830-1870; the American Period, ca. A.D. 1870-1940; and the Modern Aviation Period, ca. A.D. 1941-Present.

The Mission Period was ushered in by Gaspar de Portolá and his men, who camped at Goleta in July 1769. Establishment of El Presidio de Santa Barbara in 1782, construction of the Mission Santa Barbara in 1786, the Mission La Purísima Concepción in 1787, and the establishment of numerous ranchos altered both the physical and cultural landscape of the region. Following the Mexican Revolution of 1821, California became part of the Republic of Mexico. Legal secularization in Mexico later resulted in confiscation of Mission lands, which were then granted or sold for farming and ranching. This secularization of lands and a focus on cattle raising marked the Rancho Period. Locally, this change in land use was reflected by the purchase of what is now Airport property by early settlers Nicholas Den and Daniel Hill in 1842 and 1845, respectively. Their parcels encompassed the land from the sea to the foothills between Las Llagas Canyon on the west and Turnpike Road on the east, and their parcels were known as Rancho Los Dos Pueblos and Rancho La Goleta (Snethkamp & Associates 1993). The end of the Rancho Period was hastened by a long period of drought that decimated the cattle industry, which was the economic foundation of the ranchos.

The shift from stock raising to farming and more intensive land uses marks the advent of the American Period. Major activities that utilized lands on or adjacent to lands now owned by the Airport included the establish-

ment of a whaling camp at the mouth of Goleta Slough; construction of Hollister Avenue, the Southern Pacific Railroad, and the local La Patera Train Station; and the construction and operation of a wide variety of commercial endeavors such as a lemon packing plant and a slaughterhouse. Construction of a flying school near Fairview Avenue and Hollister Avenue in 1928 or 1929 was soon followed by the establishment of the first Airport sometime between 1930 and 1932. The new Airport, developed by F. Stearns II, featured two new runways and two hangars still in existence today (Coombs and Ackerman 1991). In 1936 United Airlines built a small Terminal at the Airport and became the first major airline to offer commercial air service at the Santa Barbara Airport (Ramsdell 1988). The Terminal was demolished in the late 1970s after becoming dilapidated.

The Modern Aviation Period began in 1941 when City voters approved a $149,000 bond issue to complement funding of $533,400 from the federal Civil Aeronautics Authority to build the new Santa Barbara Municipal Airport in the Goleta Slough. Construction began in 1941. To elevate ground surface the necessary 12 feet, large portions of the nearby Mescalitan Island (a major archaeological village site) were bulldozed and the spoils used as fill throughout the Airport property. In 1942 the Airport and the adjacent mesa were leased to the U.S. Government. The property became one of seven Marine Corps Air Stations built in the U.S. during World War II (Ramsdell 1988). The Airport was finally returned to City ownership in 1949. Many buildings and structures on Airport property date from Marine Corps occupation. See the Historical Resources Report for an expanded discussion of the local history of aviation.

Region of Influence

The region of influence for cultural resources is defined as all areas within the Santa Barbara Municipal Airport boundaries. This area equates to the Area of Potential Effect for cultural resources as defined in the 36 CFR Part 800.2.

Data Sources

This analysis is based on the Phase 1 Archaeological Assessment, Santa Barbara Municipal Airport, City of Santa Bàrbara, California (Snethkamp & Associates 1993), reports of subsequent archaeological investigations within the Specific Plan area at the Airport (Snethkamp & Associates 1994a, b; SAIC 1994), and an assessment of architectural resources on Airport property conducted as part of this EIR/EA (see the Historical Resources Report).

3.13.1 Affected Environment

The Phase I Archaeological Assessment, Santa Barbara Municipal Airport, City of Santa Barbara, California (Snethkamp & Associates 1993) developed a programmatic approach to identify, assess, and manage cultural resources located within or potentially within the boundaries of Airport property. The assessment defines cultural resource sensitivity zones (high, moderate, low) based on a comprehensive prehistoric and historic background study. The prehistoric background study included (1) a site record search at the UCSB Central Coast Information Center, (2) a review of major published literature, and (3) a review of major selected field notes on file at the Santa Barbara Museum of Natural History and the UCSB Department of Anthropology. The historic resource background study included (4) review of important historic sites listed on the National Register of Historic Places (NRHP), California Landmarks, and City of Santa Barbara Landmarks; and (5) an examination of historic maps and aerial photographs on file at the Santa Barbara Historical Museum's Gledhill Library, Goleta Depot, Goleta Valley Historical Society, Institute for American Research, UCSB Special Collections

Library, and the UCSB Map and Imagery Laboratory.

Additional historic research summarized below was conducted by San Buenaventura Research Associates (1994) to define the potential significance of buildings located on Airport property. The study included consultation, research, field identification, and evaluation phases. The consultation phase included a meeting and site visit with three members of the City of Santa Barbara Historic Landmarks Commission to help define the scope of the historic study and to elicit comments from Commission members regarding the evaluation of potential significance as City landmarks. Research included telephone interviews and the identification and review of pertinent historical documentation including City directories, library holdings, and archival materials held by the City of Santa Barbara and the United States Navy, among others. Field identification included the inspection, documentation, and photographing of all buildings and structures on Airport property. The evaluation stage included an assessment of potential significance using the NRHP, City of Santa Barbara Landmark and Structure of Merit criteria.

Archaeological Resources

The Goleta Slough was rich with natural resources and developed into a center of prehistoric occupation. Archaeological surveys and excavations have recorded a total of seven prehistoric Native American sites on Airport property (see Table 3.13-1), including major village sites characterized by high artifact densities, house remains, exotic trade goods, and cemeteries. Prehistoric sites within the Specific Plan area include the following: SBA-2391, a low density concentration of shellfish remains; SBA-59, a small site of uncertain age, location, and integrity; and SBA-60, a multicomponent site believed to be the historic site of *Saspilil*. Of these three, SBA-60 is the best documented.

Early historic accounts and various archaeological investigations indicate SBA-60 is a large multicomponent site that includes the ethnohistoric Chumash village of *Saspilil*, a town of 37 houses that was visited in 1769 by members of the Portolá expedition. Archaeological excavations conducted prior to the 1970s demonstrated the presence of at least one major Native American cemetery and older deposits dating to the Middle Period (5,000-900 B.P.) and Late Period (900-200 B.P.). More recent excavations have documented that, despite extensive urban development within the site boundaries, intact deposits do occur in buried contexts and the SHPO has determined the site is eligible for listing on the National Register of Historic Places (SAIC 1994a-d, 1995).

Mescalitan Island (CA-SBA-46), the high, graded mound located near the southeast corner of Airport property, extended on to Airport property prior to Airport facility construction. The site contained at least three major components, two of which were associated with the historic Chumash village of *Helo'*. Snethkamp & Associates (1993), citing a variety of authors, indicate that *Helo'* was a large, wealthy village that apparently functioned as a regional political, economic, and ceremonial center. The site may have been a center of trade with local residents acting as the middlemen in economic transactions between Channel Island and mainland Chumash. Prior to its grading during construction of the Airport, Mescalitan Island was 0.14 square mile in size and stood 69 feet above the level of Goleta Slough. Approximately 50 to 75 percent of the island was bulldozed and used as fill when the Airport was constructed, but large portions of *Helo'* remain intact. As a result of these and other modern cut and fill operations, artifacts from Mescalitan Island and other prehistoric archaeological sites have been relocated and redeposited throughout many areas of the Airport.

Table 3.13-1
Archaeological Resources within the Santa Barbara Municipal Airport and Specific Plan Area

Resource	*Type*	*Integrity*
CA-SBA-59	Prehistoric artifact scatter	Heavily disturbed; intact portions possibly present
CA-SBA-60	Prehistoric Chumash	Heavily disturbed; intact portions present village of *Saspilil*
CA-SBA-2391	Prehistoric artifact scatter	Poor; may be redeposited from nearby sites
San Miguel Chapel	Spanish church	No longer standing; actual location unknown
Southern Pacific Railroad	Railroad tracks	No longer present; tracks removed before 1925
Saint Raphael	Church	Moved in 1930; demolished in 1964 Catholic Church
Hollister Avenue	Road	Original unpaved County road paved in 1912
Flying School	3,000-foot landing strip from southwest corner of Hollister and Fairview Avenues toward the Goleta Slough	Constructed in 1928 or 1929; destroyed with construction of pave runways of the Santa Barbara Flying Service circa 1930-32

These and other construction activities affected *in situ* prehistoric sites in a variety of ways that continue to complicate site identification and evaluation. The boundaries of most sites are unclear due to the placement of redeposited artifacts during construction activities. Some undisturbed sites have been buried by construction fill and soils. Others have been graded and mixed with redeposited artifacts from other sites, some have had their upper portions bladed away, and still others have probably been totally graded and their artifacts scattered. This combination of intact prehistoric sites and severely disturbed and redeposited cultural materials hampers the ability of a surface archaeological survey to easily distinguish between redeposited and *in situ* materials. As a result, the Airport's Phase I Archaeological Assessment (Snethkamp & Associates 1993) has identified sensitivity areas that require subsurface surveys using backhoe trenching and other excavation techniques to expose and accurately describe the context of archaeological deposits. (Note: To protect existing prehistoric archaeological deposits from unauthorized excavation and looting, this EIR/EA does not illustrate their locations).

In addition to prehistoric sites, historic map research, reviews of local histories, and an examination of aerial photographs has identified eight areas that could contain historic archaeological resources associated with structures and buildings once located on Airport property (see Table 3.13-1). For reasons described above, subsurface excavations are required to determine whether intact deposits of historic artifacts occur in these locations.

Zones of Archaeological Sensitivity

The Santa Barbara Airport Specific Plan Area has been evaluated to determine the likelihood of encountering prehistoric and historic cultural resources. Based on the results of the prehistoric and historic background research, the Phase I Archaeological Assessment (Snethkamp & Associates 1993) identified three levels or zones of prehistoric and historic (Native American) resource sensitivity: low, moderate, and high, and two zones of historic sensitivity: the Spanish Colonial/Mexican Period and the American Period/Early Twentieth Century.

High sensitivity prehistoric zones include areas with recorded, intact archaeological sites.

The moderate sensitivity zone comprises a 100-foot buffer zone around the edge of all recorded prehistoric sites, except for a buffer extending 150 feet from Mescalitan Island

(Snethkamp 1994). Additionally, all of the areas north of Hollister Avenue outside of the recorded high sensitivity zone are considered medium sensitivity since site prehistoric boundaries in this area are poorly defined as a result of historic grading and construction activity.

The low sensitivity zone includes (1) a buffer zone extending a maximum of 200 feet from the edge of recorded prehistoric sites; (2) a 200-foot buffer along the south edge of Hollister Avenue, due to the large number of disturbed prehistoric resources within this vicinity; (3) all areas above the elevation of the historic Goleta Slough tidal inundation mark located at 7 feet or higher above mean sea level; and (4) known highly disturbed, redeposited prehistoric sites.

These sensitivity zones were mapped for the entire Airport property. Sensitivity zones defined for the Specific Plan area are discussed below but are not illustrated in the EIR/EA to protect archaeological sites and sensitive areas from unauthorized excavation and disturbance.

The Spanish Colonial-Mexican Period sensitivity zone was proposed for the potential location of the San Miguel Chapel. Built prior to 1803, the Chapel was severely damaged by the earthquake of 1812. It is not known whether it was rebuilt and used after that time. Research by local historians Jeremy Hass (1994) and Justin Ruhge (1984; n.d.) indicate that the most likely location for the Chapel is near the intersection of David Love Place and Wallace Becknell Road (J. Hass 1990 and personal communication 1994; J. Ruhge 1990 and personal communication 1994), perhaps near existing Hangar No. 247. Previous investigations in this vicinity have not encountered chapel remains and extensive consultation with a knowledgeable long-time area resident has not suggested a specific location. Further investigation (e.g., limited backhoe excavation) would be needed to confirm or deny the presence of archaeological remains of the Chapel and this area is therefore considered of moderate historic sensitivity.

The combined American Period/Early Twentieth Century historic sensitivity zone includes areas north and south of Hollister Avenue relating to the Southern Pacific Railroad, and where structures are depicted on the 1903 USGS topographic map. Again, further investigation would be needed to confirm or deny the presence of historic archaeological remains in this zone. Therefore, this zone is considered of moderate sensitivity.

Archaeological investigations subsequent to the Phase I archaeological assessment completed in 1993 have resulted in revisions to the sensitivity zones in the Specific Plan area. Backhoe trenching south of Hollister Avenue directly opposite the intersection with Aero Camino resulted in the recommended removal of the low sensitivity zone designation in this area for the top four feet of soil (Snethkamp & Associates 1994a). Trenching south of Hollister Avenue between Firestone Road and Lucas Ramp resulted in the recommended removal of the low sensitivity zone designation for this area (Snethkamp & Associates 1994b). Trenching west of Fowler Road in the southern extent of runways 15L-33L and 15R-33L and Taxiway B resulted in eliminating all but the most northern extent of the medium-sensitivity buffer extending from Mescalitan Island (Snethkamp 1994c). Monitoring of trenching at the former drive-in theater north of Hollister Avenue resulted in the recommended extension of the high sensitivity area to include the northern half of the drive-in (SAIC 1994).

The Specific Plan area includes three locations of high prehistoric and historic Native American sensitivity, one area of moderate sensitivity, and one area categorized as low sensitivity. In addition, there are five areas of American Period/Twentieth Century historic sensitivity and one area of Spanish Colonial sensitivity. FAA consultation with the State

Historic Preservation Officer (SHPO) may result in additions or modifications to these sensitivity zones.

ARCHITECTURAL RESOURCES

The Airport also contains a large number of historic architectural structures. The majority of these were constructed during 1942 to 1945 when the Airport was used by the United States Marine Corps as a pilot training center (MCAS Goleta). Three buildings predate the MCAS, and a number are more contemporary in origin. Historical research and analysis presented in the Historical Resources Report indicate that two structures within the Specific Plan area are considered eligible for listing on the National Register of Historic Places and to be designated as City Landmarks: two General Western Aero hangars, both constructed in 1931. The hangars suffered extensive damage from flooding in the winter of 1995, but retain sufficient integrity for their eligibility.

Criteria for determining City Historical Landmark eligibility apply equally to City Historic Structures of Merit, though City Landmark designations require public hearings before the Historic Landmarks Commission and the City Council, and the alteration or demolition of a landmark building is explicitly regulated. Both Landmarks and Structures of Merit are considered significant under CEQA criteria (PRC Section 21804.1). Fourteen buildings constructed during World War II as part of MCAS are considered eligible as a group as a City of Santa Barbara Structure of Merit. Twelve of these are located within the Specific Plan area. See Appendix K (bound under separate cover) for a Determination of Eligibility for Historic Resources at the Airport.

NATIVE AMERICAN CONCERNS

Local Native American groups and individuals have been active in seeking protection for resources of concern. All prehistoric archaeological sites are considered significant, but the highest concern is for habitation sites, particularly villages containing burials and formal cemeteries. Two major prehistoric village sites have been recorded on Airport property (see Table 3.13-1).

3.13.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

The definition of cultural resource significance is a two-step process. First, the significance of a cultural resource is determined by comparing it to local, state, and federal criteria discussed below. If a resource is determined to be significant, then a determination is made if the resource would be significantly impacted by the project. The following sections provide these two sets of criteria.

According to CEQA, Appendix K, *Archaeological Resources*, a significant or important archaeological resource is one that:

a. is associated with an event or person of recognized significance in California or American history, or of recognized scientific importance in prehistory;

b. can provide information that is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions;

c. has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;

d. is at least 100 years old and possesses substantial stratigraphic integrity, or;

e. involves important research questions that historical research has shown can be answered only with archaeological methods.

Table 3.13-2
STRUCTURES IN THE SPECIFIC PLAN AREA
(Page 1 of 3)

Period of Construction / Building Number	Present Use[1]	Historic Use	Integrity	POTENTIAL ELIGIBILITY NRHP	City Landmark	City Structure of Merit[2]
1928-1942						
248	Hangar	Old Hangar	Good	X	X	
249	Hangar	Old Hangar	Good	X	X	
1942-1945						
114	C/I	Supply Officer and Accounts Building	Poor			
115	C/I	Aircraft Maintenance #2	Poor			
116	Arrow Camper Shells	Aircraft Maintenance #1	Poor			
117	Business Aircraft Sales	Post Office	Poor			
118	Fire station	Firehouse #2	Poor			
125	Incinerator	Incinerator	Good			
224	Community Environmental Council	Storehouse	Poor			
225	Dave's Carpets	Storehouse	Good			
226	C/I	Storehouse	Poor			
238	Aqua Flo, Kinkos	Storehouse Building	Poor			
239	–	Parachute Building	Good			X
240	–	Aircraft Accessories Maint.	Poor			
241	–	Dope & Spray Building	Good			X
242	C/I	Standby Power Unit	Poor			
246	–	Propeller Shop	Good			X
247	United Van Lines	A&R Maintenance Hangar	Good			X
251	Storehouse	Storehouse Building	Good			X
255	Airport Admin.	Administration Building	Fair			
257	T-hangars	Storehouse Building	Good			
258	Chapman Photo	Squadron Headquarters	Fair			X
259	Sewer lift station	Sewer Pump Building	Good			
260	–	Squadron Headquarters	Fair			X
261	Hangar #4	Squadron Maintenance Hangar	Good			X
1942-1945						
267	Hangar #3	Squadron Maintenance Hangar	Good			X
268	C/I	Storehouse Building				
270	Sewer lift station	Sewer Pump Building	Good			
276	Hangar	Hangar	Good			

Notes: 1. – indicates no current use
C/I commercial/industrial, no current tenant.
2. Collectively eligible as group of 12 structures

Source: San Buenaventura Research Associates, October 4, 1995.

Table 3.13-2
STRUCTURES IN THE SPECIFIC PLAN AREA
(Page 2 of 3)

Period of Construction / Building Number	Present Use[1]	Historic Use	Integrity	------- POTENTIAL ELIGIBILITY------- NRHP	City Landmark	City Structure of Merit[2]
1942-1945						
301	–	Guard House	Poor			
302	Storehouse	Storehouse Building	Good			
303	Storehouse	Storehouse Building	Poor			
304	C/I	Squadron Headquarters	Poor			
305	Dynasen, Inc.	Squadron Headquarters	Poor			
306	Maintenance Bldg.	P.W. Shops	Fair			
309	Hangar #2	Squadron Maintenance Hangar	Good			X
311	Servicemaster office	Military residence	Good			
312	FAA Flight Serv.	Operations Building	Poor			
313	Pacific Aviation	Firehouse & Armory	Fair			
314	Atlas Fence	Storehouse Building	Poor			
315	Model, Inc.	Storehouse Building	Good			
317	Hangar #1	Squadron Maintenance Hangar	Good			X
319	Sewer lift station	Sewer Pump Building	Good			
333	C/I	Synthetic Training	Poor			
344	MariPRO	Ordnance & Torpedo	Poor			
345	City Slicker Deli	P.W. Storehouse	Poor			
349	Maintenance Bldg.	P.W. Paint Magazine	Good			X
352	C/I	Military Residence Building	Fair			
1946-Present						
210	Hangar		N/A			
211			N/A			
212			N/A			
223	PacTuCo		N/A			
244	Tracor		N/A			
269	T-hangars		N/A			
271	Hangar		N/A			
274	Hangar		N/A			
283	T-hangars		N/A			
284	–		N/A			
285	Hangar		N/A			
307	Hangar		N/A			
310	U.S. Forest Service		N/A			

Notes: 1. – indicates no current use
C/I commercial/industrial, no current tenant.
2. Collectively eligible as group of 12 structures

Source: San Buenaventura Research Associates, October 4, 1995.

Table 3.13-2
STRUCTURES IN THE SPECIFIC PLAN AREA
(Page 3 of 3)

Period of Construction *Building Number*	*Present Use*[1]	*Historic Use*	*Integrity*	------- POTENTIAL ELIGIBILITY------- *NRHP*	*City Landmark*	*City Structure of Merit*[2]
1946-Present						
311	Office building		N/A			
316	Electrical vault		N/A			
347	Airport Maintenance yard		N/A			
351	Acorn Landscaping		N/A			
364	AGRX		N/A			
367	Control Tower		N/A			
369	Spike's Place		N/A			
–	Twin Lakes Golf Club Clubhouse		N/A			
–	Woolever's Tire Shoppe		N/A			

Notes: 1. – indicates no current use
C/I commercial/industrial, no current tenant.
2. Collectively eligible as group of 12 structures

Source: San Buenaventura Research Associates, October 4, 1995.

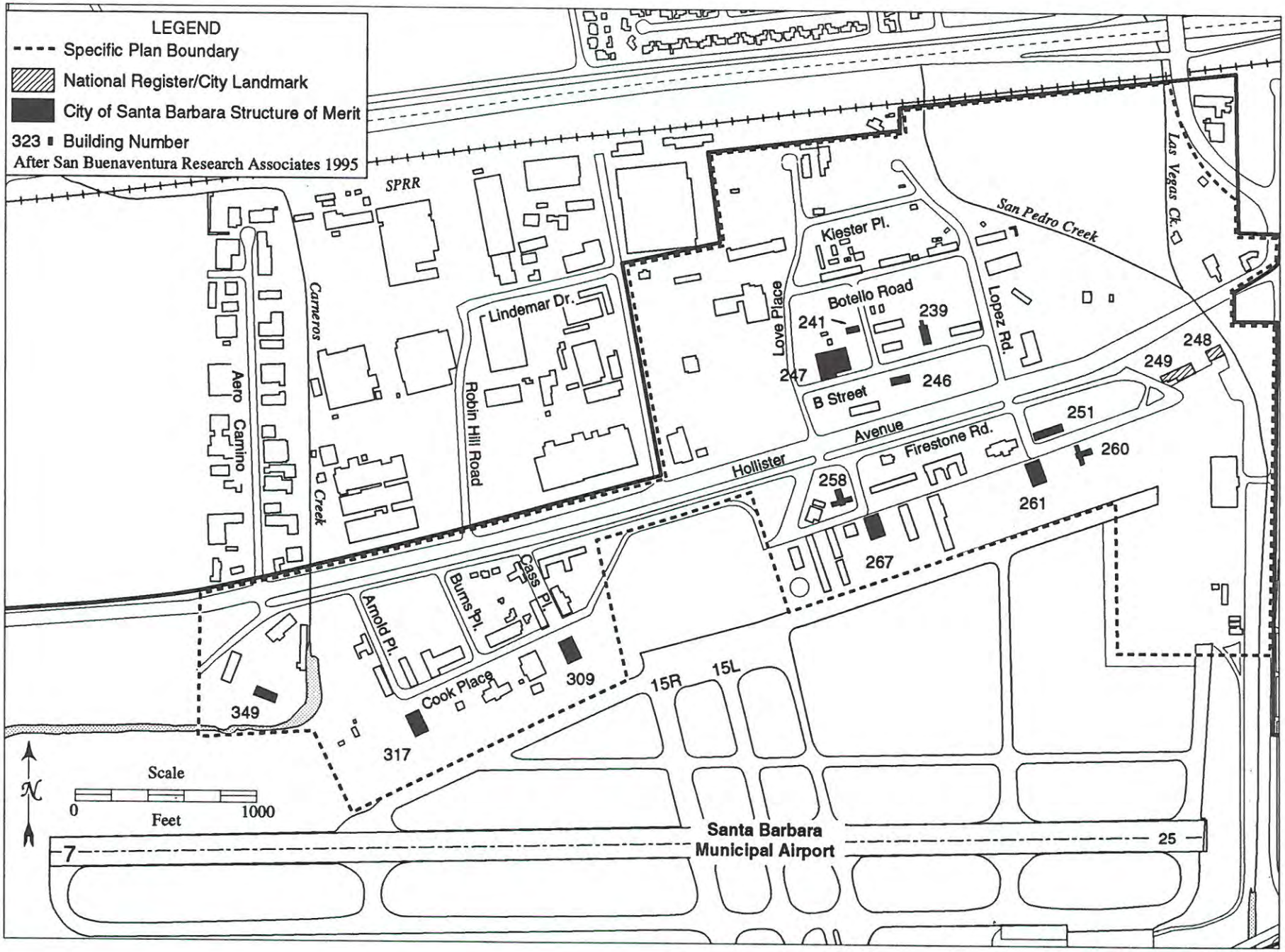


Figure 3.13-1. Santa Barbara Municipal Airport Structures

These criteria apply to prehistoric and historic archaeological resources only. Criteria for evaluation of historic and architectural resources are defined in CEQA Statutes Section 21084.1, Significant Impact on Historical Resources. A significant historical resource is one that either:

- is listed in, or is determined to be eligible for listing in, the California Register of Historical Resources; or
- is included in a local register of historical resources; or
- is determined eligible for listing on the National Register of Historic Places or generally is a California State Landmark (some of the earliest landmarks designated are not necessarily considered historic by modern standards); or
- is presumed to be historically or culturally significant in surveys of local historic resources, unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant.

If the resource is not listed in or determined eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or has not previously been evaluated in a local survey, the lead agency is still obligated to determine its historical significance in the environmental review process.

According to criteria for listing either an archaeological site or historical building or structure on the NRHP (36 CFR 60.4), the quality of significance is present in districts, sites, buildings, structures, and objects that:

a. Are associated with events that have made a significant contribution to the broad patterns of history;

b. Are associated with the lives of persons significant in the past;

c. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction; or

d. Have yielded, or may be likely to yield, information important in prehistory or history.

Archaeological resources are normally subject to criteria a, b, and d, while historical and architectural resources are subject to a, b, and c.

To be listed in or considered eligible for listing in the NRHP, a cultural resource must meet at least one of the above criteria and must also possess its integrity, or physical characteristics that existed during the use or occupation of the resource. For archaeological sites, the integrity of location is important, and refers to whether the site soils and artifacts have been disturbed or moved by land modifications since the site was occupied. For historical and architectural resources, integrity of location, design, setting, materials, workmanship, feeling, and association apply. If a resource retains the physical characteristics it possessed in the past, it has the capacity to convey information about a culture or people, historic patterns, or architectural or engineering design and technology.

The Criteria for Designation of Landmarks (Chapter 22.22.040, Santa Barbara Municipal Code), lists 11 areas of potential significance for the evaluation of potential City landmarks. Buildings at the Airport may qualify for listing as a City landmark under one or more of the following criteria:

a. Its character, interest, or value as a significant part of the heritage of the city, the state, or the nation;

b. Its location as the site of a significant historic event;

c. Its identification with a person or persons who significantly contributed to the culture and development of the city, state, or the nation;

d. Its exemplification of a particular architectural style or way of life important to the city, the state, or the nation;

e. Its exemplification of the best remaining architectural type in a neighborhood;

f. Its identification as the creation, design, or work or person or persons whose effort has significantly influenced the heritage of the city, state, or the nation;

g. Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials, or craftsmanship;

h. Its relationship to any other if its preservation is essential to the integrity of that landmark.

i. Its unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood;

j. Its potential of yielding significant information of archaeological interest;

k. Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, state, or the nation.

The 11 criteria for designation of City Landmarks apply equally to determining historical Structure of Merit eligibility. The difference between Landmark and Structure of Merit designations is that a Landmark designation requires public hearings before the Historic Landmarks Commission and the City Council, whereas the Structure of Merit does not. The alteration or demolition of a Landmark building is explicitly regulated, while preservation of a Structure of Merit is not required. Either designation or eligibility for designation meet the significance criteria for a historical resource defined by CEQA.

Evaluating the significance of American Indian cultural resources requires consultation with affected tribal groups to develop relevant defensible criteria for establishing the relative importance of tangible and intangible resources. Certain categories of tangible American Indian cultural resources, such as ancestral settlements or petroglyph and pictograph sites, may be afforded protection through their eligibility for listing in the NRHP or their potential for being considered important under CEQA Appendix K. However, natural features such as biota and spiritual locations are not addressed in historic preservation legislation unless their historic use can be documented. Such features, as well as the more intangible resources that contribute to the uniqueness and maintenance of American Indian cultures and communities, are afforded protection by the American Indian Religious Freedom Act of 1978, which establishes as U.S. policy protection and preservation for American Indians of their inherent right to freely believe, express, and practice their traditional religions. It also directs federal agencies to consult with native traditional religious leaders to determine appropriate policy for protecting and preserving the religious and cultural rights and practices of American Indians.

In assessing identified Native American resources, the City MEA recommends conducting ethnohistoric and genealogical studies and consultation with Native American representatives (Sections 5 and 7 of the MEA Cultural Resource Policies and Implementation Strategies).

IMPACT CRITERIA

A project affects a cultural resource when it alters the property's characteristics, including relevant features of its environment or use, that qualify it as important or significant according to local NRHP or CEQA criteria. CEQA Appendix G indicates that a project will normally have a significant effect on the environment if it will, among other things:

> Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study.

The Public Resources Code (Section 5024.1) defines that all changes to the physical characteristics of a historic property, including "demolition, destruction, relocation, or alteration" should be considered as potentially adverse.

Similarly, federal regulations (36 CFR 800.5) indicate that significant impacts are those that have a negative effect on characteristics that qualify a resource for NRHP listing. Effects may include:

- Physical destruction, damage, or alteration of all or part of the property.
- Alteration of the character of the property's surrounding environment that contributes to the property's qualification for the NRHP.
- Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting.
- Neglect of a property resulting in its deterioration or destruction.

Impacts on historic buildings may be considered to be not adverse if they are done in accordance with the *Secretary of the Interior's Standards for Rehabilitation*, that specify appropriate treatments for historic properties.

In summary, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a cultural resource significant or important according to accepted criteria. Adverse but insignificant impacts are those that affect insignificant resources, impacts that are temporary, or those that alter but do not diminish the resource's significance, such as removal of a small, badly disturbed portion of an archaeological site. Beneficial impacts may involve the enhancement of a resource or the protection of a resource currently being damaged by natural or human factors.

Proposed Specific Plan

The proposed Specific Plan impacts can be defined in broad terms and include the following:

- Demolition of 172,000 square feet of existing buildings over a 15-year period.
- Construction of 332,000 square feet of new development.
- Undergrounding of all existing aboveground electrical, telephone, and cable lines; relocation of some streets; and some new storm drains and water and sewer lines.

The entire Specific Plan area is almost completely within either a low, moderate, or high sensitivity area of the Prehistoric and Historic Native American sensitivity zone. The high sensitivity zone is associated with prehistoric sites SBA-59 and SBA-60 and the potential location of the San Miguel Chapel. Ground disturbances within these areas could impact intact archaeological materials, which is considered a significant impact on cultural resources.

Buildout of the Specific Plan would result in removing Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349 that are considered eligible for City Structure of Merit designation as part of the MCAS Goleta Complex. Their removal would represent a significant impact on cultural resources. None of these structures are considered eligible for listing on the National Register of Historic Places (NRHP). There are no structures other than the two Great Western hangars that are eligible for inclusion into the NRHP.

Specific Plan buildout would also require the demolition of 14 buildings that are not considered eligible for listing on the NRHP, as a City Historical Landmark, or Structure of Merit. Their removal would be an insignificant impact on cultural resources.

Economic Development Alternative

Impacts on archaeological, historic, and cultural resources would be the same as those for the proposed Specific Plan.

No-Action Alternative

Development would be at the same rate and square footage as the proposed Specific Plan, with less consideration for Airport planning. **Ground disturbances on Prehistoric and Historic Native American high sensitivity zones could disturb intact archaeological materials, which is considered a significant impact on cultural resources.**

Mitigation Measures

3.13-1 All ground disturbances within the high and moderate Prehistoric and Historic Native American sensitivity zone shall be subject to a Phase 1 archaeological study prior to construction, and those in the low sensitivity zone to a surface Phase 1 survey, performed consistent with the City MEA Cultural Resources Section guidelines. Any required subsurface identification test-ing, significance testing, or mitigation activities shall be elements of a Cultural Resources Management Plan prepared consistent with the City MEA Cultural Resources Section guidelines for Phase 1, 2, and 3 projects.

3.13-2 Prior to demolition, document Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349 (drawn, if suitable architectural plans are not available, and photographed) by a qualified architectural historian, consistent with City MEA Cultural Resources.

Implementation of these measures would reduce impacts on cultural resources associated with Specific Plan buildout to less than significance.

Cumulative Impacts

The Specific Plan or Economic Development Alternative buildout would contribute to regional impacts on cultural resources that are defined in section 3.13.1. **Potential contributions to impacts on archaeological and historical resources are considered significant,** but the measures defined above would reduce the impacts to less than significant.

3.13.3 Residual Significant Impacts

With the incorporation into the Specific Plan or the Economic Development Alternative of the mitigation measures discussed above, impacts will be reduced to a level of insignificance.

3.14 BIOTIC COMMUNITIES

Description of Resource

Biotic communities include plants and animals and the habitats in which they are known to or could potentially occur.

Region of Influence

The region of influence for this analysis is primarily the Specific Plan area. The larger context for this project is the Goleta Slough Ecosystem, which is comprised of all areas currently or historically within the tidally influenced basin of the Goleta Slough, and the contiguous freshwater, wetland, and upland habitats (Figure 3.14-1). The Goleta Slough Ecosystem includes areas that have been extensively developed, especially along Hollister Avenue, the southeasterly side of the Airport, Atascadero Creek, and on More Mesa. This is the area addressed by the Goleta Slough Ecosystem Management Plan, which is intended ultimately to be developed to provide a comprehensive framework for ecosystem management and impact mitigation.

Data Sources

Key sources of information for this analysis include the following:

- The 1984 Master Plan EIR/EA (The Planning Center 1984), including Appendices/reports prepared by Collins (1983), Ferren and Rindlaub (1983), Nagano (1983), and others. Studies conducted for then-proposed U.S. Army Corps of Engineers flood control measures (Onuf et al. 1983) were also reviewed.
- The City's Airport and Goleta Slough Local Coastal Plan, and Master Environmental Assessment.
- Documents and other information provided by Santa Barbara County (Santa Barbara County) agencies, including recent EIRs prepared by the Flood Control District (Santa Barbara County Flood Control 1993, 1994), the Department of Planning and Development's Master Environmental Assessment Map (Santa Barbara County P&D 1994), and the Goleta Community Plan EIR (Santa Barbara County RMD 1991) and supporting Technical Appendix by Storrer (1991).
- Recent vegetation and habitat mapping focused on Airport property, including the Specific Plan area (Woodward-Clyde Consultants [WCC] 1996).
- Limited field reconnaissance to confirm features described in other documents and provide a better basis for impact assessment.
- Working Draft Goleta Slough Ecosystem Management Plan.

3.14.1 Affected Environment

PHYSIOGRAPHIC SETTING AND HISTORY

The Goleta Slough lies within a coastal valley created by vertical displacement on the north along the Santa Ynez Fault, and on the south along the east-west trending More Ranch Fault, which has uplifted the mesas that define the southern edge of the Slough ecosystem, including Isla Vista, UCSB, and More Mesa. Like Carpinteria Marsh, the Goleta Slough is a structural basin flooded by the sea; the estuary is dominated by marine influences and supports extensive salt marsh. Other types of southern California estuaries occur at the mouths of large rivers (examples include the Santa Ynez River and Ventura River), or in tidally-flooded coastal canyons (examples include Devereux and Arroyo Burro Creek).

Seven creeks—Tecolotito (Glen Annie), Carneros, San Pedro, Las Vegas, San Jose, Atascadero, and Maria Ygnacio—drain south-

ward off the Santa Ynez Mountains, discharging into the Slough. The present character of the Slough reflects the interaction of changing sea levels with processes of erosion and deposition at the mouths of these streams during the last several thousand years.

This area was flooded by high sea levels in the early to mid Pleistocene, but subsequently drained during low sea levels associated with the glaciation of the middle Pleistocene. During the latter time, drainages were excavated as much as 70 meters below current levels, and the mouth of the Slough extended southward beyond its current location at Goleta Beach. During the late Pleistocene and continuing into relatively recent times, gradually rising sea levels drowned the valley, producing a coastal embayment of approximately 18 square miles (Lohmar et al. 1980).

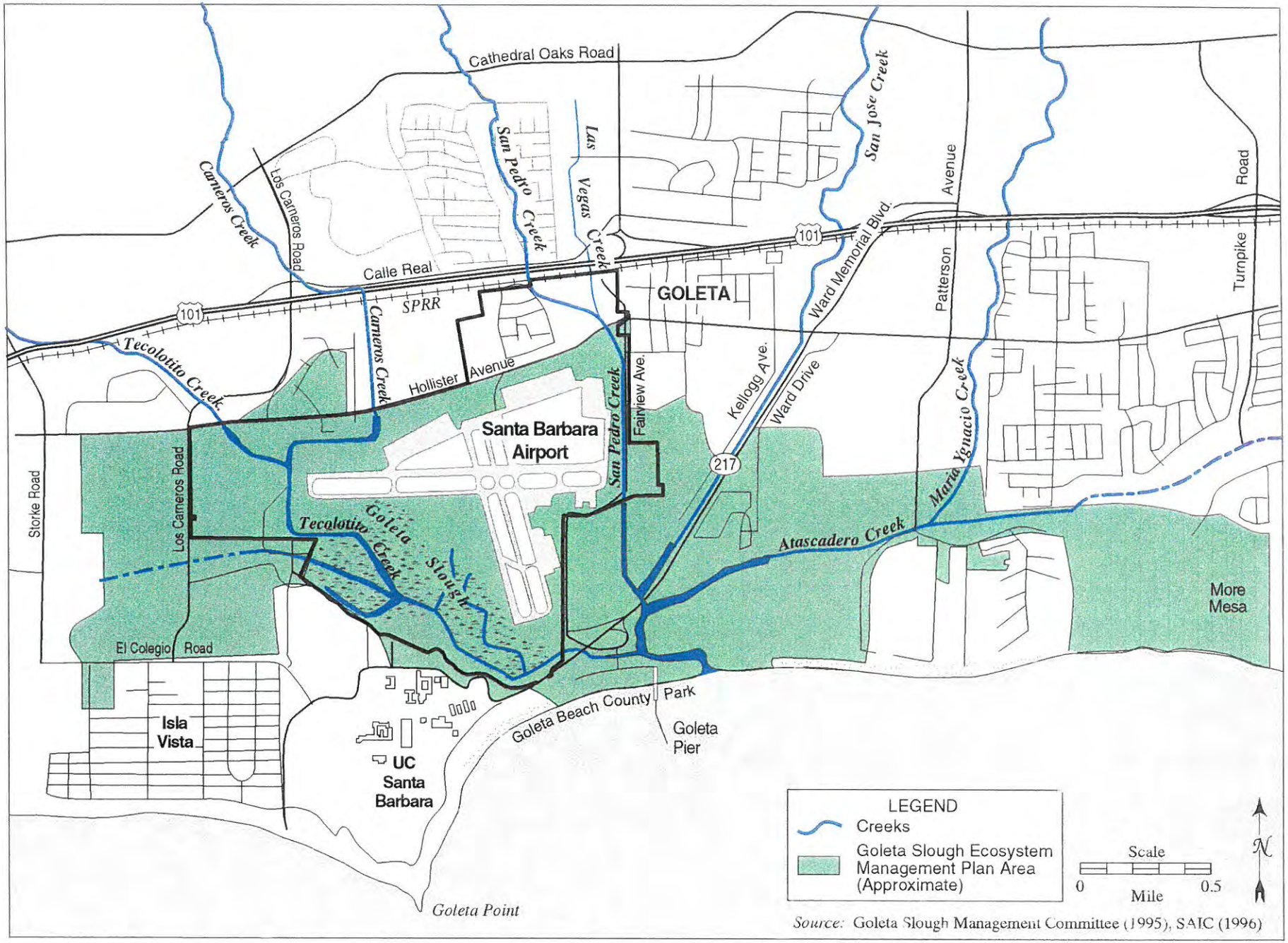
The embayment was subject to sedimentation at the margins, such that, prior to 1861, the area of the Goleta Slough was comprised of a permanently flooded, shallow estuarine embayment, with bordering tidal wetlands and freshwater inflow from Tecolotito, Carneros, San Pedro, Las Vegas, San Jose, and Atascadero Creeks (Ferren et al. 1987). The bay, which was a navigable harbor, was substantially filled in by sedimentation during catastrophic flooding in 1861-62, creating a shallow lagoon with extensive bordering intertidal wetlands. Deltaic deposits at the mouths of the creeks produced a much-dissected system of tidal drainages and bordering salt- and brackish marshes (Speth et al. 1970; Lohmar et al. 1980; Ferren et al. 1987).

Over 60 percent of the original area of estuarine wetlands has been eliminated or isolated from tidal action during this century. Agricultural development has resulted in the ditching, diking, and filling of wetlands, primarily along the western edge of the Slough (Ferren et al. 1987). Construction of the Santa Barbara Municipal Airport in 1941, which served both civilian and military purposes, entailed the filling of 400 to 500 acres of salt marsh. Subsequent diking, road construction, and the installation of tide gates reduced the area of tidal circulation on wetlands to the south and west of the airfield. During World War II, U.S. Marine Corps training activities in the Slough were associated with additional filling and fragmentation of wetlands (Ferren et al. 1987). An extension of the main east-west runway in 1968 filled an additional 30 acres bordering Tecolotito Creek, and the construction of Mesa Road for UCSB eliminated another 10 acres of wetland, as well as contributing to the fragmentation of wetlands in the southwestern arm of the Slough.

Throughout this century, for purposes of flood control, major tidal channels have been deepened by dragline desilting, and, more recently, by dredging. The deposition of dredge spoils has eliminated bordering tidal wetlands. Elevated dikes along tide channels also provide access to areas that are treated by the Goleta Valley Vector Control District to control mosquitoes.

At the upper edge of the Slough, including the Specific Plan area, the creeks have been relocated and/or channelized, greatly reducing the area of riparian habitat, freshwater marsh, and saline-to-freshwater transitions (Speth et al. 1970). Alteration of the creeks in combination with the urban and agricultural development of the Goleta Valley accelerated sedimentary infilling of the remaining estuary (Speth et al. 1970). Sedimentation has been reduced in recent years through the construction of sedimentation basins upstream of the estuary (Santa Barbara County Flood Control 1993).

Finally, construction of Ward Memorial Boulevard and development of Goleta Beach County Park in the 1960s eliminated extensive areas of upper marsh, dunes, and wetland-to-upland transition zones, as well as habitats transitional between estuarine and marine



Source: Goleta Slough Management Committee (1995), SAIC (1996)

Figure 3.14-1. Goleta Slough Ecosystem

environments, at the mouth of the Slough (personal communication, W. Ferren 1994).

Tidal circulation extends up each of the tributary streams of the Slough, with the exception of Las Vegas and Maria Ygnacio creeks, which enter San Pedro and Atascadero Creeks, respectively, above the tidal limit. Carneros Creek is subject to tidal influence up to the area of the Specific Plan, just south of Hollister, whereas San Pedro Creek is non-tidal in the Specific Plan area.

VEGETATION AND WILDLIFE HABITATS

A portion of the Specific Plan Area overlaps the area of investigation for the 1984 EIR. Other portions were examined by SAIC during surveys between August 1994 and December 1995. These sources, along with the County's resource mapping for Goleta, review of aerial photographs, and recent vegetation mapping by WCC (1996) provided the basis for this evaluation of the Specific Plan Area.

Figure 3.14-2 shows the major vegetation and habitat types and their acreages within the Specific Plan area. As the figure shows, most of the area is developed or supports habitats that are of low value in terms of botanical resources and wildlife. The latter include areas of non-wetland annual grassland dominated primarily by Italian ryegrass (*Lolium multiflorum*), which, in other less-disturbed contexts, may be more valuable; planted ornamentals, non-native weeds such as iceplant (*Carpobrotus edulis*), and ruderal species such as cocklebur (*Xanthium strumarium*). Areas of disturbed coastal scrub dominated by coyote brush (*Baccharis pilularis*) and mixed with annual grassland and ornamentals occur on the Girsh leasehold and adjacent to Carneros Creek.

Wildlife associated with the above habitats are generally common species, including mammals such as opossum, valley pocket gopher, California ground squirrel, broad-footed mole, California vole, western harvest mouse, black-tailed jackrabbit, brush rabbit, gray fox, red fox, raccoon, long-tailed weasel, and striped skunk. Birds occurring in disturbed grassland-scrub habitats in Goleta Slough include horned lark, western meadowlark, house finch, song sparrow, and occasional shorebirds and gulls that use these areas on a transient basis. Common reptiles in these habitats include gopher snakes, common kingsnake, and western fence lizard; resident amphibians include Pacific tree frog, western toad, and slender salamanders (Collins 1983).

Areas of potential jurisdictional wetlands exist along Carneros and San Pedro creeks and are discussed in section 3.16. Riparian, wetland, and open water habitats associated with Carneros Creek are of high value to terrestrial and aquatic wildlife. The vegetated banks of the creek provide nesting and foraging habitat for a variety of songbirds, whereas migratory shorebirds and waterfowl may utilize the banks and open water channel. This segment of Carneros Creek, being at the upper limit of tidal influence, is a regionally rare example of the transition from estuarine to freshwater habitats (Ferren and Rindlaub 1983).

Small areas of riparian woodland characterized by willows (*Salix exigua and S. lasiolepis*) exist along the disturbed banks of San Pedro Creek, and provide potential nesting and foraging habitat for song sparrow, Bewick's wren, brown towhee, orange-crowned warbler, and common yellowthroat, all of which are also expected along Carneros Creek (Collins 1983; Santa Barbara County Flood Control 1993).

A ditch between Hollister Avenue and Firestone Road supports wetland vegetation including California bulrush (*Scirpus californica*), willows, and patches of saltgrass (*Distichilis spicata*), and provides seasonal freshwater habitat. This area is considered jurisdictional wetlands (WCC 1996), and provides some wetland habitat for species typical of small-scale urban or disturbed wetlands such as the California treefrog, as well as for aquatic in-

vertebrates and for songbirds such as the black phoebe, Brewer's blackbird, and song sparrow. This was originally proposed to be covered to provide a Class I bikeway.

The possible occurrence of threatened or endangered species in the Specific Plan area is discussed in Section 3.15.

3.14.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Significance criteria for this analysis must be consistent with both NEPA and CEQA regulations/guidelines on significance. Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500-1508) stipulate that the significance of environmental impacts depends on both context and intensity. For biological resources, an impact that results in a substantial long-term loss or degradation of a sensitive habitat, or which substantially affects the population of a sensitive species, will be considered significant. Operationally, "sensitive" habitats or species are those that are demonstrably rare, threatened, endangered; are protected by statute or regulation; or have recognized commercial, recreational, or scientific importance.

Consistent with CEQA guidelines, an impact is considered significant if it results in any of the following:

a. Conflict with local, state, or federal plans and policies designed to protect sensitive species and habitat resources;

b. Substantial effect on a rare or endangered species (as defined in the CEQA Guidelines and locally recognized) of animals, plants, or the habitat of the species;

c. Substantial interference with the movement of any resident or migratory fish or wildlife species;

d. Substantial loss of habitat for fish, wildlife, or plants.

These significance criteria are applied in a manner consistent with Santa Barbara County's Biological Resource Thresholds (Santa Barbara County Planning & Development).

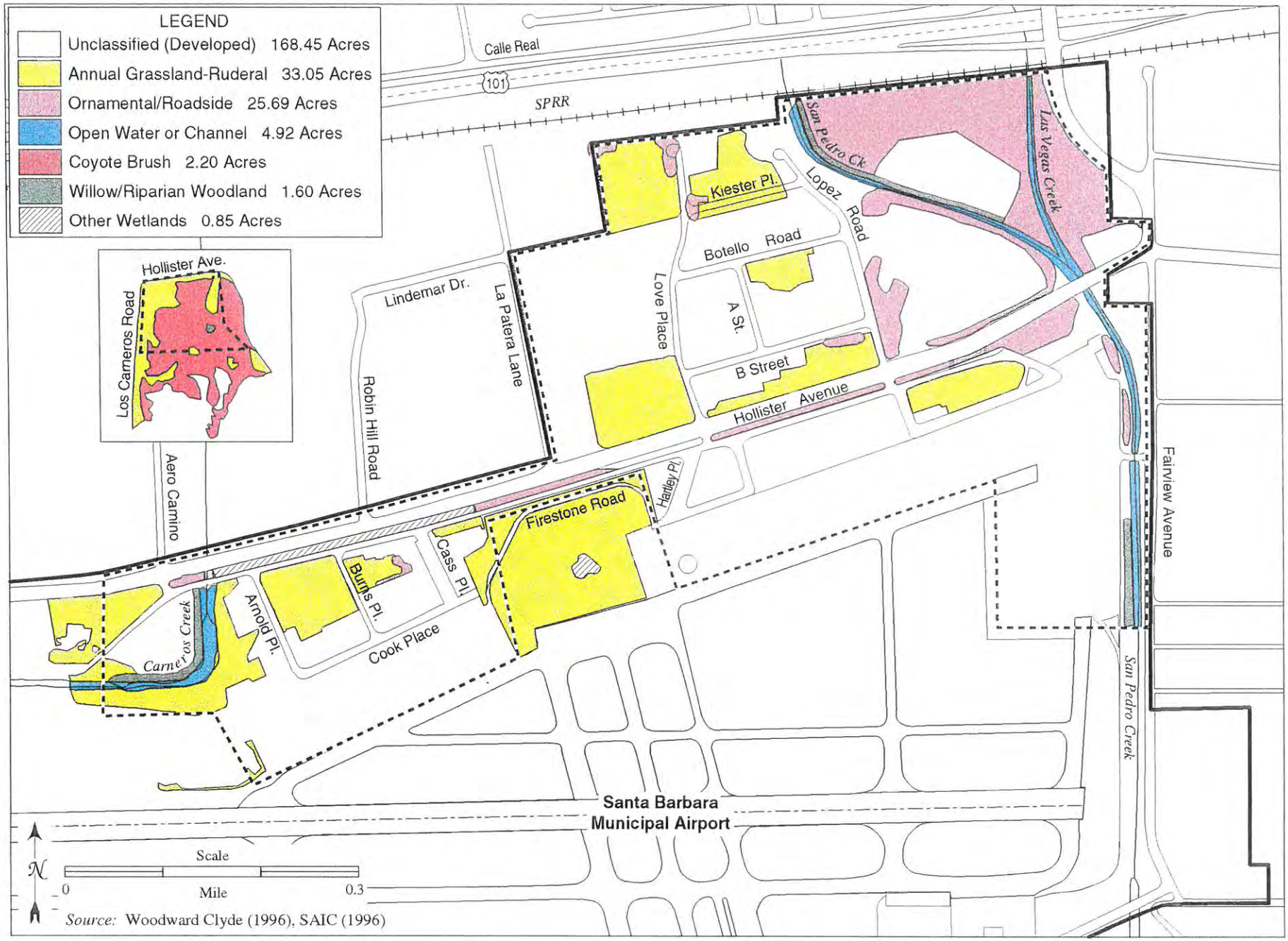
IMPACTS

Proposed Specific Plan

Development of the Specific Plan would entail a loss of approximately 19 acres of annual grassland or ruderal habitat. Remaining areas likely to be developed consist of previously developed or barren land and ornamental or roadside vegetation.

The Specific Plan designates as "Open Space" areas of wetland and other riparian habitats associated with stream courses and drainages. Development in the surrounding areas affects highly disturbed upland habitats, or already developed land, and hence, would not, by itself, have significant impacts. Incremental reductions in upland habitat areas, increases in sediment or pollutants in runoff, and increasing human activities around the Slough are considered adverse but not significant impacts, although they may be cumulatively significant (see below).

The Girsh leasehold at the intersection of Los Carneros and Hollister provides disturbed coastal scrub, grassland, a small patch of willows, and ornamental habitat, particularly in the southern half of the parcel (Figure 3.14-2). Development would not occur in this area because of flood hazards. The area that is developable in the northwestern corner of the parcel is degraded upland habitat, the loss of which is not significant.



Source: Woodward Clyde (1996), SAIC (1996)

Figure 3.14-2. Vegetation/Habitats in the Specific Plan Area

Economic Development Alternative

The biotic community impacts would be the same under the Economic Development Alternative as those associated with the proposed Specific Plan.

No-Action Alternative

The No-Action Alternative would have no impacts different from the proposed Specific Plan.

MITIGATION MEASURES

No mitigation measures other than that suggested for cumulative impacts are proposed for the Specific Plan.

CUMULATIVE IMPACTS

Based on SAIC's GIS mapping of the Aviation Facilities Plan alternatives, the current designs for creek relocation overlap the Girsh leasehold. The relocated creek would provide important botanical and wildlife habitat whose value could be diminished by its proximity to commercial development on the Girsh leasehold. At present, however, the area of potential concern is not considered developable because of flood hazards. Hence, there is no cumulative impact in this area.

Cumulative impacts, including increased disturbance of the Slough's wildlife, increased urban runoff, and increased abundances of non-native plants and animals associated with the Specific Plan, Economic Development Alternative, or the No-Action Alternative, **are potentially significant but mitigable**.

3.14-1 The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GMSC for review and comments.

3.14.3 Residual Significant Impacts

With the incorporation of the mitigation measure discussed above, the impacts will be reduced to a level of insignificance.

3.15 ENDANGERED AND THREATENED SPECIES

Description of Resource and Data Sources

This section addresses taxa (species, subspecies, or varieties) meeting any of the following criteria:

1. Taxa listed as rare, threatened, or endangered by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS); or designated as candidates for such listing.

2. Taxa with other special status formally recognized by local, state, or federal jurisdictions, such as wildlife listed by CDFG as Fully Protected or Species of Special Concern, birds listed on *American Birds' Blue List* (Tate 1986), plants listed by the California Native Plant Society, and Santa Barbara County-recognized sensitive plants (Wiskowski 1988).

3. Taxa with no formal status, but considered to be locally significant by virtue of their regional rarity or extremely localized distribution within Santa Barbara County. These taxa include certain plants and animals identified in the 1984 EIR.

Tables I-1 and I-2 in Appendix I summarize available information on sensitive plants and animals, respectively, of the Goleta Slough Ecosystem.

Correspondence with the USFWS is included in Appendix I.

3.15.1 Affected Environment

The banks of Carneros Creek provide habitat for two plant species that are of local concern: giant horsetail and horned seablite. Otherwise, there are no sensitive species (as listed in Tables I-1 and I-2 in Appendix I) known or expected to occur in the Specific Plan area, including the Girsh leasehold.

Steelhead trout (*Oncorhyncus mykiss*) were proposed for listing as endangered by the National Marine Fisheries Service (NMFS 1996) in August 1996. That proposal is currently pending. Steelhead trout and rainbow trout are genetically indistinct, representing alternative life histories of the same species. Steelhead are anadromous, migrating from the ocean up coastal streams to spawn. The eggs hatch and juvenile development takes place in freshwater, followed by a downstream migration to the sea. Rainbow trout are nonmigratory residents of freshwater. In addition to an anecdotal record for the Goleta Slough (Quammen 1983), steelhead have been found in Atascadero, Maria Ygnacio, and San Jose creeks (Swift et al. 1993; Titus et al. in press). In San Pedro Creek, a large adult steelhead was caught in 1985 just south of the railroad bridge; a deceased gravid (containing eggs) female was collected near the mouth of the creek in 1995; and juvenile steelhead have been reported as occurring upstream (Urban Creeks Council, letter contained in Appendix C; personal communication, B. Trautwein). Use of the Slough by steelhead is probably limited to transitory use by a small number of migrants, since they have not been captured in repeated sampling efforts (Quammen 1983; Lafferty 1993; personal communication, K. Lafferty). Steelhead could occur on a transient basis within the Specific Plan area, but existing habitat is of poor quality because of extremely variable surface flows, heavy inputs of sediment, sparse shading along channelized stream banks, and impediments to upstream migration.

3.15.2 Environmental Consequences and Mitigation Measures

PROPOSED SPECIFIC PLAN

No impacts on endangered or threatened species, or corresponding needs for mitigation, are associated with the Specific Plan.

The Specific Plan would not affect the possible transient use of the estuary by steelhead trout. Although possible cumulative water quality impacts are identified in the preceding and following sections, there is no reason to suspect that these impacts would be of a magnitude sufficient to affect transitory use of the estuary by steelhead, given the regulatory controls on discharges cited in section 3.12 of this document. Primary factors determining the use of coastal streams by steelhead, including the existence of physical barriers to migration, maintenance of adequate flows, substrate sediment characteristics, and the shading of stream corridors by wetland and riparian vegetation, would be unaffected by the Specific Plan.

ECONOMIC DEVELOPMENT ALTERNATIVE

No impacts on endangered or threatened species, or corresponding needs for mitigation, are associated with the Economic Development Alternative.

NO-ACTION ALTERNATIVE

The No-Action Alternative would not have any impacts different from the proposed Specific Plan.

3.15.3 Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.16 WETLANDS

Description of Resource/Region of Influence

Section 3.14 provided a general discussion of biotic communities in both wetland and upland habitats within the Specific Plan area. This section is more narrowly focused on state and federal jurisdictional wetlands, as recognized by the state under the Coastal Act, and by many federal agencies under Section 404 of the Clean Water Act. There are two corresponding definitions of wetlands:

1. Under Section 30121 of the Coastal Act,

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

This definition is very general, and in practice, the technical definition provided by Cowardin et al. (1979) is often used to more precisely define and classify wetlands subject to Coastal Act jurisdiction. This technical definition is as follows:

Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year.

2. At the federal level, wetlands are a subset of Waters of the U.S., into which the discharge of dredged or fill material is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. The Corps' regulations (33 CFR Part 328.3) define wetlands as follows:

   The term "wetlands" means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Section 404 jurisdictional wetlands are delineated based on positive evidence of three parameters: wetland hydrology (evidence of inundation or saturation), hydric soils (evidence of conditions in the soil that result from saturation or inundation), and hydrophytic vegetation (a predominance of plants that usually occur in wetlands, based on regionally developed lists). Under abnormal or atypical circumstances, evidence may be lacking for one or more of the parameters, but the area may still be a wetland.

It should be noted that state agencies including the California Department of Fish and Game, and Coastal Commission, may recognize as wetlands areas that exhibit any one of the three parameters cited above.

Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into the Waters of the U.S. without a permit from the U.S. Army Corps of Engineers. The Corps' permitting program is set forth in 33 CFR 320 et seq. General guidelines for the issuance of permits are included under Section 404(b)(1). Both the Corps and U.S. Environmental Protection Agency review permits for consistency with these requirements. The most important guideline is that losses (i.e., filling) of wetlands must be avoided unless there is no practicable alternative. Depending upon the unique circumstances associated with a particular project, it may be possible to mitigate unavoidable

losses of wetlands through measures such as the restoration or enhancement of existing degraded wetlands or by creating new wetland habitat.

Waters of the U.S. as defined in the Corps' regulations include all bodies of water (streams, lakes, sloughs, ponds, etc.) the use, degradation, or destruction of which could affect interstate or foreign commerce. This includes waters utilized by migratory birds, as well as waters that are, have been, or could be used in interstate or foreign commerce for commercial, industrial, recreational, or other purposes; it includes tributaries to such waters; and it includes the wetlands that border or are adjacent to such waters and their tributaries.

Waters of the United States include non-wetland areas that are within the limits of ordinary high water. In non-tidal areas, this limit is the normal, seasonal high water mark, approximated by the height of floodwaters during a 2-year storm (i.e., one that occurs on average once every two years). In tidal areas the limit is defined as the height subject to inundation by normal (as opposed to storm-driven) high tides.

Finally, under Section 10 of the Rivers and Harbors Act, the Corps also regulates the placement of structures in the Navigable Waters of the United States. The jurisdictional limit of these waters is defined in 33 CFR Part 329.4 as follows:

> *Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity.*

Data Sources

Wetland habitats on most of the Airport's property were previously mapped and classified by Ferren and Rindlaub (1983). This original effort was not intended to be a delineation of jurisdictional habitats. More recently, jurisdictional waters and wetlands of the Airport property have been delineated specifically for permitting purposes by Entrix (1993) and by WCC (1996). These data sources have been checked against aerial photographs and independent field studies conducted by SAIC during 1994-1996 in conjunction with the preparation of this report.

3.16.1 Affected Environment

The Airport has prepared a delineation of jurisdictional waters and wetlands and submitted the report (WCC 1996) to the Corps of Engineers for review. The Corps has provided comments, indicating acceptability of the delineation.

The distribution of wetlands and other habitats in the Specific Plan area was shown in Figure 3.14-1. To facilitate the analysis, various subareas within the Specific Plan, from west to east, are discussed separately below.

GIRSH LEASEHOLD

This area is a mixture of ruderal, grassland, coastal scrub, and ornamental plantings, with one small, isolated stand of arroyo willows in the central part of the site. The willows may be considered hydrophytic vegetation, and hence wetland, by state agencies, but there are no other features on the site that suggest wetland habitat (WCC 1996).

SOUTH OF HOLLISTER, WEST OF RUNWAY 15/33

This part of the Specific Plan area overlaps Carneros Creek, including the County Flood Control sedimentation basin. The creek itself constitutes a Water of the United States that is

near the upper limit of tidal influence. Hence, the area is subject to federal regulation under the Rivers and Harbors Act, as well as the Clean Water Act. The channel would be considered wetland under the Coastal Act. Bordering willows constitute potential wetlands (WCC 1996). The lower banks of the creek were largely denuded by flooding and desilting activities in 1994-1995. In the absence of severe disturbance by flooding and desilting activities, wetland vegetation indicative of the transition between freshwater and estuarine conditions may develop in these areas (Ferren and Rindlaub 1983).

Where ditches along Hollister Avenue support wetland vegetation they are considered jurisdictional wetlands (WCC 1996).

SOUTH OF HOLLISTER, EAST OF RUNWAY 15/33

Jurisdictional wetlands and Waters of the U.S. are associated with San Pedro Creek. Adjacent to the Specific Plan area south of Hollister, the banks of the creek support ruderal vegetation and ornamentals. This area is well above the limit of tidal influence, and freshwater flow is seasonal. The creek bed itself supports ruderal vegetation typical of highly disturbed wetlands. Hence, the channel could be considered riverine wetland as mapped by Ferren and Rindlaub (1983). The jurisdictional limit for the Corps and, presumably, other agencies, would be at the ordinary high water mark, just below the top of the bank at this location.

NORTH OF HOLLISTER

Jurisdictional wetlands and Waters of the United States are associated with San Pedro Creek and Las Vegas Creek. Both creeks are channelized, and the creek beds are severely scoured by seasonal flooding as a result. Hence the creek beds may be considered riverine wetlands (Ferren and Rindlaub 1983; Cowardin et al. 1979), or non-wetland waters of the United States under Section 404 of the Clean Water Act. Vegetation bordering Las Vegas Creek is ornamental, whereas the banks of San Pedro Creek, as of mid 1994, supported riparian woodland (equal to palustrine forested wetland [Cowardin et al. 1979]) characterized by willows and cottonwoods. This area was not included in the recent WCC (1996) delineation, but should be recognized as potential jurisdictional wetland.

3.16.2 Environmental Consequences and Mitigation Measures

SIGNIFICANCE CRITERIA

Consistent with the special status afforded these habitats, losses of wetland habitat areas or the long-term degradation of wetland habitats, measured in terms of physical parameters such as streamflow and water quality, as well as biological ones such as diversity or productivity, are considered significant. Conflicts with the adopted plans and policies of the City, especially the Local Coastal Plan, as they relate to wetland habitats, are also considered significant. As in other sections, impacts are classified as significant but unmitigable, significant but mitigable, adverse but less than significant, and beneficial.

IMPACTS

Proposed Specific Plan

The Specific Plan does not propose development or demolition in any areas currently considered jurisdictional wetland (WCC 1996). The creeks are designated as Open Space under the Airport LCP and the City Conservation Element, which should reinforce their protection from future development. Open Space, as defined by the City, includes Environmentally Sensitive Habitat. No direct impacts on wetlands will occur. **Indirect impacts could result from development in close proximity to wetlands, causing increased sedimentation during construction, as well as the disturbance of wildlife. Buffer strips for wetland areas are not identified in the Specific Plan.**

Policy C-4 of the City's Coastal Plan, which stipulates a 100-foot setback from the Slough's wetlands as identified on the 1982 habitat map, does not automatically protect many of the wetlands in the Specific Plan area. This is because some are outside the Coastal Zone and not all areas south of Hollister Avenue are mapped in the LCP. Such setbacks do not currently exist in many areas, although they may not be necessary under all circumstances, e.g., for ditches along Hollister Avenue or the placement of a bike path along the edge of San Pedro Creek. These types of impacts are considered potentially significant but mitigable.

Economic Development Alternative

The Economic Development Alternative would have no impacts different from the proposed Specific Plan.

No-Action Alternative

The No-Action Alternative would have no impacts different from the proposed Specific Plan.

Mitigation Measures

All mitigation is to be accomplished within the framework of the Goleta Slough Ecosystem Management Plan, being developed in conjunction with the Airport's Aviation Facilities Plan. For the Specific Plan, the following mitigations will be implemented for potential indirect impacts on wetlands. Those measures are in addition to Best Management Practices (BMPs) and other measures that will be employed to protect water quality (section 3.12).

3-16-1 The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments.

3.16-2 New development shall not occur within 100 feet of Coastal Commission or U.S. Army Corps of Engineers jurisdictional wetlands, as shown on the most currently accepted delineation, without a demonstration that encroachment is necessary for the project, and that wetland functions and values shall not be impaired without mitigation, which may include off-site compensation. Additional project-specific measures may be developed through supplemental environmental review. Any related mitigations should be developed with the input of the Goleta Slough Management Committee and shall be consistent with the Goleta Slough Ecosystem Management Plan.

3.16-3 The Specific Plan shall incorporate a new policy consistent with Local Coastal Plan Policy C-4 but applicable throughout the Specific Plan Area. Protection of wetlands shall be based on the most currently accepted delineation, and shall include a 100-foot setback between any new structures and mapped wetlands, except as may be necessary for human health and safety or protection of the wetlands themselves. The

policy shall further stipulate that only compatible land uses shall be allowed within the 100-foot setback, and that native vegetation shall be planted and maintained within the setback wherever feasible.

Cumulative Impacts and Mitigation Measures

As discussed in previous sections, development of the Specific Plan area, in combination with other Goleta Valley development, **may cumulatively impact water quality and, therefore, wetlands in the Slough**. Mitigation for these cumulative impacts consists of continued participation by the Airport in the implementation of the Goleta Slough Ecosystem Management Plan and carrying out project-specific mitigations outlined above and in sections 3.12, Water Resources, and 3.14, Biotic Communities.

3.16.3 Residual Significant Impacts

With the incorporation into the Specific Plan of the mitigation measures discussed above, the impacts will be reduced to a level of insignificance.

3.17 ENERGY SUPPLY AND NATURAL RESOURCES

The building area in the Specific Plan area is projected to increase by approximately 160,000 (proposed Specific Plan) to 240,000 (Economic Development Alternative) square feet over the life of the plan. This additional square footage potentially includes six additional movie screens, area support commercial uses, aviation-related uses, industrial uses and offices. The energy supply and natural resource impacts are generally the same for the proposed Specific Plan, Economic Development Alternative, and No-Action Alternative. Energy usage is expected to increase somewhat over existing usage. However, discussions with a representative of Southern California Edison (personal communication, November 1995) indicate that sufficient energy supplies would be available to handle the projected increases in usage.

The only natural resources that have the potential to be affected to any degree are mineral resources such as sand and gravel. There are no mineral resources in the vicinity of the Airport that could be affected by the proposed improvements. The construction would not overly burden the supply because the amount represents less than 1 percent of the total production of aggregate in the Santa Barbara area during the next decade.

Impacts on energy supply and natural resources are insignificant and therefore require no mitigation.

The Specific Plan's contribution to cumulative impacts is insignificant.

There are no residual significant impacts because no potential significant impacts have been identified for this resource.

3.18 LIGHT EMISSIONS

The new construction associated with the proposed Specific Plan, Economic Development Plan, or the No-Action Alternative is not expected to result in significant lighting needs or significant light emissions. The greatest potential lighting might result from a Family Entertainment Center. Such a center might contain outdoor uses that could include lighting for nighttime use. So long as such lighting is focused toward the ground and meets lighting restrictions contained in the Airport Land Use Plan (ALUP), no adverse effects should occur from any light emissions. The ALUP and the FAA prohibit uses that would (1) direct steady or flashing lights of white, red, green, or amber toward an aircraft during takeoff and landing; and (2) cause sunlight to be reflected toward an aircraft during takeoff and landing. All new construction would be required to meet lighting restrictions outlined in the ALUP and no adverse light emission impacts are expected to occur.

There are no residual significant impacts because no potential significant impacts have been identified for this environmental resource.

3.19 DEPARTMENT OF TRANSPORTATION SECTION 4(F)

Section 4(f) of the Department of Transportation (DOT) Act of 1966, as amended, provides for the protection of certain publicly owned lands when federally funded transportation projects that could affect those lands are proposed. These publicly owned lands include lands used for a public park, recreation area, wildlife or waterfowl refuge of national, state or local significance, or an historic site of national, state or local significance. No project that requires the use of such lands shall be approved unless there is no feasible and prudent alternative to the use of such lands and the project includes all possible planning to minimize harm resulting from the use.

"Use" within the meaning of Section 4(f) is generally considered to occur when the project requires a physical taking or other direct control of the land for the purpose of the project and, as a consequence, the use is changed. "Use," however, includes not only actual, physical taking of such lands, but adverse impacts on the "constructive use" of such lands, as well. When there is no physical taking, but there is the possibility of use of or adverse impacts to Section 4(f) land, the FAA must determine if the activity associated with the project conflicts with or is incompatible with the normal activity of this land.

Constructive use, according to 23 CFR Part 771.135, "occurs when the transportation project does not incorporate land from a Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features or attributes of the resources are substantially diminished." The proposed use for the proposed Specific Plan, the Economic Development Alternative, and the No Action Alternative is compatible if it would not affect normal activity or aesthetic values of a public park, recreation area, refuge or historic site.

There are archaeological resources within the Specific Plan area. A Phase I Archaeological Assessment was prepared for the Santa Barbara Municipal Airport in August 1993. This assessment determined areas of low, moderate, and high sensitivity for archaeological resources throughout the Airport property. Areas of moderate and high sensitivity are primarily on the north side of Hollister Avenue and are, therefore, considered to be outside of the transportation project aspects of the Specific Plan. On that basis, DOT Section 4(f) does not apply north of Hollister Avenue.

On the south side of Hollister Avenue, the archaeological assessment shows that there are areas of low sensitivity within the Specific Plan area. The assessment recommends that in areas of low sensitivity a surface survey would be completed. If Native American artifacts are found, then a Phase 2 subsurface testing program is developed and carried out. If an archaeological site is found and cannot be avoided through project redesign, a Phase 3 recovery/mitigation program is developed, approved and carried out. If no Native American resources are discovered, no subsurface testing is recommended. If resources are discovered during construction, all work at that location should be redirected and procedures set forth in the Cultural Resources Section of the City of Santa Barbara Master Environmental Assessment shall be followed. With these provisions in place, no adverse impacts on archaeological resources in the Specific Plan area south of Hollister Avenue are expected to occur.

In addition to the archaeological resources discussed above, there are two historic structures that are eligible for inclusion on the

National Register that are south of Hollister Avenue. These are the two original hangars for the Airport that were constructed in 1931 by General Western Aircraft Corporation. These two somewhat dilapidated hangars still exist southwest of the intersection of Hollister Avenue and San Pedro Creek. Because the hangars are located in the floodway, they will be left alone. No other buildings can be placed in the floodway. No adverse impacts to the hangars would occur as a result of proposed projects within the Specific Plan area.

Residual Significant Impacts

No potential significant impacts have been identified for this environmental resource.

3.20 GROUND TRANSPORTATION

Description of Resource

This section examines the existing traffic, circulation, and parking conditions within and adjacent to the Santa Barbara Municipal Airport, located in the western Goleta area of Santa Barbara County. It presents existing traffic volumes and level of service information for the roadways and intersections located in the project study area, reviews the existing parking facilities serving the Airport, and presents trip generation information for the Airport Specific Plan area. A discussion of the alternative transportation modes serving the Airport is also provided.

Region of Influence

Figure 3.20-1 illustrates the location of the Santa Barbara Airport within the Goleta Valley area. Although the Airport is located within the boundaries of the City of Santa Barbara, the surrounding streets and intersections are predominantly located within the jurisdiction of Santa Barbara County.

Data Sources

Information obtained relative to ground transportation in the vicinity of the project area was obtained as follows:

- Existing average daily traffic (ADT) volumes for the street segments in the vicinity of the site were obtained from Caltrans and the County (California Department of Transportation 1993 and SBCo Public Works Transportation Division 1993).
- Pursuant to City and County policies, levels of service for the signalized intersections were calculated utilizing the planning method outlined in Transportation Research Board (TRB) Circular #212 (National Academy of Sciences 1980).
- Machine traffic counters were employed during on-site visits to the project area.

Information presented in the 1995 Goleta Transportation Improvement Plan (GTIP) was used for several parts of this traffic section. The Goleta Community Plan, approved by the Board of Supervisors in August, 1993, required that a Transportation Improvement Plan be prepared and revised on an annual basis. The GTIP was developed to meet this requirement and outlines and prioritizes transportation improvements required to accommodate anticipated growth in the Goleta Valley area.

3.20.1 Affected Environment

STREET NETWORK

The circulation system adjacent to the Airport is composed of regional highways, arterial streets, and collector streets. The principal components of this street network are illustrated in Figure 3.20-2 and discussed in the following text.

U.S. Highway 101, located north of the Airport, extends along the Pacific Coast between Los Angeles and the state of Washington. Within Santa Barbara County, this four- to six-lane highway provides the principal route between the community of Goleta and the cities of Santa Barbara, Carpinteria, and Ventura to the south and Buellton and Santa Maria to the north. Access between U.S. 101 and the Airport is provided via State Route (SR) 217, which is located east of the Airport, and the Los Carneros Road and Fairview Avenue interchanges at U.S. 101.

State Route 217 (Ward Memorial Boulevard), located east of the Airport, is a four-lane freeway that extends on a northeast to southwest diagonal alignment between U.S. 101 and the University of California at Santa Barbara (UCSB). SR 217 provides access to the Airport via the interchange located at Sandspit Road.

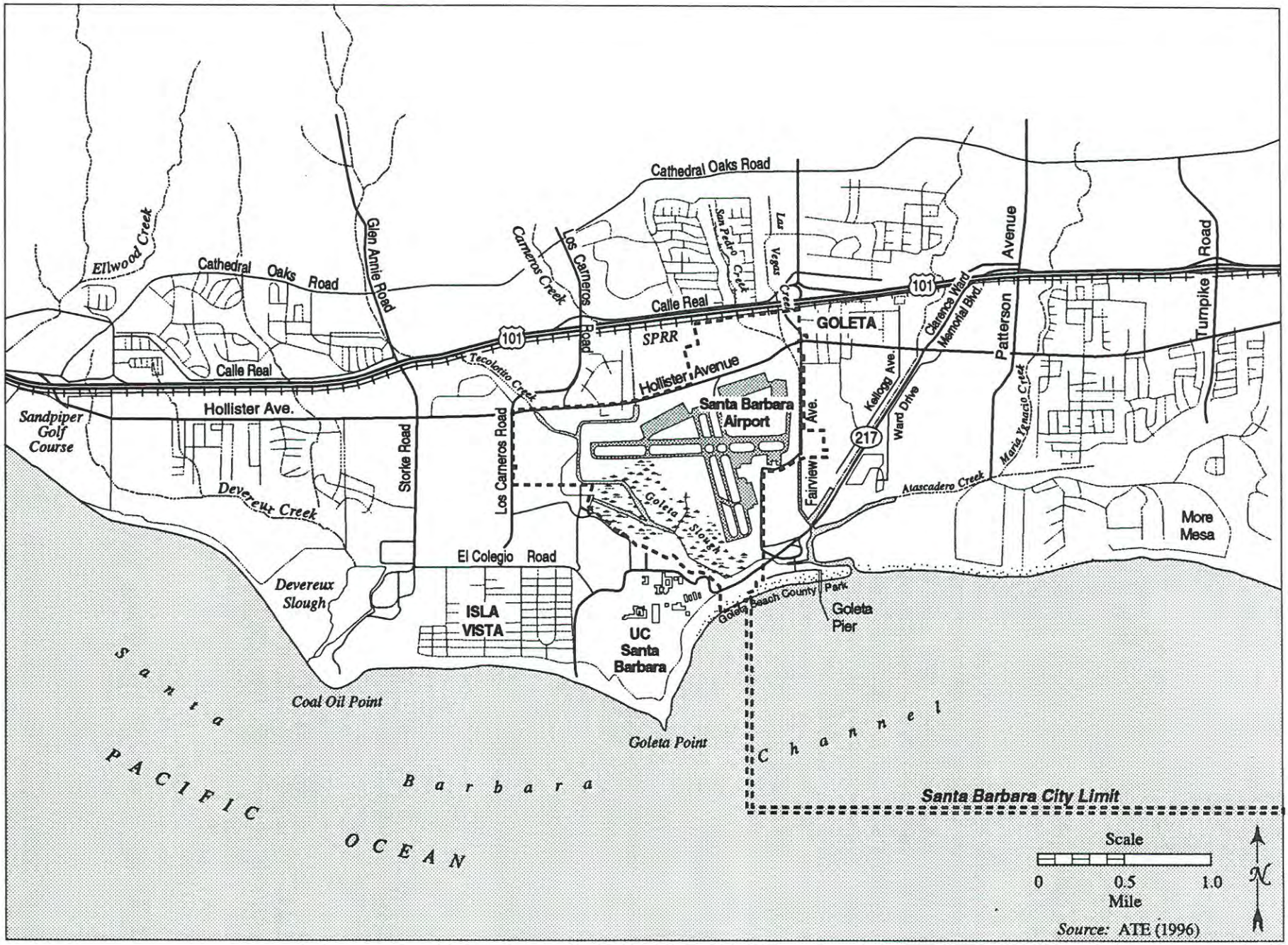
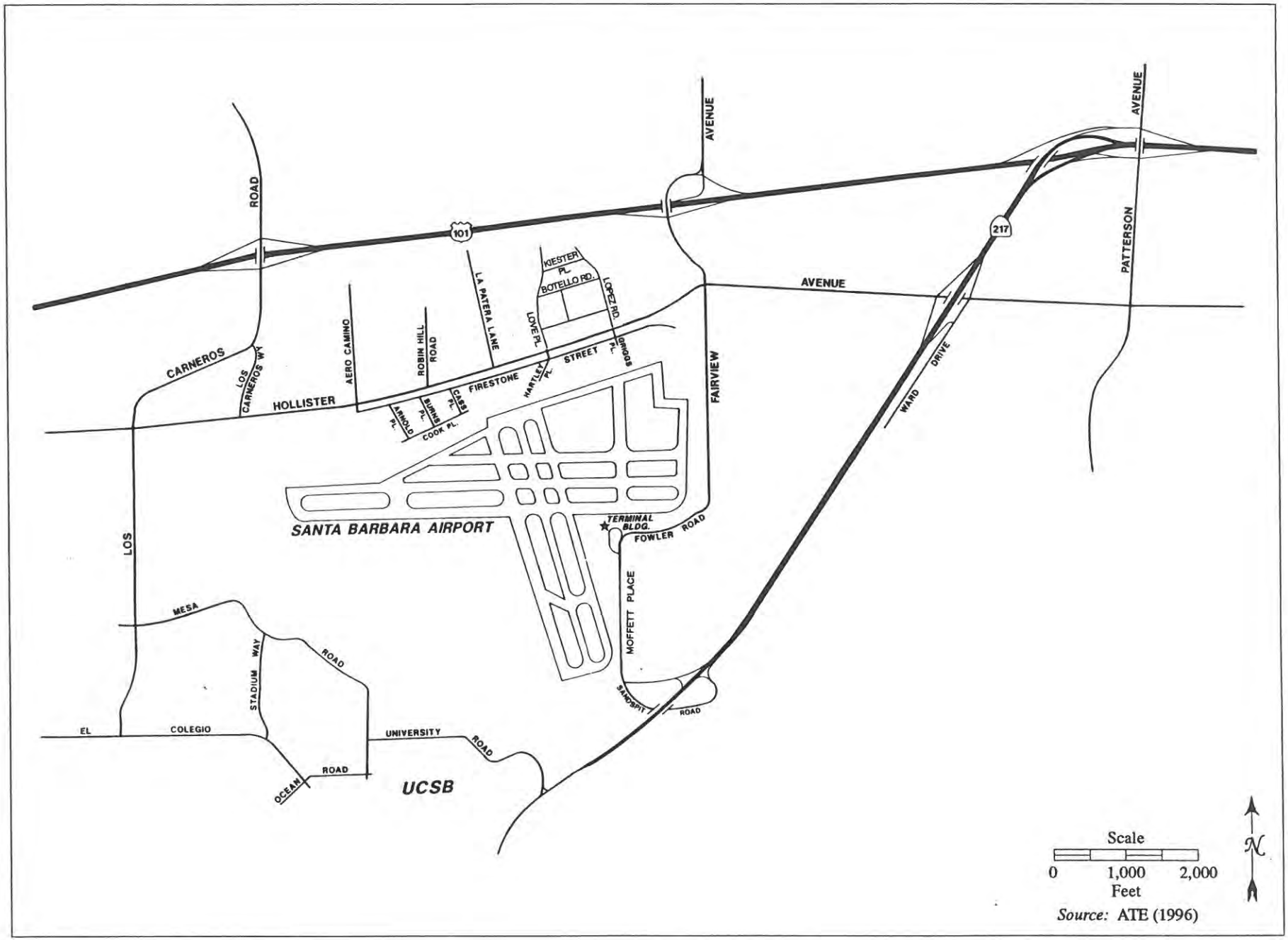


Figure 3.20-1. Project Area Roadways



Source: ATE (1996)

Figure 3.20-2. Existing Street Network

Hollister Avenue, located along the northern Airport boundary and splitting the Specific Plan Area, is a four-lane arterial street within the vicinity of the Airport. This roadway serves as the major alternative east-west travel route to U.S. 101 in the Goleta area. Hollister Avenue extends easterly from its terminus at the U.S. 101 interchange at Winchester Canyon Road through the community of Goleta. East of the Goleta area, Hollister Avenue connects to State Street, which extends through the City of Santa Barbara's northside and central business districts to the Pacific Ocean on the east.

Los Carneros Road, classified as a P-2 Arterial (Primary Arterial) by the County, is located west of the Airport property and extends in a north-south direction in the study area. North of Hollister Avenue, Los Carneros Road extends as a four-lane road connecting with the U.S. 101 interchange and Calle Real and as a two-lane road from Calle Real to Cathedral Oaks Road. South of Hollister Avenue, Los Carneros Road extends as a two-lane road to El Colegio, providing access to the UCSB-Isla Vista area.

Fairview Avenue, classified as a P-2 Arterial (Primary Arterial) by the County, is located east of the Airport property and extends in a north-south direction. It is four lanes north and south of U.S. 101. South of Hollister Avenue, Fairview Avenue narrows to two lanes and continues to its terminus at Fowler Road. Fairview Avenue provides access to the eastern area of the Airport as well as the Airport's main Terminal facility.

Fowler Road, located adjacent to the Airport Terminal, is an east-west, two-lane roadway that is classified as a Minor Arterial by the City and extends between Fairview Avenue on the east and Moffett Place on the west. Fowler Road serves as an arterial street and provides direct access to the Airport Terminal at the intersection of Moffett Place.

Moffett Place, also located adjacent to the Airport Terminal, is a north-south two-lane roadway that is classified as a Minor Arterial by the City and connects SR 217 with the Airport. Moffett Place serves as an arterial street by providing access to the Airport facilities and to Goleta Beach County Park, located adjacent to the SR 217 interchange at Sandspit Road.

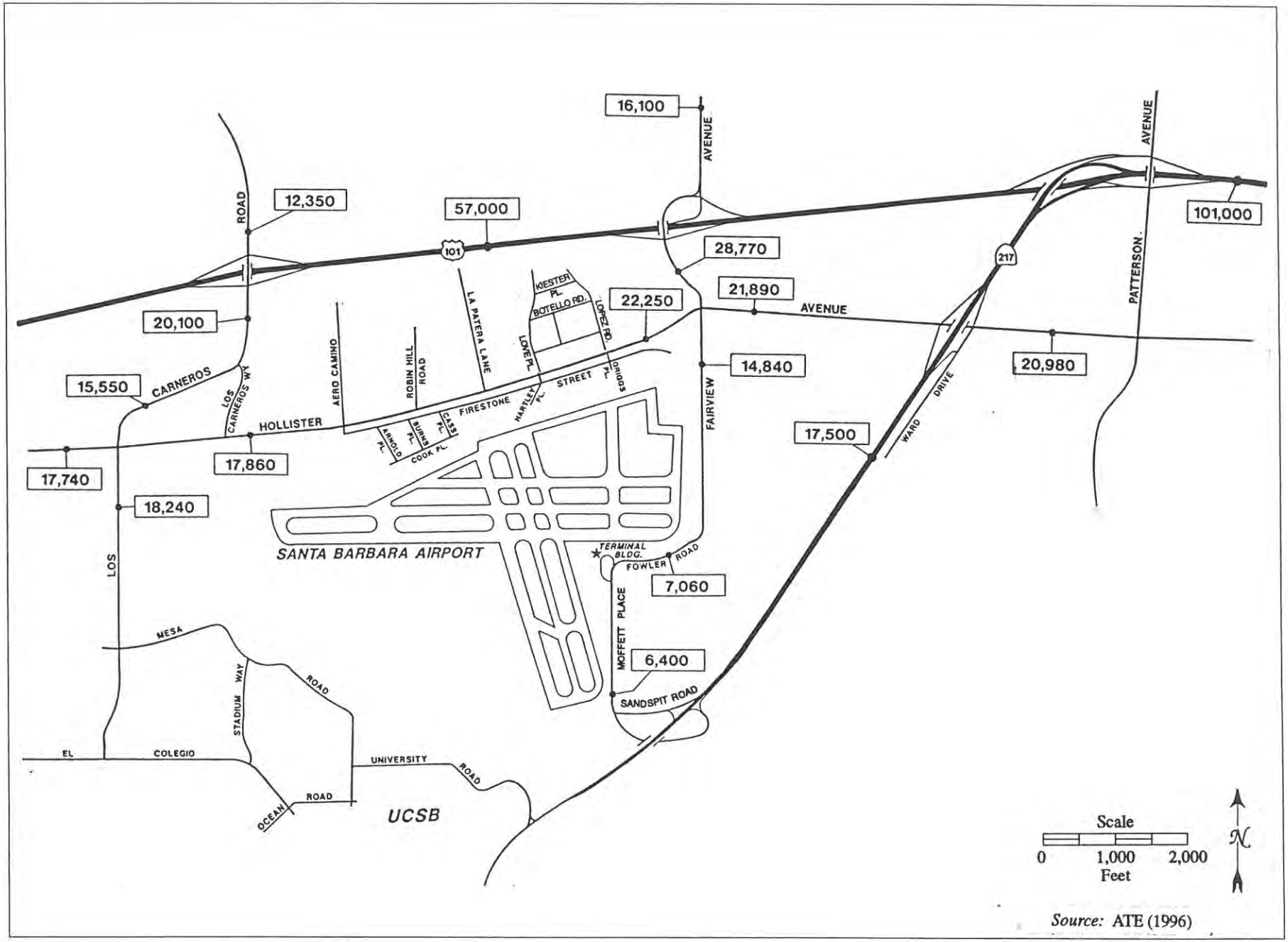
Specific Plan Street System. A grid street system serves the existing land uses within the Airport Specific Plan area located north of Hollister Avenue and west of Fairview Avenue. Primary access to this area is provided via the connections of David Love Place and Lopez Road to Hollister Avenue.

Roadway Operations

Figure 3.20-3 illustrates the existing ADT volumes. Comparison of the existing ADT volumes with the County's design capacities indicates that the roadway segments in the study area currently operate at LOS C or better.

Intersection Operations

Because traffic flow on urban street networks is most restricted at intersections, a detailed traffic analysis must examine the operating conditions of critical intersections during peak travel periods. The level of service grading system discussed previously for roadway operations is also used in rating intersection operations. The City has established LOS C (V/C ratio 0.77) as the minimum acceptable standard for intersection operations, while the County has established LOS C (V/C ratio of 0.80) as the minimum acceptable standard. Tables 3.20-1 and 3.20-2 list the critical intersections located in the vicinity of the Airport that are included in this analysis. These intersections were determined based on input received from both City and County staffs. Figures 3.20-4 and 3.20-5 show the existing A.M. and P.M.



Source: ATE (1996)

Figure 3.20-3. Existing Average Daily Traffic Volumes

Table 3.20-1
Existing A.M. Peak Hour Levels of Service

Intersection	*Jurisdiction*	*Control Type*	*V/C Ratio / LOS*
Los Carneros Rd./U.S. 101 NB Ramps	County	Signal	0.63/B
Fairview Ave./U.S. 101 NB Ramps	County	Signal	0.66/B
Fairview Ave./Hollister Ave.	City/County	Signal	0.56/A
Moffett Rd./Fowler Rd. [a]	City	1-way stop	NA/B

Note: a. V/C ratio not applicable. Level of service based on average vehicle delay measured in the field.

Table 3.20-2
Existing P.M. Peak Hour Levels of Service

Intersection	*Jurisdiction*	*Control Type*	*V/C Ratio / LOS*
Los Carneros Rd./U.S. 101 NB Ramps	County	Signal	0.54/A
Los Carneros Rd./U.S. 101 SB Ramps	County	Signal	0.75/C
Los Carneros Rd./Los Carneros Way [a]	County	1-way stop	NA/B
Los Carneros Rd./Hollister Ave.	County	Signal	0.57/A
Fairview Ave./U.S. 101 NB Ramps	County	Signal	0.67/B
Fairview Ave./U.S. 101 SB Ramps	County	Signal	0.89/D
Fairview Ave./Hollister Ave.	City/County	Signal	0.79/C
SR 217 SB Ramps/Hollister Ave.	County	Signal	0.78/C
SR 217 NB Ramps/Hollister Ave./Ward Dr.	County	Signal	0.71/C
Moffett Rd./Fowler Rd. [b]	City	1-way stop	NA/B

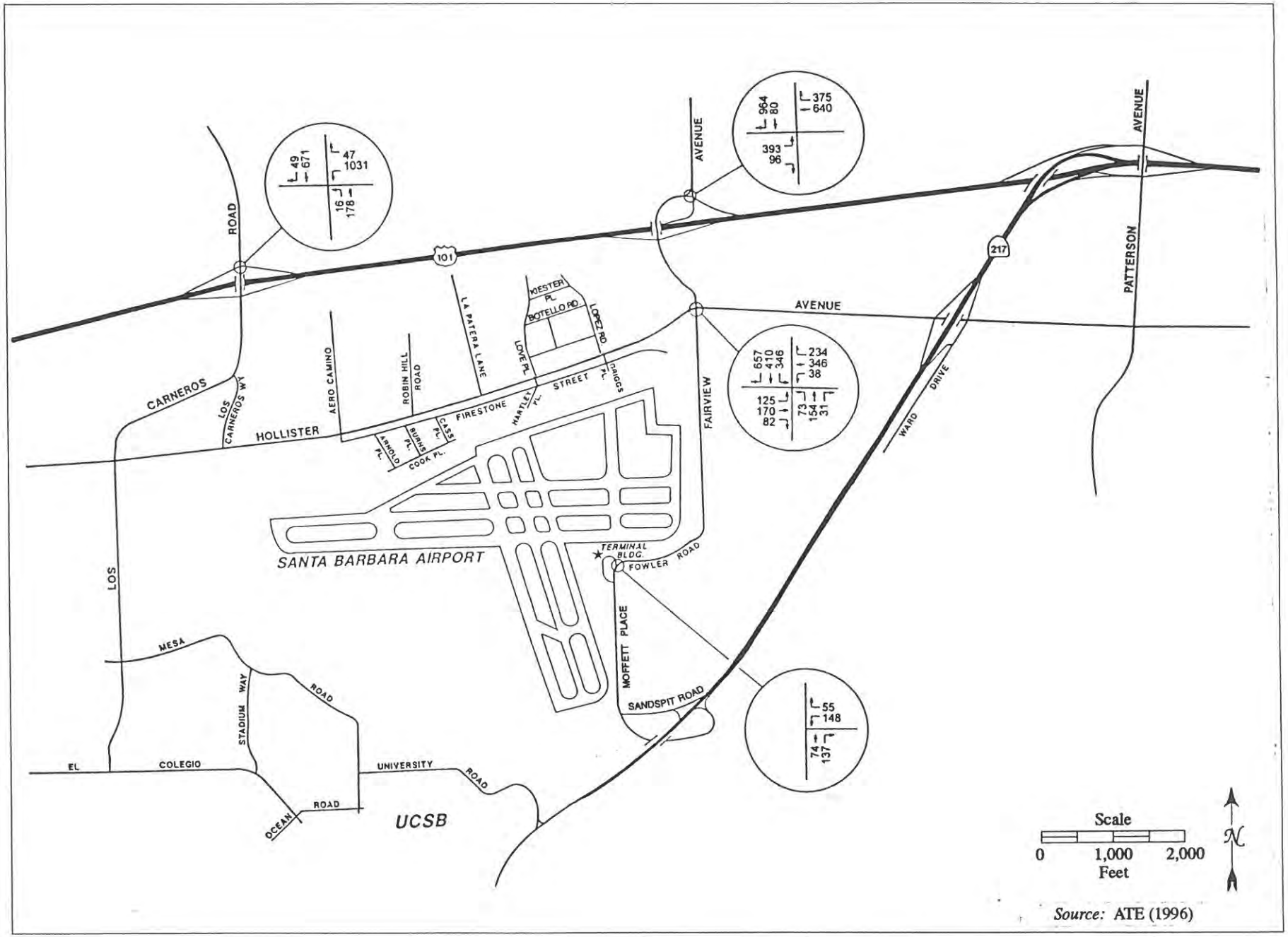
Notes: a. Existing level of service to be added at a later date. Improvements to intersection currently under construction.
b. V/C ratio not applicable. Level of service based on average vehicle delay measured in the field.

peak hour traffic volumes at these locations, while existing levels of service are shown in Tables 3.20-1 and 3.20-2. Fewer intersections were deemed to be critical by City and County staff during the A.M. peak hour period. Levels of service for the unsignalized intersections were calculated based on vehicle delays measured in the field. A brief discussion of the calculation procedures used to estimate the intersection levels of service as well as the calculation worksheets are contained in Appendix J.

The data presented in Tables 3.20-1 and 3.20-2 indicate that most of the study area intersections currently operate at acceptable levels of service during the peak hour periods. However, the Fairview Avenue/U.S. 101 southbound ramps and SR 217 southbound ramps/Hollister Avenue intersections currently operate in the LOS D range during the P.M. peak hour period.

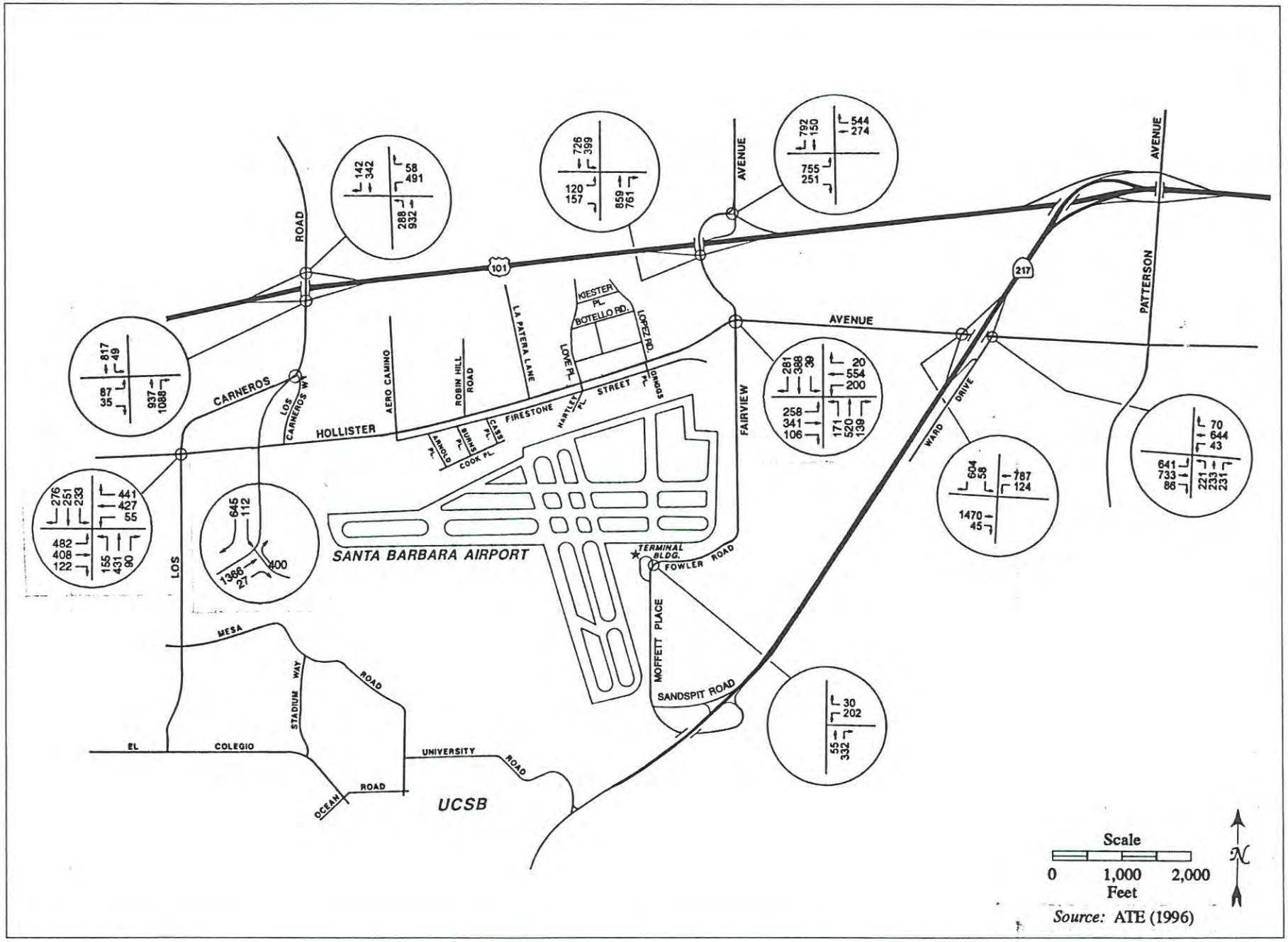
3.20.2 Environmental Consequences and Mitigation Measures

This section analyzes potential traffic and parking impacts associated with the Specific Plan, the Economic Development Alternative, and the No-Action Alternative. Impacts and mitigations for these scenarios are presented for two horizon years. The first scenario analyzes short-term traffic conditions, and the second analyzes long-term traffic conditions. The short-term scenario includes traffic volumes generated by development of the approved and pending projects located in the study area that have not been constructed. Short-term impacts are based on traffic that would be generated by developments anticipated for the first 5 years. Long-term baseline



Source: ATE (1996)

Figure 3.20-4. Existing A.M. Peak Hour Turning Movement Counts



Source: ATE (1996)

Figure 3.20-5. Existing P.M. Peak Hour Turning Movement Counts

traffic volumes are forecast using the County's traffic model, and project-generated traffic and parking impacts are presented assuming full buildout of the proposed Specific Plan or Economic Development Alternative.

Traffic and parking impacts associated with the proposed Specific Plan and Economic Development Alternative will primarily result from the intensification of land uses within the planning area. The following text discusses the impacts and mitigations of the proposed Specific Plan, the Economic Development Alternative, and the No-Action Alternative.

SIGNIFICANCE CRITERIA

The County of Santa Barbara's cumulative traffic environmental thresholds of significance were used to assess project-generated impacts for the proposed Specific Plan and the Economic Development Alternative. The cumulative threshold was used because the Specific Plan or Economic Development Alternative will be developed over an extended period and other projects will be developed in the area during that timeframe. Consistency with the intersection and roadway standards in the Goleta Community Plan is contained in section 4.

IMPACT CRITERIA

Because all of the intersections that may be impacted by the Specific Plan are in the County (in whole or in part), this EIR/EA bases its analysis on the County thresholds. The County has different thresholds for project-specific impacts and cumulative impacts.

For purposes of this document, the cumulative impact threshold is being used. This EIR/EA assesses the build-out potential of the Specific Plan and the Economic Development Alternative. The EIR/EA analyzes impacts at 5 years (short term) and at 15 years (long term). The impacts are based on projected conditions in 5 and 15 years. It is assumed that the Specific Plan would be built out at the end of the 15-year period.

Project-specific impact analysis is used when an individual project is proposed. As the individual projects proceed after Specific Plan adoption, they will be assessed against this threshold. Project-specific analysis will be based on the conditions existing at the time the project is proposed and will not be based on projected conditions at 5 and 15 years from the time of submittal.

Project-Specific Impact Thresholds

Impacts are considered significant if a project's traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at the levels outlined in Table 3.20-3 below.

Table 3.20-3
Significant Changes in Levels of Service that Result in a Significant Impact

Intersection Level of Service (Including Project)	*Increase in V/C or Trips Greater Than*
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 trips
LOS E	10 trips
LOS F	5 trips

Cumulative Impact Thresholds

Cumulative impacts are considered significant if a project's traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels but with cumulative traffic would degrade to or approach LOS D (V/C 0.81 or worse). Substantial is defined as a minimum change of 0.03 V/C for an intersection that would operate at 0.80 to 0.85, a change of 0.02 for an intersection that would operate from

0.86 to 0.90, and a change of 0.01 for an intersection that would operate at greater than 0.90.

PROPOSED SPECIFIC PLAN

Short-Term Traffic Impacts

Baseline Conditions. Baseline traffic conditions for the Short-Term scenario were developed by estimating the additional traffic that would be generated by approved and pending developments located in the Goleta Valley. Appendix D contains a listing of the approved and pending projects used in this analysis, which was taken directly from the Goleta Growth Management Ordinance EIR. The additional traffic associated with the Aviation Facilities Plan (passenger growth and T-hangars) was also included when formulating the short-term baseline traffic volumes. Figure J-1 in Appendix J shows the short-term baseline ADT volumes for the study-area roadways, while Figures J-2 and J-3 show the Short-Term baseline A.M. and P.M. peak hour traffic volumes at the study-area intersections.

Project Trip Generation. The additional traffic volumes associated with development within the Specific Plan scheduled for the first 5 years is shown below in Table 3.20-4. A worksheet contained in Appendix J provides detailed trip generation estimates for each sub-area within the Specific Plan. These estimates were calculated using rates contained in the Institute of Transportation Engineers (ITE) trip generation manual (ITE 1991). Figure J-4 in Appendix J depicts the sub-areas.

The data presented in Table 3.20-4 indicate that the Specific Plan is forecast to generate 3,633 ADT, 41 A.M. and 324 P.M. peak hour trips during the first 5 years of development.

Project Trip Distribution. The trips that would be generated by buildout of the Specific Plan were distributed to the study-area roadways and intersections according to the percentages shown in Figure J-5. These distribution percentages were developed utilizing data contained in existing traffic studies, the Goleta traffic model, machine traffic count information, intersection turning movement count data, as well as a general knowledge of the population, employment, and commercial centers in the Goleta Valley area. Figure J-6 in Appendix J shows the assignment of daily traffic to the study-area roadways, while Figures J-7 and J-8 show the assignment of A.M. and P.M. peak hour traffic at the study-area intersections.

Table 3.20-4
Specific Plan Short-Term Trip Generation Estimates

Sub-Area	*ADT*	*A.M. PHT*	*P.M. PHT*
1	550	-15	11
2	1,380	30	122
3	241	32	34
4	1,462	4	157
Total	**3,633**	**41**	**324**

Intersection Impacts. Tables 3.20-5 and 3.20-6 list the Short-Term and Short-Term + Specific Plan levels of service for the critical study-area intersections, along with the significance of project-generated impacts based on County Threshold C (V/C 0.80). Worksheets illustrating the traffic volumes and level of service calculations are provided in Appendix J for reference. The level of service forecasts for the Fairview Avenue/U.S. Highway 101 southbound ramps and Fairview Avenue/Hollister Avenue intersections assume completion of the funded improvement projects scheduled and underway for 1996.

As shown in Table 3.20-6, several of the critical intersections in the study-area are forecast to operate poorly (LOS D or worse) during the P.M. peak hour under short-term traffic conditions. **The additional traffic associated with the Specific Plan would significantly impact the following intersections during the P.M. peak hour based on the County's thresholds:**

Table 3.20-5
Specific Plan Short-Term A.M. Peak Hour Levels of Service

Intersection	V/C Ratio/LOS		Project-Added	
	Short-Term Baseline	*Short-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.76/C	0.76/C	0.00 [b]	No
Fairview Ave./U.S. 101 NB Ramps	0.68/B	0.69/B	0.01	No
Fairview Ave./Hollister Ave. [a]	0.44/A	0.44/A	0.00 [b]	No

Note: a. LOS assumes completion of funded improvement project scheduled for 1996.
b. The change in LOS is less than 0.005, which rounds to 0.00.

Table 3.20-6
Specific Plan Short-Term P.M. Peak Hour Levels of Service

Intersection	V/C Ratio/LOS		Project-Added	
	Short-Term Baseline	*Short-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.72/C	0.73/C	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	0.97/E	0.98/E	0.01	**Yes**
Los Carneros Rd./Los Carneros Way [a]	NA/B	NA/B	NA	No
Los Carneros Rd./Hollister Ave.	0.84/D	0.84/D	0.01	No
Fairview Ave./U.S. 101 NB Ramps	0.70/B	0.70/B	0.00 [c]	No
Fairview Ave./U.S. 101 SB Ramps [b]	0.57/A	0.57/A	0.00 [c]	No
Fairview Ave./Hollister Ave. [b]	0.70/B	0.73/C	0.03	No
SR 217 SB Ramps/Hollister Ave.	0.91/E	0.92/E	0.01	**Yes**
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.77/C	0.78/C	0.01	No

Note: a. V/C ratio not applicable – yield controlled intersection.
b. LOS assumes completion of funded improvement project scheduled for 1996.
c. The change in LOS is less than 0.005, which rounds out to 0.00.

- **Los Carneros Road/U.S. 101 Southbound Ramps**
- **SR 217 Southbound Ramps/Hollister Avenue**

Long-Term Traffic Impacts

Baseline Conditions. Baseline traffic conditions for the Long-Term scenario were forecast using information obtained from the County's traffic model, a computer traffic model initially developed in conjunction with the Goleta Community Plan Update. Traffic associated with anticipated development within the Aviation Facilities Plan (passenger growth and T-hangars) was also included in the long-term baseline traffic volume forecasts for the Specific Plan. Because the County's traffic model is a P.M. peak hour model, A.M. peak hour volumes are not provided. Figure J-9 in Appendix J shows the long-term baseline ADT volumes, while Figure J-10 shows the long-term baseline P.M. peak hour traffic volumes at the study-area intersections.

Project Trip Generation. Table 3.20-7 summarizes the long-term trip generation estimates for the Specific Plan (representing buildout of the planning area), based on rates contained in the ITE trip generation manual. A worksheet contained in Appendix J provides detailed trip generation estimates for buildout of each sub-

Table 3.20-7
Specific Plan Long-Term Trip Generation Estimates

Sub-Area	*ADT*	*A.M. PHT*	*P.M. PHT*
1	1,878	-13	115
2	2,860	67	255
3	405	54	57
4	1,462	4	157
Total	**6,605**	**112**	**584**

area within the Specific Plan. See Figure J-4 in Appendix J for locations of subareas.

The data presented in Table 3.20-7 indicate that buildout of the Specific Plan is expected to generate 6,605 ADT, 112 A.M. and 584 P.M. peak hour trips.

Project Trip Distribution. The trips that would be generated by buildout of the Specific Plan were distributed to the study-area roadways and intersections according to the percentages shown in Figure J-5 in Appendix J. Figure J-11 shows the assignment of daily traffic to the study-area roadways, while Figure J-12 shows the assignment of P.M. traffic at the study-area intersections.

Intersection Impacts. Table 3.20-8 lists the Long-Term and Long-Term + Specific Plan P.M. peak hour levels of service for the critical study-area intersections, along with the significance of project-generated impacts based on County Threshold D. Worksheets illustrating the traffic volumes and level of service calculations are provided in Appendix J for reference.

As shown in Table 3.20-8, several of the critical intersections in the study-area are forecast to operate poorly (LOS D or worse) during the P.M. peak hour under long-term traffic conditions. **The additional traffic associated with the Specific Plan would significantly impact the following intersections during the P.M. peak hour based on the County Threshold:**

- **Los Carneros Rd/U.S. 101 southbound ramps**
- **Los Carneros Rd/Hollister Avenue**
- **Fairview Ave./U.S. 101 northbound ramps**
- **Fairview Ave./Hollister Avenue**
- **SR 217 southbound ramps/Hollister Avenue**

On-Site Vehicular Circulation

A modified grid street system currently serves the existing land uses within the Specific Plan area located north of Hollister Avenue, with access to the Specific Plan land uses located south of Hollister Avenue provided via Firestone Road. For the most part, the major elements of the existing roadway network remain

Table 3.20-8
Specific Plan Long-Term P.M. Peak Hour Levels of Service

	V/C RATIO / LOS		PROJECT-ADDED	
Intersection	*Long-Term Baseline*	*Long-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.65/B	0.67/B	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	1.04/F	1.06/F	0.02	**Yes**
Los Carneros Rd./Hollister Ave.	1.02/F	1.03/F	0.01	**Yes**
Fairview Ave./U.S. 101 NB Ramps	0.83/D	0.87/D	0.04	**Yes**
Fairview Ave./U.S. 101 SB Ramps [a]	0.83/D	0.84/D	0.01	No
Fairview Ave./Hollister Ave. [a]	1.00/E	1.06/F	0.06	**Yes**
SR 217 SB Ramps/Hollister Ave.	1.06/E	1.07/E	0.01	**Yes**
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.84/D	0.86/D	0.02	No

Note: a. LOS assumes completion of funded improvement project scheduled for 1996.

unchanged with the proposed Specific Plan. However, all streets are planned to be reconstructed to provide curb and gutter drainage, as well as pedestrian sidewalk facilities and parking.

As shown in Figure 2-6, the major improvements north of Hollister Avenue include the following:

1. The proposed relocation of Kiester Place approximately 150 feet north of its existing location. This would allow the roadway to serve open yard uses on both sides of the road.

2. Construction of a new east-west roadway, B Street, north of Hollister Avenue. This road would provide service and access to the future commercial uses proposed between B Street and Hollister Avenue.

3. Construction of a new north-south roadway, A Street, between David Love Place and Lopez Road. This road would provide service and access to the future industrial uses proposed in this area of the Specific Plan.

The major improvements south of Hollister Avenue include:

1. The abandonment of Cass Place. This would allow for the development of the future Air Cargo facility and/or FBO.

2. Improving the intersection of Aero Camino and Firestone Road. This would involve restriping this signalized intersection and adding curb and gutter.

3. The abandonment and relocation of Hartley Place. This improvement is proposed to correct an existing problem of right-of-way determination due to the existing street configuration and location of existing stop signs on Firestone Road. Since the new fire station is located adjacent to this existing roadway, this access must be well defined. Hartley Place would be abandoned and reconstructed approximately 100-150 feet to the east to align with David Love Place.

4. Improving the intersection of Griggs Road and Firestone Road. The plan calls for further traffic engineering studies to determine the configuration and control (possible signalization) for this location. Improvements are necessary to remedy a queuing problem (there is currently no space for cars to stack at the intersection without blocking Firestone Road). Firestone Road will likely require relocation to the south to provide for adequate queuing and access. Peak hour warrants show that installation of traffic signals at the Hollister/Griggs intersection may be required, depending upon the land uses and street system ultimately developed within the Specific Plan. These signals would require interconnection with the Hollister Avenue signal system in order to provide traffic progression on Hollister Avenue.

The improvements planned to serve the Specific Plan would improve access and circulation within the planning area. As mentioned above, the major elements of the existing roadway network would remain unchanged with the proposed plan, but all streets would be reconstructed to provide curb and gutter drainage. The Specific Plan shows the reconstructed streets with proposed widths of 32 and 36 feet.

Bicycle Circulation

Existing bicycle facilities located adjacent to the Specific Plan area include Class II (separated on-street) facilities on Hollister Avenue between Los Carneros Road and Aero Camino, and Class III facilities on Hollister Avenue between Aero Camino and Fairview Avenue (definitions of Class I, II, and III facilities are provided in Appendix J). To facilitate bicycle travel, the Specific Plan includes a

bikeway plan (see Figure 2-7), which is consistent with the County's GTIP. The two Class I bikeways identified in the GTIP for this area have been incorporated into the Specific Plan bikeway element. A Class I path may be provided along the south side of Hollister Avenue between Los Carneros Road and Fairview Avenue. However, if not feasible due to right-of-way constraints, a Class II or III facility will be used. A Class I path would also be provided along the Southern Pacific Railroad within the Specific Plan area north of Hollister Avenue. This route would also extend southeasterly within the planning area and connect to the Class I facility planned for the segment of Fairview Avenue south of Hollister Avenue. The bicycle facilities planned within the Specific Plan area would provide for bicycle circulation within the planning area, as well as interface with the system planned off-site, resulting in an alternative means of transportation to access and travel within the planning area.

Intercity Rail

Santa Barbara County supports the concept of placing a train station in Goleta (Goleta Community Plan Action CIRC-GV-2.6). A draft Project Study Report was issued by Caltrans in July 1994 identifying several sites for the station, including the La Patera site located near the northern portion of the Specific Plan. According to the County's Goleta Transportation Improvement Plan, however, the preferred site for a train station is the Aero Camino/Los Carneros site located to the west of the Specific Plan. This site is preferred due to its proximity to the industrial research parks and UCSB. Nevertheless, if the La Patera site were chosen in the future, the land use plan for the northern portion of the Specific Plan would accommodate the train station.

Parking Requirements

Additional parking supplies would be required to accommodate new development within the Specific Plan area. The Specific Plan area includes several policies to ensure that sufficient parking is provided within the planning area.

Policy P1 states: "Provide for sufficient parking to serve businesses of the Airport Specific Plan area."

Policy P2 states: "Provide for efficient parking by allowing shared parking for complementary uses and other appropriate measures."

The Specific Plan shows several central parking areas where adjacent buildings can share the proposed lots. According to Chapter 29.90 of the City Zoning Ordinance, one parking space is required for each 200 square feet of gross floor area within the A-C Zone and one parking space is required for each 500 square feet of gross floor area within the A-I and A-F Zones. Application of these standards could, however, result in excess parking supplies – given the uses envisioned within the planning area – and thus the Specific Plan includes Policies P1 and P2.

Due to the mix of land use types envisioned for the planning area, the total number of parking spaces required may be less than the sum of the demand for the individual uses and the opportunity for neighboring uses to share adjacent parking supplies exists. This concept, known as "shared parking," reflects the opportunity to use the same pool of parking created when the parking demands of neighboring uses have different peaking characteristics. For example, a theater and office can share parking resources, since theater parking demands typically peak during evening periods while the office parking demands peak during the 8:00 A.M. to 5:00 P.M. working day.

Thus, Policies P1 and P2 should be closely adhered to as the Specific Plan lands uses are finalized and developed in the future. Table 3.20-9 shows the parking requirements of the

Table 3.20-9 Specific Plan Parking Requirement Recommendations

Use	Number of spaces per 1,000 sq.ft. (or as noted)			
	ITE Manual[a]	*City Zoning Ordinance (Chapter 28.90)*	*Airport Zoning Ord. (Chapter 29.90)*	*Recommendation*[b]
Industrial/Manufacturing:				
Light industrial	1.55	2[c]	2[d]	2[c]
Manufacturing	1.59	2[c]	2[d]	2[c]
Industrial Park	1.48	2[c]	2[d]	2[c]
Warehouse	0.5	0.5	0.2	0.5
Office:				
General Office	2.79	4[c]	2[d]	3[c]
Office Park	2.52	4[c]	2[d]	3[c]
Retail	4	4	5	4
Commercial Recreation:				
Miniature Golf	n/a	n/a	n/a	Case by case
Movie Theaters	0.26/seat	0.25/seat	5	0.25/seat
Restaurants:				
Fast food	n/a	10	5	10
Sit Down	n/a	4 or 1 sp/3 seats[e]	5	6
Aviation Facilities	n/a	4[f]	2	4[f]
Liquor Store/Convenience Market	n/a	3	5	3
Landscape Nursery	n/a	0.5, based on land area	2[f]	0.5, based on land area
Automobile Repair	n/a	g	2	h
Heavy Equipment Repair (including large trucks)	n/a	g	2	1/5,000 sf land area
Lumber Yard/Building Materials Storage	n/a	4[f]	2	1/5,000 sf land area
Other Open Yard Uses	n/a	4[f]	2	case by case

Notes: a. This column is based on Institute of Traffic Engineers Parking Demand Manual (1987) recommendations. "n/a" or Not Available is indicated wherever the ITE Manual either does not include an analysis of the category or the study sample is too small.

b. Parking requirement reductions will be considered for mixed use projects with complementary uses.

c. For buildings with 10,000 to 30,000 sq. ft, 90% of the required parking shall be required. For buildings with 30,001 to 50,000 sq. ft., 80% of the required parking shall be provided. For buildings in excess of 50,000 sq. ft., 70% of the required parking shall be provided.

d. Based on A-I and A-F Zones.

e. Whichever is the greater of the two requirements applies.

f. Parking requirement applies to retail and office space only.

g. As much paved area for outside parking and storage of vehicles as there is area for servicing vehicles.

h. Twice as much paved area for outside parking and storage of vehicles as there is area for servicing vehicles.

various land uses proposed within the planning area.

Construction Impacts

Construction traffic associated with developments within the Specific Plan could result in significant short-term traffic, circulation and parking impacts (e.g. reconstruction of roadways, demolition and reconstruction of buildings, construction of the theaters, etc.). Measures to mitigate these potential impacts are provided below.

ECONOMIC DEVELOPMENT ALTERNATIVE

Short-Term Traffic Impacts

Trip Generation. Traffic forecasts for developments that would occur during the first 5 years of the Economic Development Alternative are shown below in Table 3.20-10. A worksheet contained in Appendix J provides detailed trip generation estimates for this alternative.

The data presented in Table 3.20-10 indicate that the Economic Development Alternative is forecast to generate 4,478 ADT, 163 A.M. and 436 P.M. peak hour trips during the first 5 years of development. This represents 845 more ADT, 122 more A.M. peak hour trips, and 112 more P.M. peak hour trips than the proposed Specific Plan.

Table 3.20-10
Economic Development Alternative
Short-Term Trip Generation Estimates

Sub-Area	*ADT*	*A.M. PHT*	*P.M. PHT*
1	550	-15	11
2	2,225	142	234
3	241	32	34
4	1,462	4	157
TOTALS	4,478	163	436

Trip Distribution. The trips generated by the Economic Development Alternative in the Short-Term scenario were distributed to the study-area roadways and intersections using the same percentages as the Proposed Specific Plan (see Figure J-5). Figure J-13 in Appendix J shows the assignment of the Economic Development Alternative daily traffic to the study-area roadways, while Figures J-14 and J-15 show the assignment of the Economic Development Alternative A.M. and P.M. peak hour traffic at the study-area intersections, respectively.

Roadway Impacts. Roadway impacts are analyzed in Chapter 4.0 (Plans and Policies Analysis) using the Goleta Community Plan roadway criteria.

Intersection Impacts. Tables 3.20-11 and 3.20-12 list the Short-Term and Short-Term + Economic Development Alternative levels of service for the study-area intersections, along with the significance of project-traffic. Worksheets illustrating the traffic volumes and level of service calculations are provided in Appendix J for reference. The level of service forecasts for the Fairview Avenue/U.S. Highway 101 Southbound Ramps and Fairview Avenue/Hollister Avenue intersections assume completion of the funded improvement projects scheduled for 1996.

As shown in Table 3.20-12, several of the study-area intersections are forecast to operate poorly (LOS D or worse) during the P.M. peak hour under Short-Term traffic conditions. The analysis for the proposed Specific Plan found no significant impacts at the study-area intersections under Short-Term conditions. **However, the additional traffic associated with the Economic Development Alternative would significantly impact the following two intersections during the P.M. peak hour:**

- **Los Carneros Rd/U.S. 101 SB Ramps**
- **State Route 217 SB Ramps/Hollister Ave**

Table 3.20-11
Economic Development Alternative
Short-Term A.M. Peak Hour Levels of Service

	V/C Ratio/LOS		Alternative-Added	
Intersection	*Short-Term Baseline*	*Short-Term + Econ Dev Alt*	*V/C Ratio*	*Impact*
Los Carneros Rd/U.S. 101 NB Ramps	0.76/C	0.77/C	0.01	No
Fairview Ave/U.S. 101 NB Ramps	0.68/B	0.71/C	0.03	No
Fairview Ave/Hollister Ave[a]	0.44/A	0.45/A	0.01	No

Note: a. LOS assumes completion of funded improvement project scheduled for 1996.

Table 3.20-12
Economic Development Alternative
Short-Term P.M. Peak Hour Levels of Service

	V/C Ratio/LOS		Alternative-Added	
Intersection	*Short-Term Baseline*	*Short-Term + Econ Dev Alt*	*V/C Ratio*	*Impact*
Los Carneros Rd/U.S. 101 NB Ramps	0.72/C	0.74/C	0.02	No
Los Carneros Rd/U.S. 101 SB Ramps	0.97/E	0.99/E	0.02	**Yes**
Los Carneros Rd/Los Carneros Way[a]	NA/B	NA/B	NA	No
Los Carneros Rd/Hollister Ave	0.84/D	0.85/D	0.01	No
Fairview Ave/U.S. 101 NB Ramps	0.70/B	0.70/B	0.00	No
Fairview Ave/U.S. 101 SB Ramps[b]	0.57/A	0.58/A	0.01	No
Fairview Ave/Hollister Ave[b]	0.70/B	0.75/C	0.05	No
SR 217 SB Ramps/Hollister Ave	0.91/E	0.92/E	0.01	**Yes**
SR 217 NB Ramps/Hollister Ave/Ward Dr.	0.77/C	0.78/C	0.01	No

Notes: a. V/C ratio not applicable - yield controlled intersection.
b. LOS assumes completion of funded improvement project scheduled for 1996.

Long-Term Traffic Impacts

Trip Generation. Table 3.20-13 summarizes the long-term trip generation estimates for the Economic Development Alternative (representing full buildout of the planning area). A worksheet in Appendix J provides detailed trip generation estimates for buildout of the planning area under the Economic Development Alternative.

Table 3.20-13
Economic Development Alternative
Long-Term Trip Generation Estimates

Sub-Area	*ADT*	*A.M. PHT*	*P.M PHT*
1	1,878	-13	115
2	3,705	179	367
3	405	54	57
4	1,462	4	157
TOTALS	7,450	224	696

The data presented in Table 3.20-13 indicate that buildout of the Economic Development Alternative is expected to generate 7,450 ADT, 224 A.M. and 696 P.M. peak hour trips. This represents 845 more ADT, 122 more A.M. peak hour trips, and 112 more P.M. peak hour trips than would be generated in the long term by the Proposed Specific Plan.

Trip Distribution. The trips that would be generated by buildout of the Economic Development Alternative were distributed to the study-area roadways and intersections according to the same percentages used for the Proposed Specific Plan (see Figure J-5). Figure J-16 shows the assignment of Economic Development Alternative daily traffic to the study-area roadways, while Figure J-17 shows the assignment of Economic Development Alternative P.M. traffic at the study-area intersections.

Roadway Impacts. Roadway impacts are analyzed in Chapter 4.0 (Plans and Policies Analysis) using the Goleta Community Plan roadway criteria.

Intersection Impacts. Table 3.20-14 lists the Long-Term and Long-Term + Economic Development Alternative P.M. peak hour levels of service for the study-area intersections, along with the significance of project-generated impacts. Worksheets illustrating the traffic volumes and level of service calculations are provided in Appendix J for reference.

Table 3.20-14
Economic Development Alternative
Long-Term P.M. Peak Hour Levels of Service

	V/C/ RATIO/LOS		ALTERNATIVE ADDED	
Intersection	*Long-Term Baseline*	*Long-Term + Econ. Dev. Alt.*	*V/C Ratio*	*Impact*
Los Carneros Rd/U.S. 101 NB Ramps	0.65/B	0.67/B	0.02	No
Los Carneros Rd/U.S. 101 SB Ramps	**1.04/F**	**1.06/F**	**0.02**	**Yes**
Los Carneros Rd/Hollister Ave	**1.02/F**	**1.03/F**	**0.01**	**Yes**
Fairview Ave/U.S. 101 NB Ramps	**0.83/D**	**0.88/D**	**0.05**	**Yes**
Fairview Ave/U.S. 101 SB Ramps [a]	0.83/D	0.84/D	0.01	No
Fairview Ave/Hollister Ave [a]	**1.00/E**	**1.08/F**	**0.08**	**Yes**
SR 217 SB Ramps/Hollister Ave	**1.06/F**	**1.08/F**	**0.02**	**Yes**
SR 217 NB Ramps/Hollister Ave/Ward Dr.	**0.84/D**	**0.86/D**	**0.02**	**Yes**

Note: a. LOS assumes completion of funded improvement project scheduled for 1996.

As shown in Table 3.20-14, most of the study-area intersections are forecast to operate poorly (LOS D or worse) during the P.M. peak hour under Long-Term traffic conditions. **The Economic Development Alternative would significantly impact the following intersections based on County thresholds.**

- **Los Carneros Rd/U.S. 101 SB Ramps**
- **Los Carneros Rd/Hollister Ave**
- **Fairview Ave/U.S. 101 NB Ramps**
- **Fairview Ave/Hollister Ave**
- **State Route 217 SB Ramps/Hollister Ave**
- **State Route 217 NB Ramps/Hollister Ave/Ward Dr.**

The locations impacted by the Economic Development Alternative include the five intersections impacted by the Proposed Specific Plan plus the State Route 217 Northbound Ramps/Hollister Avenue intersection.

On-Site Vehicular Circulation

The additional 80,000 square feet of high tech-research facilities proposed under the Economic Development Alternative would generate additional traffic within the Specific Plan area north of Hollister Avenue. Although no changes to the proposed street system for the Specific Plan are envisioned at this time, the intensification of land uses may require some street system modifications. The additional traffic associated with the Economic Development Alternative during the first 5 years of development will also accelerate the need for traffic signal control and improvements at the intersection of Griggs Place and Firestone Road.

Parking Requirements

Additional parking supplies, over and above those required for the proposed Specific Plan, would be required to accommodate the Economic Development Alternative land uses. Policies P1 and P2 would address these parking needs. P1 states: "Provide for sufficient parking to serve businesses of the Airport Specific Plan area." P2 states: "Provide for efficient parking by allowing shared parking for complementary uses and other appropriate measures."

According to Chapter 29.90 of the City Zoning Ordinance, one parking space is required for each 200 square feet of gross floor area within the Specific Plan area. This requirement may be amended as part of the Specific Plan. So long as parking supply continues to meet or exceed parking demand, no significant parking impacts are expected to occur. The parking demand rate presented in the ITE parking generation manual for the research-development type buildings planned under the Economic Development Alternative is 2.8 parking spaces per 1,000 square feet of gross floor area (see Table 3.20-9).

Bicycle Circulation

The existing and proposed bicycle facilities located adjacent to the Specific Plan area would provide adequate bicycle access to the Specific Plan area under the Economic Development Alternative.

Construction Impacts

As with the proposed plan, construction traffic associated with development of the Economic Development Alternative could result in significant short-term traffic, circulation, and parking impacts (e.g., reconstruction of roadways, demolition and reconstruction of buildings, etc.).

No-Action Alternative

The No-Action Alternative would result in development of the Specific Plan lands under current zoning designations. Approximately 332,000 square feet of replaced and new building space would also be provided. Thus,

the same approximate square footages would be developed under the No-Action Alternative, but the Airport Commercial Use (A-C) would be reduced. It is estimated that development under the No-Action Alternative may generate slightly less traffic than the proposed Specific Plan (due to the reduction in Airport Commercial Uses and the fact that retail uses generate higher volumes than office type uses). However, because traffic volumes would only be slightly less, **development under the No-Action Alternative would significantly impact the same roadway and intersection facilities that the proposed Specific Plan would and the same mitigations would be required.**

MITIGATION MEASURES

Proposed Specific Plan

The impact analysis presented identified several potentially significant traffic and parking impacts associated with development of the Specific Plan. Substantial transportation-related improvements will be required to accommodate future cumulative land-use growth within the Goleta Valley. The text discusses improvements to mitigate these impacts to a level of insignificance. It is noted that several of these measures have been identified in the Goleta Transportation Improvement Plan (GTIP).

Although the Airport is located within City limits, the land uses developed within the Specific Plan will impact intersections located in the County and will, therefore, contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such a fair-share funding agreement. At the time of this writing, however, no specific funding mechanism has been defined and/or established.

Short-Term Mitigation Measures

Transportation Demand Management

3.20-1 Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

Intersection Mitigation Measures

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

Long-Term Mitigation Measures

Transportation Demand Management

3.20-1 Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new

developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

Intersection Mitigation Measures

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

3.20-4 At Los Carneros Road/Hollister Avenue, additional southbound and north bound left-turn lanes on Los Carneros Road and an additional left-turn lane on westbound Hollister Avenue shall be provided.

3.20-5 At Fairview Avenue and U.S. 101 Northbound ramps, the following improvements shall be provided: widen the off-ramp and provide an additional lane. The off-ramp approach shall contain one through lane, a shared through + right-turn lane, and one right-turn lane.

3.20-6 At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.

Mitigation Contributions

3.20-2 through 3.20-6: The traffic impact and mitigation analyses completed for the Specific Plan, as detailed in the previous sections, indicates that substantial transportation-related improvements will be required to accommodate future cumulative land-use growth within the Goleta Valley. Individual developments that are processed in this area by the County are required to pay traffic mitigation fees that are used, in part, to fund both local and regional transportation improvements. Although the Airport is located within City limits, the land uses developed within the Specific Plan will impact intersections located in the County. The City will contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such a fair-share funding agreement. At this writing, however, no specific funding mechanism has been defined and/or established.

Construction Mitigation Measures

3.20-7 The measures listed below are required to reduce short-term traffic during construction of major developments within the Specific Plan Area.

a. A construction conference shall be scheduled prior to the beginning of construction to discuss measures to reduce potential construction related impacts. Representatives from the City's Public Works Department, Building Division, Planning

Division, Airport, and Contractor shall be present. A representative from the County's Public Works Department should also be present.

b. Construction traffic shall be routed to minimize trips through the Fairview Avenue/Hollister Avenue intersection during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.

c. Construction truck trips shall not be scheduled during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.

d. On-site storage shall be provided for construction materials and equipment in a location subject to City approval.

e. Parking spaces for construction workers shall be provided in a location subject to City approval.

Residual Impacts

Implementation of the above recommended mitigations would reduce the Specific Plan's impacts to insignificant levels. Fairview/ Hollister Avenue would operate above the County's LOS C standard (V/C 0.80) under Long-Term + Specific Plan conditions. This residual impact would be generated by traffic associated with the Specific Plan in conjunction with traffic associated with other cumulative developments in the Goleta Valley.

ECONOMIC DEVELOPMENT ALTERNATIVE

The analysis identified several potentially significant traffic impacts associated with the Economic Development Alternative. The following text discusses improvements to mitigate these impacts. The mitigation measures included in this alternative are the same as those for the Specific Plan. However, because of the increased traffic generated by this alternative, their effectiveness in mitigating impacts is reduced.

Short-Term Mitigation Measures

Transportation Demand Management

3.20-1 Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

Intersection Mitigation Measures

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

Long-Term Mitigation Measures

Transportation Demand Management

3.20-1 Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

Intersection Mitigation Measures

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

3.20-4 At Los Carneros Road/Hollister Avenue, additional southbound and north bound left-turn lanes on Los Carneros Road and an additional left-turn lane on westbound Hollister Avenue shall be provided.

3.20-5 At Fairview Avenue and U.S. 101 Northbound ramps, the following improvements shall be provided: widen the off-ramp and provide an additional lane. The off-ramp approach shall contain one through lane, a shared through + right-turn lane, and one right-turn lane.

3.20-6 At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.

3.20-8 At SR 217 Northbound Ramps/Hollister Avenue/Ward Drive, the following improvement shall be provided: widen Ward Boulevard to provide an additional left- and right-turn lane.

Mitigation Contributions

3.20-2 through 3.20-6 and 3.20-3. As with the Proposed Specific Plan, mitigation of impacts associated with the Economic Development Alternative would require a fair-share contribution towards the County's local/regional improvements necessary to accommodate future traffic growth. Although City and County staff have met on several occasions to discuss the details of such a fair-share funding agreement, no specific funding mechanism has been defined and/or established at this time.

Construction Mitigation Measures

The same measures (3.20-7) discussed previously for the Proposed Specific Plan would be required to mitigate potential traffic, circulation and parking impacts during construction of major developments within the planning area under the Economic Development Alternative.

Residual Impacts

Implementation of the above recommended mitigations would reduce the Economic Development Alternative's impacts to insignificant levels at most locations. **Fairview Avenue/Hollister Avenue would operate above the County's LOS C standard (LOS D) under Long-Term + Economic Development Alternative conditions. This significant residual impact would be generated by traffic associated with the Economic Development Alternative in conjunction with traffic associated with other cumulative developments in the Goleta Valley.**

NO-ACTION ALTERNATIVE

The same mitigations as proposed for the proposed Specific Plan are required.

CUMULATIVE IMPACTS

Anticipated growth within the Goleta area surrounding the Airport was included in the Short-Term and Long-Term Traffic Analyses completed for the Specific Plan. **The results found significant cumulative impacts and mitigations are necessary.** The following Congestion Management Plan Analysis is also "cumulative" in nature and is required by state law.

Congestion Management Plan Analysis

Specific Plan

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) system. The following text presents the results of the CMP analysis completed for both the Aviation Facilities Plan and the Specific Plan pursuant to the guidelines set forth in the Congestion Management Program (SBCAG 1994).

Because development of the Aviation Facilities Plan and the Specific Plan would occur over an extended period, the CMP analysis is "cumulative" in nature. Pursuant to SBCAG guidelines, the following CMP analysis is based on the short-term traffic volume forecasts, which include traffic associated with existing and future (approved and pending) land uses located in the Goleta area.

CMP Thresholds

1. For any roadway or intersection operating at LOS A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following defines significant impacts.

Level of Service	*Project-Added Peak Hour Trips*
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following defines significant impacts.

Level of Service	*Project-Added Peak Hour Trips*
LOS D	100
LOS E	15
LOS F	50

Roadway Impacts

Table 3.20-15 lists the short-term roadway volumes and corresponding levels of service for the CMP roadways located in the vicinity of the Airport.

Table 3.20-15
CMP Roadway Volume and Level of Service Forecasts

		SHORT-TERM + PROJECT		SPECIFIC PLAN ADDED	
CMP Roadway	*Roadway Class*	*ADT*	*LOS*	*P.M. Peak Trips*	*Impact*
U.S. 101 west on Fairview Ave.	4-lane freeway	62,700	LOS C	58	No
U.S. 101 east on SR 217	6-lane freeway	111,100	LOS D	88	No
SR 217 south on Hollister Ave.	4-lane freeway	19,250	LOS A	0	No

As shown in Table 3.20-15, the Specific Plan would not impact the CMP roadway facilities located in the study area.

Intersection Impacts

Table 3.20-16 shows the short-term P.M. peak hour levels of service for the CMP intersections located in the vicinity of the Airport, along with the traffic addition forecasts for both the Aviation Facilities Plan and the Specific Plan.

The data presented in the table show that most of the intersections are forecast to operate at acceptable levels of service.

The Specific Plan would impact the following CMP locations, based on the CMP criteria outlined above:

- **Los Carneros Road/U.S. 101 southbound ramps**
- **Los Carneros Road/Hollister Avenue**
- **SR 217 southbound ramps/Hollister Avenue**

Mitigation Measures

No roadway mitigation measures are required.

The following measures for intersections would be required to mitigate the CMP impacts generated by the Specific Plan:

Intersection Mitigation Measures

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

Table 3.20-16
CMP Intersection Level of Service Forecasts

	P.M. PEAK HOUR V/C RATIO/LOS		
CMP Intersection	*Short-Term LOS*	*Specific Plan Added Trips*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramp	0.73/C	52	No
Los Carneros Rd./U.S. 101 SB Ramp	0.98/E	78	**Yes**
Los Carneros Rd./Hollister Ave.	0.84/D	72	**Yes**
Fairview Ave./U.S. 101 NB Ramp	0.70/B	83	No
Fairview Ave./U.S. 101 SB Ramp [a]	0.57/A	117	No
Fairview Ave./Hollister Ave. [b]	0.73/C	198	No
SR 217 SB Ramp/Hollister Ave.	0.92/E	49	**Yes**
SR 217 NB Ramp/Hollister Ave./Ward Dr.	0.78/C	49	No

Note: a. LOS assumes completion of funded improvements scheduled for 1996.
b. LOS assumes completion of funded improvements scheduled for 1996 (per deficiency plan).

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

3.20-6 At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.

ECONOMIC DEVELOPMENT ALTERNATIVE

The following text presents the results of the Congestion Management Program (CMP) analysis completed for the Economic Development Alternative.

Roadway Impacts

Roadway impacts are analyzed in Chapter 4.0 (Plans and Policies Analysis) using the Goleta Community Plan roadway criteria.

Intersection Impacts

Table 3.20-17 shows the Short-Term + Economic Development Alternative P.M. peak hour levels of service for the CMP intersections located in the vicinity of the Airport, along with the traffic addition forecasts for the Economic Development Alternative.

The data presented in the table show that most of the intersections are forecast to operate at acceptable levels of service.

As with the Proposed Specific Plan, the Economic Development Alternative would impact the following CMP locations, based on the CMP criteria outlined above:

- **Los Carneros Rd/U.S. 101 SB Ramps**
- **Los Carneros Rd/Hollister Ave**
- **State Route 217 SB Ramps/Hollister Ave**

Mitigation Measures

Intersection Mitigation Measures

The intersection measures recommended for the Proposed Specific Plan would also be required to mitigate the CMP impacts generated by the Economic Development Alternative. The following text summarizes those measures.

3.20-2 At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-3 At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.

3.20-6 At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.

Table 3.20-17
Economic Development Alternative
CMP Intersection Level of Service Forecasts

	P.M. Peak Hour V/C Ratio/LOS		
Intersection	*Short-Term + Econ Dev Alt*	*Econ Dev Alt Added Trips*	*Impact*
Los Carneros Rd/U.S. 101 NB Ramps	0.74/C	63	No
Los Carneros Rd/U.S. 101 SB Ramps	0.99/E	100	Yes
Los Carneros Rd/Hollister Ave	0.85/D	90	**Yes**
Fairview Ave/U.S. 101 NB Ramps	0.70/B	98	No
Fairview Ave/U.S. 101 SB Ramps[a]	0.58/A	162	No
Fairview Ave/Hollister Ave[a]	0.75/C	269	No
SR 217 SB Ramps/Hollister Ave	0.92/E	65	**Yes**
SR 217 NB Ramps/Hollister Ave	0.78/C	65	No

[a] LOS assumes completion of funded improvement project scheduled for 1996.

3.20.3 Residual Significant Impacts

With the incorporation into the proposed Specific Plan or the Economic Development Alternative of the mitigation measures discussed above, **all impacts will be reduced to a level of insignificance except for the one at the intersection of Hollister Avenue and Fairview Avenue. The impact there would be unavoidably significant. Even without the proposed Specific Plan or Economic Development Alternative, the future traffic baseline projected with all possible mitigations will result in an unavoidable significant impact at that intersection.**

3.21 OTHER CEQA CONCERNS

3.21.1 The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

The proposed Specific Plan and the Economic Development Alternative involve trade-offs between long-term productivity and short-term uses of the environment.

The proposed Specific Plan and Economic Development Alternative would provide the following benefits:

- Provide long-term financial stability for the Airport;
- Provide a long-range plan for development in the area;
- Ensure adequate land is available for aviation-dependent and aviation-related uses; and
- Contribute to economic development efforts on the South Coast.

The proposed Specific Plan or the Economic Development Alternative would allow the Airport to accommodate present and future demands. Either would also provide employment and income.

Implementation of the Specific Plan or the Economic Development Alternative would necessitate short-term use of the environment (construction, operation, and dismantling and salvage of some of the project components after the useful life of the projects). Potential environmental impacts associated with the construction and operation phases of the projects are discussed in Chapter 3.0.

In summary, the short-term use of the environment necessary for the proposed projects associated with either alternative is not expected to result in significant long-term adverse impacts on the productivity of the environment.

3.21.2 Irreversible and Irretrievable Commitments of Resources

Resources that are committed irreversibly and irretrievably are those that would be used by a project on a long-term or permanent basis. Irretrievable and irreversible commitments of natural resources that would result from the proposed Specific Plan or the Economic Development Alternative include direct consumption of fossil fuels for construction and to generate electricity for the buildings, materials used during construction and the manufacture of new equipment that cannot be recycled at the end of the project's useful lifetime, and energy required for the production of materials used in the new equipment. Given the relatively small scale of the development, these impacts would be adverse but not significant. Section 3.17 of this EIR/EA identifies the specific quantities of energy and natural resources that would be used by the proposed development.

3.21.3 Significant Long-Term Irreversible Change

As discussed in Chapter 3.0, most of the environmental impacts associated with the proposed projects under the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan would be insignificant and recovery from those impacts is expected to be rapid. There are only three potential significant long-term unavoidable environmental impacts. The full development of the Specific Plan would generate a net increase of approximately 662 additional tons of solid waste, and the Economic Development Alternative would generate a net increase of 822 tons of solid waste, exceeding the County significance thresholds of 196 tons. Vehicle emissions as-

sociated with operation of the Specific Plan, Economic Development Alternative, or the No-Action Alternative would exceed the County's daily threshold of 25 pounds per day for ROG and NO_x. Additional traffic from the proposed Specific Plan or Economic Development Alternative at the intersection of Hollister Avenue and Fairview Avenue would exacerbate an unavoidable adverse impact there. Future projected baseline levels of traffic without the proposed Specific Plan or Economic Development Alternative will also exceed significance thresholds and will not be avoidable with mitigations.

3.21.4 Growth Inducement

Growth-inducing concerns are those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction employment and permanent employment in support of the economy. The proposed Specific Plan or Economic Development Alternative could result in two types of growth-inducing impacts: (1) the creation of short- and long-term employment opportunities to draw newcomers to the region; and (2) the associated increase in affordable housing demand. The following is a summary taken from section 3.7, Socioeconomic Resources, of this EIR/EA. The lower numbers in ranges presented in this section are associated with the proposed Specific Plan, while the higher numbers are associated with the Economic Development Alternative.

SHORT-TERM EMPLOYMENT GENERATION

Development of the proposed plan would generate some short-term, direct, construction-related employment (584 to 655 man-years). It is anticipated that the development will occur over 15 years. The peak construction force would be 53 to 59 workers. The total indirect support jobs that would be created during the construction period is 345 to 386 workers. The construction phases for the development would require a limited labor force due to the relatively short-term nature of construction employment. Given the ample supply of construction workers in the local work force, it is likely that most of these workers would come from within the South Coast area. In addition, since 1990, the unemployment rate in Santa Barbara County is considerably higher (particularly in the construction fields). Therefore, given the high availability of local workers, the proposed projects would not be considered to be particularly growth inducing from a short-term perspective.

LONG-TERM EMPLOYMENT GENERATION/ POPULATION GENERATION AND HOUSING REQUIREMENTS

It has been estimated that the long-term employment increase associated with all the proposed development would result in 642 to 932 new jobs. Of this number of new jobs, it is estimated that 173 to 251 workers will in-migrate from outside the region. These new employees will bring families with them, increasing the region's population by 462 to 670 people. It is further estimated that these in-migrants will create a demand for 46 to 67 additional affordable housing units in the region. See section 3.7 for a more complete discussion.

4.0 PLANS AND POLICIES ANALYSIS

The following narrative provides a summary discussion and evaluation of the relevant City, County, Regional, and State plans and policies that guide development at the Airport and its immediate vicinity. Because the Airport is separate from the rest of the City of Santa Barbara and is surrounded by unincorporated land subject to County plans and policies, those County policies that are directly relevant to development of the Airport area or address impacts that could occur outside Airport boundaries have been included for consideration in this document. Regional plans addressing air quality, transportation, and hazardous materials disposal have been included, as well. Additionally, the Airport is adjacent to the University of California, Santa Barbara, which has policies directly related to development in Goleta Slough. Since part of the Specific Plan Area is in the Coastal Zone, relevant portions of the Coastal Act and Local Coastal Plan also have been included.

The analysis assumes that if the Specific Plan or a component of the Plan is consistent with all relevant policies within an overall goal of a plan, it is also consistent with the goal. Therefore, no analysis of project consistency with goals has been presented. Policies are presented in italics and are followed by a determination of the project's potential consistency with the quoted policy. A final determination of consistency or inconsistency will be made by the Planning Commission and the City Council; therefore, the reader is cautioned that the discussion is intended to serve only as a preliminary interpretation of consistency or inconsistency. Unless specifically indicated, it is to be assumed that the following discussion applies to both the proposed Specific Plan and the Economic Development Alternative.

4.1 SANTA BARBARA CITY PLANS AND POLICIES

4.1.1 Santa Barbara City Charter

CHARTER SECTION 1506. BUILDING HEIGHTS. LIMITATIONS

It is hereby declared the policy of the City that high buildings are inimical to the basic residential and historical character of the City. Building heights are limited to 30 feet in areas zoned for single-family and two-family residences; are limited to 45 feet in areas zoned for residences of three (3) or more families, for hotel, motel and office use; are limited to 60 feet in areas zoned for industrial, manufacturing and other commercial uses; and 30 feet for all other zones. The Council may, by ordinance, set limits of heights less than these maximums. The Council may, by ordinance, set up reasonable methods of measuring heights set forth in this section. (Approved by election held November 7, 1972.)

Most buildings in the Specific Plan area would be consistent with the limitations identified in this regulation. However, facilities for tall aircraft (e.g., hangars and maintenance buildings) that are allowed in the A-F (Airport Facilities Zone) may exceed the 60-foot limit, depending upon how building height is defined. Since these facilities are located within Airport boundaries and are typical of structures found at airports and because they are well removed from the rest of the City of Santa Barbara, the proposed development would not violate the spirit of this regulation. It might, however, be necessary to amend the building height definition for aircraft hangars in order for the project to be **potentially consistent** with this Charter provision.

CHARTER SECTION 1507. GENERAL PLAN AND ZONING ORDINANCE AMENDMENTS LIMITATIONS

It is hereby declared to be the policy of the City that its land development shall not exceed its public services and physical and natural resources. These include, but are not limited to, water, air quality, wastewater treatment capacity, and traffic and transportation capacity. All land use policies shall provide for a level and balance of residential and commercial development that will effectively utilize, but will not exhaust, the City's resources in the foreseeable future. In making land use decisions, the City shall be guided by the policies set forth in this section. In furtherance of these policies, no amendments to the City's General Plan and Zoning Ordinance shall be effective unless approved by five (5) affirmative votes of the City Council. Upon such approval, General Plan and Zoning Ordinance amendments shall be conclusively presumed to comply with the policies set forth herein. (Approved by election held November 2, 1982.)

The Initial Study (included as Appendix A) found that the proposed project would not exceed the capacities of public services, including police and fire protection, sewers, drainage systems, public parks and recreational facilities, and wastewater treatment capacity; nor would the available water supply be exceeded. The project would create adverse impacts associated with hazardous materials, floodplains, cultural resources, and biological resources, but these could be effectively minimized through use of mitigation measures identified in this EIR/EA. The project would create significant unavoidable impacts associated with traffic/transportation capacity; the Fairview/Hollister Avenue intersection would operate above the County's LOS C standard (LOS D) under Long-Term + Specific Plan conditions. Because this impact is outside of the City limits and out of City control, there is no policy inconsistency, per se. (Consistency with the County's policies is addressed in section 4.2.2.) The City recognizes, however, that it must assist in mitigating potential impacts to the extent reasonable. Additionally, the project would generate a net increase of approximately 662 to 822 tons of solid waste to be disposed of at the Tajiguas Landfill. This is considered an unavoidable adverse impact of the project, exceeding the City's thresholds for solid waste disposal. The project would also result in an unavoidable exceedance of the County's thresholds for NO_x and ROG. These impacts would be **potentially inconsistent** with the above policy.

CHARTER SECTION 1508. NONRESIDENTIAL GROWTH LIMITATIONS

In furtherance of the policy stated in Section 1507, and to assure that nonresidential development does not exceed the City's water resources, traffic capacity, and affordable housing supply, the City Council shall place the following limits on nonresidential development through adoption of General Plan amendments and subsequent adoption of ordinances and resolutions which are consistent with the General Plan amendments (collectively referred to as "growth limitations" in this section). The growth limitations shall reduce nonresidential development from the existing General Plan potential of one hundred, sixteen million (116,000,000) square feet and restrict it to no more than three million (3,000,000) square feet over the next twenty (20) years, commencing January 1, 1990. If the growth limitation ordinances and resolutions have not been adopted by January 1, 1993, no further projects shall be approved until after said ordinances and resolutions are adopted.

a. Limitations on New Development. The growth limitations shall restrict nonresidential development (including pending and approved projects) over the next twenty (20) years to no more than three million (3,000,000) square feet above the October 1988 baseline condition. This allowable square footage shall be allocated as follows:

Category	*Square Footage*
Approved Projects	*900,000*
Pending Projects	*700,000*
Vacant Property	*500,000*
Small Additions	*600,000*
Community Priorities	*300,000*
TOTAL:	*3,000,000*

This limitation shall be implemented by zoning ordinance amendments, parcel rezoning, a project evaluation system, a floor area ratio ordinance and other appropriate means to reduce or restrict the zoning to allow a maximum of three million (3,000,000) additional square feet above the October, 1988, baseline condition at full buildout. Small additions will be limited to no more than thirty thousand (30,000) square feet annually.

Notwithstanding the development restrictions established above, the City Council may approve nonresidential development projects determined by the Council to promote Economic Development. The total square footage of all Economic Development projects shall not exceed the total square footage of those "Approved" or "Pending" projects which have expired and any accrued and unused development square footage from the annual allotments in the "Small Additions" category. This paragraph shall be implemented by an ordinance which defines the term "Economic Development." Nothing herein shall be deemed to authorize the approval of nonresidential development totaling in excess of three (3) million square feet above the October, 1988 baseline condition nor to extend the term of this Charter Section 1508 beyond December 31, 2009.

b. Traffic, Water and Affordable Housing Resources. The growth limitations shall provide that a new or pending nonresidential project may be constructed only if it will not cause a significant and unmitigated adverse impact on any of the following:

1. *The City's water resources.*
2. *Traffic within the City.*
3. *The supply of affordable housing in the City and South Coast area.*

A finding shall be made that resources will be available and traffic improvements will be in place at the time the project is ready for occupancy.

c. Community Priority Projects. Community Priority Projects are those which are found by the City Council as necessary to meet present or projected needs directly related to public health, safety or general welfare. Such projects shall not be subject to the provisions of Subsection (b).

d. Interim Limitations. The City Council shall adopt, on an interim basis, ordinances and resolutions adequate to limit nonresidential development until such time as the growth limitations required by this section are adopted. No projects shall be approved between the effective date of this Charter section and the date these interim measures are effective. At such time as the growth limitations ordinances and resolutions required in (a), (b), and (c) above are in effect, this section (d) shall be deemed repealed. The interim measures shall:

3. *Prohibit nonresidential development which, if approved, would prejudice the City's ability to comply with this section.*
4. *Prohibit approval of a pending project if it will cause either an unavoidable and unmitigated significant adverse environmental effect, or an adverse effect on traffic in violation of adopted City policies as set forth in the Circulation Element and other applicable ordinances and resolutions. This policy does not apply in the event that a project's only significant environmental effect is a cumulative effect on air quality.*
5. *Prohibit the conversion of residential units to nonresidential uses within the R-4 zone and all nonresidential zones. Prohibit demolition of any residential unit in any*

nonresidential zone unless it will be replaced on site with an affordable unit.

6. *Require that any nonresidential project on vacant land not exceed a floor area ratio of 0.25.*

7. *Allow Community Priority Projects to proceed, notwithstanding paragraphs 1 through 4 of this Subsection (d), provided the City Council finds that the project is needed to satisfy a present or projected need directly related to public health, safety or general welfare.*

e. *Definitions. A minor addition of one thousand (1,000) square feet or less shall not be considered a project under this section. Hotel rooms replaced on a room-for-room basis shall not be considered a project under this section. A "general welfare project" is defined as a project which has a broad public benefit (for example: museums, childcare facilities, or community centers), and which is not principally operated for private profit. The remaining terms used in this section shall be defined by ordinance. (Amendment approved by election held November 7, 1995; effective December 12, 1995.)*

The proposed Specific Plan would result in a total of 332,000 square feet of development. Of this, 172,000 square feet would result from the replacement of existing buildings and 160,000 square feet would comprise new footage. This new square footage would be **potentially consistent** with Charter Section 1508 requirements and includes 100,000 square feet that were specifically allocated for Airport development under Measure E. Calculations that enter into this number are shown in Table 4.1-1. The remaining 60,000 square feet would come from two sources: (1) 15,000 square feet has been demolished since the adoption of Measure E in 1989; and (2) 45,000 square feet would come from the Small Additions category, assuming one Small Addition annually for the remaining 15-year life of the Charter Section and the Specific Plan.

The Economic Development Alternative would add 80,000 square feet of high technology research and development or light industrial use in addition to the 332,000 square feet included as part of the proposed Specific Plan. This square footage is available under the above provisions for a nonresidential project intended to promote Economic Development. Thus, the square footage associated with the Economic Development Alternative would be **potentially consistent** with Charter Section 1508 requirements.

The Initial Study determined that adequate water supply is available for the project; thus, it would not cause significant or unmitigated impacts on the City's water resources.

It is estimated that approximately 173 workers would in-migrate to Santa Barbara area as a result of the proposed Specific Plan. Approximately 64 of the inmigrating personnel are projected to comprise low or moderate income households. These households are expected to generate a demand for 46 units of affordable housing, including approximately 18 units in the City of Santa Barbara, 12 units in Goleta, 12 units in other parts of Santa Barbara County, and 4 units outside of Santa Barbara County. This in-migration could be spread over a period of 5 to 15 years, and it is anticipated that sufficient housing will be available for these employees.

The Economic Development Alternative would result in the in-migration of an additional 78 workers, 29 of which are expected to comprise low or moderate income households. These households are expected to generate a demand for 21 more units of affordable housing than for the proposed Specific Plan, including approximately 8 units in the City of Santa Barbara, 6 units in Goleta, 5 units in other parts of Santa Barbara County, and 2 units outside of Santa Barbara County. As described for the proposed Specific Plan, this in-migration would occur over a period of years,

Table 4.1-1
Square Footage Available and Expected Need for the Specific Plan

Net Square Footage Available for New Buildings	
Demolition since adoption of Charter Section 1508	15,000 sf
Average of one small addition (3,000 sf) per year (x 15 years) [1]	+ 45,000 sf
Estimate of square footage available for vacant land under Measure E	+ 100,000 sf
Subtotal available	**160,000 sf**
Demolition planned in Specific Plan area [2]	+ 172,000 sf
Total square footage available	**332,000 sf**
Net Square Footage Expected to be Needed for New Buildings [3]	
(Note: The square feet are approximations and may vary although the total will not exceed 332,000 square feet)	
Subarea 1	+ 100,000 sf
Subarea 2	+ 102,000 sf
Subarea 3	+ 110,000 sf
Subarea 4	+ 20,000 sf
Total square footage needed for the Specific Plan area	**332,000 sf**

Notes: 1. There are 62 "parcels" on Airport property. Charter Section 1508 allows up to one small addition of 3,000 sf per parcel with an existing structure as of November 1989 and restricts square footage to no more than 30,000 sf/year in the small additions category (62 x 3,000 sf). Therefore, an average of one small addition per year is assumed over the 15 years of the Specific Plan. Theoretically, 186,000 additional square feet are possible under the small additions category.

2. A detailed discussion and breakdown of buildings to be removed within the Specific Plan area is provided in Chapter VII.

3. Feasibility analysis only – estimations of square footage allocations to subareas only (see note above).

and adequate housing supplies are expected to be available.

The project alternatives are **potentially consistent** with this policy with reference to housing and water supply.

The project would not adversely impact traffic within the City since the project is physically located within Goleta and thus would be **potentially consistent** with Charter Section 1508. The project would cause no unmitigable impacts to traffic within the County during the first five years of operation. Long-term operations in combination with traffic from projected development would, however, cause a significant unavoidable impact at the Fairview/Hollister Avenue intersection. Thus, for the last ten years of the project, it would be **potentially inconsistent** with the transportation policies of the Goleta Community Plan (GCP) (see the discussion in Section 4.2.2). The project would increase traffic along Fairview Avenue north of Hollister Avenue by about 6.5 percent, and the City recognizes the need to contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such fair-share agreement, although no specific funding mechanism has yet been established.

The project would create a significant, unmitigable impact to solid waste disposal and air quality, as described under Charter Section 1507.

4.1.2 Santa Barbara City General Plan

4.1.2.1 LAND USE ELEMENT

Policy 1.1: *A nonresidential growth cap from 1990 until 2010 of three (3) million square feet has been established. Any development carried out under the Growth Cap shall be contingent upon the availability of resources. The three (3) million square feet of nonresidential development potential shall be allocated to the following five (5) categories:*

Category	*Square footage*
Approved Projects	*900,000*
Pending Projects	*700,000*
Vacant Property	*500,000*
Small Addition	*600,000*
Community Priorities	*300,000*
Minor Additions	*Exempt*

The project would be **potentially consistent** with this policy for the reasons outlined under Charter Section 1508 above.

Policy 1.3: *Any new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated adverse impact on any of the following:*

The City's water resources.

Traffic within the City.

The supply of affordable housing in the City and South Coast area.

A finding shall be made that resources will be available and traffic improvements will be in place at the time the project is ready for occupancy.

No significant impacts on the City's water resources or the supply of affordable housing were identified. The Initial Study determined that adequate water supply will be available at the time the project is ready for occupancy. As described under Charter Section 1508, adequate housing resources are available, as well. The project would not cause significant impacts to traffic within the City, since it is physically surrounded by County roads; therefore, the project is **potentially consistent** with this policy. During the last 10 years of operations, the project in combination with cumulative development in the area would, however, create significant impacts at certain intersections within the County. Impacts could be mitigated to insignificance at three intersections: Los Carneros Road/U.S. 101 northbound ramps, Fairview Avenue/U.S. 101 southbound ramps, and the SR 217 northbound ramps/Hollister Avenue intersection (Economic Development Alternative only). Impacts could not be mitigated to insignificance at the Fairview/Hollister Avenue intersection. The City recognizes the need to contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such fair-share agreement, although no specific funding mechanism has yet been established. The City's contribution to the transportation mitigations will be in place prior to occupancy.

Policy 3.2: *The City recognizes the economic importance of small business in the community and shall promote programs to encourage their continued economic vitality and flexibility in future expansion.*

A number of the existing tenants in the Specific Plan area are small businesses, and it is likely that small businesses will comprise a portion of the future tenants, as well. The Specific Plan, after extensive community participation (including Airport tenant surveys), is intended to revitalize the project area and thus would be **potentially consistent** with the policy of encouraging their economic vitality. A number of policies have been included as part of the Specific Plan that are intended to facilitate the development of small businesses in the Specific Plan area. These include the following:

Policy TR1: *Provide opportunities that establish aviation related uses south of Hollister.*

Policy TR2: *Preserve and encourage the expansion of existing commercial and industrial businesses on Airport property.*

Policy V1: *Preserve the economic self sufficiency of the Airport by allowing flexibility in land use patterns and tenant types and mix.*

Policy V3: *Preserve and encourage the expansion of existing commercial and industrial*

business on Airport property. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.

Policy V8: *Encourage the continuation and expansion of open yard uses north of Botello Road.*

Policy SA1: *Create a pattern of development that is consistent with the recommendations of this Specific Plan as follows:*

Subarea 1: Create opportunities for expansion of existing and new aviation-related uses within this planning area that falls adjacent to the Airport runways east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc.

Subarea 2: Create opportunities for new community commercial uses that would provide service to existing Airport tenants and improve visual character of the Specific Plan area. Discourage the development of strip commercial type uses.

Subarea 3: Create opportunities for expansion of existing and new light industrial and open yard uses. Consider commercial recreation uses immediately west of Subarea 4 (see Figure 4k in the Specific Plan) as an interim or short-term use if there is not adequate demand for industrial uses in this subarea.

Subarea 4: Create opportunities for expansion of existing and new Commercial Recreation uses such as the theater, miniature golf with arcade, etc., recommendations of the Specific Plan Market Study. In areas constrained by flood hazards, explore possible commercial recreational uses such as golf course expansion and parking for commercial recreation uses.

Policy 3.3: *Encourage and promote economic development of minority businesses in the community to assist in preserving cultural diversity.*

The City would continue to encourage and promote economic development of minority businesses through the Specific Plan process. Thus, the project would be **potentially consistent** with this policy.

Policy 3.4: *Recognize the City of Santa Barbara as part of a regional economic base within the South Coast.*

A Market Study was performed as part of the Specific Plan process that viewed the Airport in the context of the regional economy. Additionally, the following Specific Plan policies were developed in order to enhance the project's relationship to the surrounding region in terms of business development, aesthetics, and transportation.

Policy V1: *Preserve the economic self sufficiency of the Airport by allowing flexibility in land use patterns and tenant types and mix.*

Policy V2: *Provide opportunities that promote aviation-related uses south of Hollister Avenue.*

Policy V3: *Preserve and encourage the expansion of existing commercial and industrial business on Airport property. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.*

Policy V4: *Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range Development Plan, and the Airport Land Use Plan.*

Policy V5: *Provide R & D, small incubator, and community-serving commercial uses. Give priority to commercial uses that fulfill support service for the immediate Specific Plan area and do not detract from downtown Goleta businesses.*

Policy V7: *Provide commercial recreation opportunities for families and youth north of Hollister Avenue.*

Policy V8: *Encourage the continuation and expansion of open yard uses north of Botello Road.*

Policy V9: *Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.*

Policy V11: *Provide a system of alternate transportation modes that is coordinated with County, UCSB, and Santa Barbara County Association of Governments.*

Policy SA1: *Create a pattern of development that is consistent with the recommendations of this Specific Plan as follows:*

Therefore, the project is **potentially consistent** with Policy 3.4.

Policy 5.1: *Special area studies shall be conducted to identify zoning provisions and design standards to encourage appropriate development.*

The Specific Plan contains detailed zoning provisions and design standards specifically intended to encourage appropriate development. It is **potentially consistent** with this policy.

4.1.2.2 CONSERVATION ELEMENT

Cultural Resources

Policy 1.0: *Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.*

Ground disturbance in the Specific Plan area could impact intact archaeological materials and would result in the removal of Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349, which are considered eligible for City Structure of Merit eligibility as part of the MCAS Goleta Complex. However, the incorporation of mitigation measures recommended in this EIR/EA would result in the documentation of the historic structures, and significance testing and appropriate mitigation of any potential archaeological resources. Thus, the Specific Plan is **potentially consistent** with this policy.

Policy 2.0: *The Designated Landmark distinction shall continue to be extended to those structures and sites which have recognized significance.*

The potential historic significance of structures located on the Airport property was evaluated as part of the EIR/EA process. No Designated Landmarks were identified in the Specific Plan area. However, two buildings have been identified for potential designation as Landmarks, the two original hangars at the easterly end of Firestone Road. Thus, the project is **potentially consistent** with this policy.

Policy 4.0: *The requirements and restrictions administered by the Landmarks Committee and the Architectural Board of Review will apply to City and other public agencies as well as private projects.*

The requirements and restrictions of the Historic Landmarks Commission (formerly known as the Landmarks Committee) and Architectural Board of Review have been incorporated into the Specific Plan. Thus, the project is **potentially consistent** with this policy.

Visual Resources

Policy 1.0: *Development adjacent to creeks shall not degrade the creeks or their riparian environments.*

The Specific Plan area has already been largely developed, and mitigations presented in the biological resources, water quality, and hazardous materials analyses of this EIR/EA, including a 100-foot setback from wetlands and creeks, would prevent adverse changes to the creeks and riparian environments in the proj-

ect vicinity. Thus, the project is **potentially consistent** with this policy.

Biological Resources

Policy 3.0: *Goleta Slough shall be preserved and restored as a coastal wetland ecosystem.*

The Specific Plan affects areas that are already largely developed. The only project-specific adverse impacts to the Goleta Slough would be through short-term construction impacts to local creeks. The mitigation measures outlined in Section 3.16, including a 100-foot setback for development on the Girsh property, would minimize these impacts to insignificance. The project therefore would be **potentially consistent** with this policy.

Policy 5.0: *The habitats of rare and endangered species shall be preserved.*

No such habitat is present in the Specific Plan area. Therefore the project would be **potentially consistent** with this policy.

Drainage and Flood Control

Policy 1.0: *The City shall participate in the Federal Flood Insurance Program so that property owners may receive disaster assistance.*

The City would continue to participate in this program. Therefore the project would be **potentially consistent** with this policy.

Air Quality

Policy 1.0: *Reduce single occupant automobile trips and increase the utilization of public transit.*

Section 3.20, Ground Transportation, recommends Transportation Demand Management (TDM) measures to mitigate traffic impacts that include having Airport staff work continually with the Metropolitan Transit District to increase bus ridership to the Specific Plan area. It is recommended that a TDM plan be prepared for individual developments that include such measures as preferential parking for carpools and free bus passes. The Specific Plan also contains Policy AMTI, which is: "Accommodate and support alternate transit modes and facilities within the Airport Specific Plan area as shown in Figures 16 and 17 (of the Specific Plan)." These figures show pedestrian circulation areas and a potential site for an Amtrak Station. With the implementation of the above mitigation measures and Policy AMTI, the project would be **potentially consistent** with this policy.

Policy 2.0: *Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short- and medium-distance trips.*

To facilitate bicycle travel, the Specific Plan includes a bikeway plan. The two Class I bikeways identified in the Goleta Transportation Improvements Plan (GTIP) for this area have been incorporated into the Specific Plan Bikeway element. A Class I path may be provided along the south side of Hollister Avenue between Los Carneros Road and Fairview Avenue. However, if not feasible due to right-of-way constraints, a Class II or III facility will be used. A Class I path would also be provided along the Southern Pacific Railroad within the Specific Plan area north of Hollister Avenue. This route would also extend southeasterly within the planning area and connect to the Class I facility planned for the segment of Fairview Avenue south of Hollister Avenue. The bicycle facilities planned within the Specific Plan area would provide for bicycle circulation within the planning area, as well as interface with the system planned off-site, resulting in an alternative means of transportation access and travel within the planning area.

Thus, the project is **potentially consistent** with this policy.

Policy 3.0: *Promote the use of car pooling through special provisions for the priority use of parking facilities and other employee disincentives to auto*

traffic in commercial areas (per TMIS) as an alternative to construction of additional parking facilities.

For the reasons described under Policies 1.0 and 2.0, the project would be **potentially consistent** with this policy.

Policy 4.0: *Discourage and, where possible, prohibit land uses which unnecessarily contribute to air quality degradation.*

A variety of uses would be permitted in the Specific Plan area. Each proposed use would undergo sufficient environmental review prior to development to ensure that it would not unnecessarily contribute to air quality degradation. The project as a whole would, however, exceed the County's thresholds for NO_x and ROG. Thus, the project would be **potentially inconsistent** with this policy.

4.1.2.3 SEISMIC SAFETY/SAFETY ELEMENT

The specific policies listed below provide a general direction or more specific steps for achieving the stated goals through implementation and action programs. The following are recommended policy statements:

> *To maintain, revise (wherever necessary), and enforce existing standards and criteria to reduce or avoid all levels of seismic or other geologic risk.*
>
> *To recognize the need to provide greater safety for important or critical-use structures (such as hospitals, schools, public assembly facilities, dams, and utility corridors) through careful site selection, appropriately comprehensive site investigation, and enforcement of applicable codes and regulations.*
>
> *To prohibit development of important or critical-use structures in any active or potentially active fault zones, unless no other more suitable site can be located, and the site is shown to be safe for the intended use.*
>
> *To improve interjurisdictional cooperation and communication, especially in regard to seismic safety aspects related to dams and reservoirs, state highway and freeway structures, regional fault studies, legislative matters, and disaster response or emergency plans.*

The Final Environmental Impact. Report/Environmental Assessment prepared for the Airport Master Plan (The Planning Center 1984) found that impacts associated with geology and soils were insignificant. Each development would require site-specific soils and geologic analyses, the recommendations of which would be incorporated into building design. Therefore, the project would be **potentially consistent** with safety considerations inherent in the above policy statements.

4.1.2.4 NOISE ELEMENT

Policy 1.0: *Land use noise compatibility standards should be established for general planning and zoning purposes.*

Zoning for the Specific Plan development was developed to be compatible with projected noise levels. Therefore, the project is **potentially consistent** with this policy.

Policy 3.0: *Existing and potential incompatible noise levels in problem areas should be reduced through land use planning, building and subdivision code enforcement, and other administrative means.*

Zoning for the Specific Plan development was developed to be compatible with projected noise levels. Therefore, the project is **potentially consistent** with this policy.

4.1.2.5 HOUSING ELEMENT

The Housing Element was updated and adopted in February 1995.

Policy 3.2: *In accordance with Charter Section 1508, developments generating new employment*

from outside the South Coast Area shall be in balance with available housing resources at prices affordable to the projected new employees who will be moving into the area.

It is estimated that approximately 173 workers would in-migrate to Santa Barbara area as a result of the proposed Specific Plan. Approximately 64 of the inmigrating personnel are projected to comprise low or moderate income households. These households are expected to generate a demand for 46 units of affordable housing, including approximately 18 units in the City of Santa Barbara, 12 units in Goleta, 12 units in other parts of Santa Barbara County, and 4 units outside of Santa Barbara County. This in-migration could be spread over a period of 5 to 15 years, and it is anticipated that sufficient housing will be available for these employees. Thus, the proposed Specific Plan is **potentially consistent** with this policy.

The Economic Development Alternative would result in the in-migration of an additional 78 workers, 29 of which are expected to comprise low or moderate income households. These households are expected to generate a demand for 21 more units of affordable housing than for the proposed Specific Plan, including approximately 8 units in the City of Santa Barbara, 6 units in Goleta, 5 units in other parts of Santa Barbara County, and 2 units outside of Santa Barbara County. As described for the proposed Specific Plan, this in-migration would occur over a period of years, and adequate housing supplies are expected to be available. Thus, the Economic Development Alternative is **potentially consistent** with this policy.

The City previously required new development to provide housing or pay in-lieu fees for housing low and moderate income workers from outside the South Coast. The mechanism for achieving this, the Housing Mitigation Ordinance (HMO), was developed during a period of rapid growth and low unemployment when the housing demand created by new non-residential development and the demolition and conversion of existing housing reached its peak. In the early 1990s, however, a number of factors, including the national and statewide recession, the downsizing of many South Coast industrial businesses and the resulting job losses in numerous sectors of the economy, led to a dramatic slowdown in growth. Between 1991 and 1994, only 183 residential units were constructed in the City (18 percent of the previous four years) and non-residential development totaled only 26 percent of the previous four years.

Recent trends appear to indicate that a gradual recovery is occurring. The 1995 Santa Barbara County Economic Outlook, published by the UCSB Economic Forecast Project, predicts modest levels of residential and non-residential development over the next five years, with much of the new development occurring in northern Santa Barbara County. A modest growth rate is also predicted by the Santa Barbara County Association of Governments Regional Growth Forecast '94.

In December, 1994, the City Council adopted the City's Economic Development Plan and Implementation Program (EDPIP) in response to the above economic issues. The EDPIP identified a number of measures to be carried out by the City to help stimulate the local economy and create new employment opportunities. One such measure was to "revise the housing mitigation provisions in the Development Plan Ordinance." The intent of this measure was to link current housing mitigation requirements to specific market conditions related to housing production, housing vacancy and unemployment rates. Specifically, it was intended to relieve developers of non-residential projects of the costs associated with constructing new units and/or in-lieu fees in order to facilitate new development that could lead to new jobs for South Coast residents. The HMO was repealed as the most cost-effective way to achieve these goals. Other ordinance changes provide incentives to con-

struct mixed use development resulting in housing combined with commercial redevelopment where appropriate. Thus, the repeal of the HMO was balanced by increasing incentives for housing development.

4.1.2.6 INTERIM CIRCULATION ELEMENT

Street Circulation System Policies

Policy 1.3: *Maintenance of acceptable levels of service at City intersections shall be the key criterion for evaluation of new development proposals. The upper limit of the level of service "C" range (maximum volume-to-capacity ratio of 0.80 or no more than 25.0 seconds average stopped delay per vehicle) is defined as the maximum acceptable operating conditions during peak hours at signalized intersections. New developments are only appropriate where they can be implemented without degrading operating conditions at any intersection to below level "C," or where reasonable and enforceable mitigation measures can be implemented by the development to reach these level of service goals.*

Because none of the intersections affected by traffic from the Airport are within the City or its control, this policy does not apply. However, circulation policies in the GCP are evaluated for consistency in Section 4.2.2.

Policy 1.6: *The City shall ensure that the street system is visually and aesthetically pleasing.*

The Draft Specific Plan includes several goals, policies and actions which are intended to improve the appearance of Hollister Avenue and other streets in the Specific Plan area. Therefore, the Plan is **potentially consistent** with this policy.

Policy 1.9: *The City shall work cooperatively with Caltrans and other agencies to achieve the Street Circulation System Policies, particularly where it relates to Earl Warren Showgrounds, the Airport, UCSB and Santa Barbara Community College.*

The Draft Specific Plan includes goals, policies and actions that call for cooperation with the County, SBCAG and other agencies regarding mitigation of traffic impacts caused by Specific Plan implementation. As part of determining appropriate mitigation measures recommended as a result of this Plan, City and County staff have met to develop a mitigation program that will reduce potential impacts to the greatest extent feasible. This program is discussed in more detail in the Ground Transportation Section (3.20) of this EIR/EA. Therefore, the Plan is **potentially consistent** with this policy.

Parking Policies

Policy 2.1: *The City shall ensure that new developments, including those projects that involve a change of use, provide for adequate offstreet parking to satisfy their parking demands that are unmet by other parking programs. In reviewing parking requirements, structures designated as Landmarks or Structures of Merit shall be given special consideration and individualized Transportation System Management programs shall be an option. The City shall also ensure that the developments provide for the implementation of programs to encourage the use of alternative modes of transportation.*

The Draft Specific Plan includes policies that require that adequate off-street parking be provided by any new project developed in the Plan area. In addition, the Plan calls for the use of shared parking where complementary uses allow. The Plan also includes a policy that encourages alternative modes of transportation, bike paths, pedestrian accommodations, etc. Thus, the Plan is **potentially consistent** with this policy.

Alternative Transportation Policies

Policy 3.1: *The City shall facilitate the use of the bicycle as a significant mode of transportation in the City.*

The Draft Specific Plan includes a policy and related actions that encourage the use of bicycles through connection of bikeways with existing and proposed bikeways in the

surrounding County area. Thus, the Plan is **potentially consistent** with this policy.

Policy 3.2: *The City shall provide for a safe and convenient circulation system for pedestrians which is also accessible to handicapped, elderly and blind individuals.*

The Draft Specific Plan includes a policy and related actions that require pedestrian access throughout the Plan area. In addition, the City will meet all requirements of the Americans with Disabilities Act. Thus, the Plan is **potentially consistent** with this policy.

Policy 3.3: *The City shall encourage the coordination of public and private transportation modes in a coordinated and efficient transportation system.*

The Draft Specific Plan includes policies that require coordination with the Metropolitan Transit District and other agencies to provide appropriate bus turnouts and other facilities. In addition, policies call for consideration of a future electric shuttle route between Old Town Goleta, Calle Real, UCSB, the Airport and other locations in Goleta Valley. Therefore, the Plan is **potentially consistent** with this policy.

Policy 3.4: *The City shall encourage an aggressive ride sharing program and other mechanisms to reduce dependence on single-occupant automobiles as a primary transportation mode.*

No policies regarding ride-sharing have been included in the Draft Specific Plan. However, the City participates with the County and other agencies in promoting a County-wide ride-sharing program. In addition, the City includes conditions on individual developments that set up a Transportation Demand Management (TDM) program appropriate to the development. The Plan also provides for commercial uses that serve the primary light industrial and research and development uses such as restaurants, secretarial, mailing and printing services and others. This will help reduce the number of trips required outside of the immediate area. Thus, the Plan is **potentially consistent** with this policy.

It should be noted that recent changes in state law prohibit the mandatory imposition of TDM programs on a community-wide basis. However, in order to mitigate traffic impacts, it appears that they may be implemented on a project-specific basis.

Policy 3.5: *The City shall work cooperatively with other agencies to increase the use of alternative transportation modes.*

As discussed above, the Draft Specific Plan includes policies that promote the use of bicycles, mass transit and other alternative modes of transportation. In addition, the City works with the County, Santa Barbara County Association of Governments and the Metropolitan Transit District to address regional transportation issues. Therefore, the Plan is **potentially consistent** with this policy.

4.1.3 City Of Santa Barbara Coastal Plan

GENERAL POLICIES

Policy 1.1: *The City adopts the policies of the Coastal Act (Public Resources Code Sections 30210 through 30263) as the guiding policies of the land use plan.*

Policy 1.2: *Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e. land, water, air, etc., shall take precedence.*

Policy 1.3: *Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the land use plan take precedence.*

These policies are included for informational purposes. No statement of consistency is required.

RECREATION

Policy 3.3: *New development proposals within the coastal zone which could generate new recreational uses (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.*

It is anticipated that some recreational uses will be developed as part of the Specific Plan. Each proposed use will be reviewed prior to development to ensure that adequate parking is provided. Thus, the project is **potentially consistent** with this policy.

Policy 3.4: *New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation.*

The proposed project includes a bikeway plan, which is consistent with the County's transportation plan for this area. Pedestrian walkways are also a part of the Specific Plan. Additionally, a TDM plan is recommended for each development that would include such measures as providing bike lockers and showers. Thus, the project would be **potentially consistent** with this policy.

WATER AND MARINE ENVIRONMENTS

Policy 6.1: *The City through ordinance, resolutions, and development controls shall protect, preserve, and where feasible restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City, consistent with PRC Section 30240.*

As described in sections 3.10, 3.12, 3.14, 3.15, and 3.16, the Specific Plan would have no adverse impacts on sensitive biotic communities other than those that could be readily mitigated. Thus, the project would be **potentially consistent** with this policy.

Policy 6.2: *The City will support and encourage the enforcement of all laws enacted for the purposes of preserving and protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health.*

This EIR/EA addresses project consistency with such laws and mitigations are suggested to bring the project into compliance where necessary. Therefore, the project is **potentially consistent** with this policy.

Policy 6.8: *The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and where feasible, restored.*

Specific Plan development would have no adverse effects on these resources, other than those which could be readily mitigated. Therefore, the project is **potentially consistent** with this policy.

Policy 6.10: *The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.*

Setbacks would be required, as appropriate, as described in the mitigation measures for wetlands and biological resources. Therefore, the project is **potentially consistent** with this policy.

VISUAL QUALITY

Policy 9.1: *The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:*

(a) Acquisition of land for parks and open space;

(b) Requiring view easements or corridors in new developments;

(c) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;

(d) Developing a system to evaluate view impairment of new development in the review process.

The Specific Plan area has already been largely developed with commercial and industrial uses. The project would not substantially alter views of scenic coastal resources. Moreover, all new development would be required to landscape a portion of the site, and the two open space areas on David Love Place would remain. Therefore, the project is **potentially consistent** with this policy.

Policy 9.3: *All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.*

The Specific Plan recognizes that new development must include the undergrounding of utility lines and states that for aesthetic reasons eventually all electrical lines in the Specific Plan area should be placed underground. The Specific Plan includes an Action (E1.2), which is to "Set up a program to finance the undergrounding of utilities in the Specific Plan area." Thus, the project is **potentially consistent** with this policy.

4.1.4 City of Santa Barbara Coastal Plan – Airport and Goleta Slough

GENERAL POLICIES

Policy 1.1: *The City adopts the policies of the Coastal Act (Public Resources Code Section 30201 through 30263) as the guiding policies of the land use plan.*

Policy 1.2: *Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e. land, water, air, etc., shall take precedence.*

Policy 1.3: *Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the land use plan take precedence.*

In addition, it should be noted that all other coastal policies adopted in the "Coastal Plan" for the City are applicable to the Airport component, as are all other applicable General Plan goals and policies.

These policies are included for informational purposes. No statement of consistency is required.

ENVIRONMENTALLY SENSITIVE HABITATS

Policy C-4: *A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the wetland communities as identified on the habitat map and which include open water, coastal salt marsh, salt flats, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition habitats. Existing facilities necessary for Airport operations shall be retained and maintained in a normal fashion.*

Such a buffer would be required in those few areas along the periphery of such habitats, as described in the mitigation measures for biological resources and wetlands. Thus, the project would be **potentially consistent** with this policy.

Policy C-5: *Reduce the flow of sediment into the Slough to the minimum compatible with maintenance of the marshland.*

Sedimentation could increase as a result of grading and construction activities; however, preparation of a Drainage and Erosion Control Plan, as outlined in the mitigation measures in section 3.12, would minimize this occurrence. Thus, the project is considered **potentially consistent** with this policy.

Policy C-8: *No uses incompatible with the protection and maintenance of the wetland habitat and its open space character will be allowed in areas under City jurisdiction.*

No adverse unmitigable impacts to wetland habitat would occur through Specific Plan development, nor would its open space character be altered. Most of the project area is already developed, and the existing open space areas would remain. Thus, the project is considered **potentially consistent** with this policy.

Policy C-9: *Any development approved within or adjacent to the wetland areas identified on the habitat map shall have been found to be consistent with PRC's 30233, 30230, 30231 and 30607.1. Within the sensitive habitat areas, the approval of any restoration project which contains project elements which are not specifically permitted under PRC 30233 shall occur only after the State Department of Fish and Game makes the finding, under section 30411, that the wetland is so severely degraded that major restoration which might include other uses not specifically permitted under 30233 is necessary and will have the primary effect of restoring the degraded area.*

The proposed project would be consistent with these regulations. Specific Plan development would occur in areas that have been largely developed and would have only short-term impacts on wetlands during construction. Since these impacts could be readily mitigated through standard construction practices, the project would be **potentially consistent** with this policy.

HAZARDS

The Airport LCP states as follows:

> *The Coastal Act policy pertaining to minimizing risks to life and property from geologic, flood, and fire hazards is also the goal of the Seismic/Safety [sic] and Conservation Elements to [sic] the General Plan. The policy statement and recommendations contained within these Elements adequately fulfill the intent of the Coastal Act in this regard. No additional LCP policies are required.*

See discussion under the Seismic Safety/Safety and Conservation Elements.

VISUAL QUALITY

Policy E-1: *Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.*

The Airport has existing design guidelines, which would apply to Specific Plan development, that provide for an architectural style south of Hollister Avenue that "has its roots in Hispanic/Mediterranean architecture but shall be related immediately to the existing (adjacent) structures." Development north of Hollister Avenue must also have its roots in Hispanic/Mediterranean architecture, but not traditional styles. Landscaping and color are intended to serve as significant unifying elements within the area, and major entries along Hollister Avenue should be emphasized with skyline trees.

The Specific Plan contains several policies that address development standards. Among them are Policy VQII, which states that development should "Improve the visual quality of the environment and buildings north of Hollister" and Policy DGI, which is to "Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor." To carry out these policies, the Specific Plan includes actions that supplement the existing design guidelines with more detail regarding locations of parking lots (in the rear or oriented away from Hollister Avenue), commercial street frontage treatment, building massing, setbacks, and landscaping.

The Specific Plan has been created with the intent of maintaining high visual quality in the project area in a manner consistent with the character and quality of other development in

the project area and elsewhere in Santa Barbara and thus is **potentially consistent** with this policy.

PUBLIC SERVICES

Policy G-1: *Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public services, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.*

The analysis performed for this EIR/EA, including the Initial Study, indicates that adequate public services are available to meet project needs with the following exceptions. The proposed Specific Plan and Economic Development Alternative would generate a net increase of approximately 953 and 1,161 tons, respectively, of solid waste to be disposed of at the Tajiguas Landfill. With mitigation, these impacts would be reduced to 662 and 822 tons, respectively. This is considered an unavoidable adverse impact of the project, exceeding the City's thresholds for solid waste disposal. Thus, the project alternatives would be **potentially inconsistent** with Policy G-1 with regard to the adequacy of solid waste disposal facilities.

Adequate traffic facilities would be available during the first five years of operation. Long-term operations in combination with traffic from projected development would, however, cause significant impacts at several intersections. Thus, for the last ten years of the project, it would be **potentially inconsistent** with the requirement that adequate traffic circulation is available to meet the needs of the project. The City recognizes the need to contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such a fair-share agreement, although no specific funding mechanism has yet been established. Implementation of agreed upon funding and completion of the mitigation measures would result in the project being **potentially consistent** with this policy for most intersections. However, because the Fairview/Hollister intersection would exceed acceptable thresholds, this project is **potentially inconsistent** with this policy.

LAND USE

Policy H-1: *Future development of Airport property and/or facilities within "Major Public and Institutional Land Use Designation" shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.*

Small portions of the Specific Plan area would fall within this land use designation, including the Girsh property at the southeast corner of Los Carneros Road and Hollister Avenue. Mitigation measures included as part of this EIR/EA would ensure that adverse impacts to the above areas would not occur, resulting in the Plan being **potentially consistent** with this policy.

CITY AIRPORT GOALS
(ADOPTED BY THE CITY COUNCIL NOVEMBER 1990)

Policy 1A: *Provide a diversity of air transportation services to meet the needs of the South Coast communities.*

The project would include a variety of Airport-related uses, including those that are an integral and necessary part of Airport activities. Thus, the project would support the Airport's ability to provide a diversity of air transportation services and would be **potentially consistent** with this policy.

Policy 1B: *Provide modern and safe airport facilities for aviation users of all types.*

Specific Plan development would be **potentially consistent** with this policy, for it would allow the expansion of existing uses and the development of new aviation-related uses.

Policy 2A: *Continue to manage the Goleta Slough in an environmentally sound manner.*

The Specific Plan was developed with this policy in mind. It would result in no adverse impacts to the Goleta Slough that could not be mitigated through typical construction practices and appropriate setbacks.

Policy 2B: *Assess any proposed development within the Airport area for potential adverse environmental impacts on the Goleta Slough and implement all applicable mitigation measures prior to any development.*

This EIR/EA assesses project impacts on the Goleta Slough and identifies applicable mitigation measures. Timing of the mitigation measures is specified in the Mitigation Monitoring Plan included in Appendix B; applicable mitigation measures would be implemented prior to development. Therefore, the project is **potentially consistent** with this policy.

Policy 3A: *Develop clear guidelines for future use of the areas zoned A-C and A-I and portions of the A-F Zone.*

The Specific Plan contains clear guidelines for uses in this area and is therefore **potentially consistent** with this policy.

Policy 4B: *Involve the County, UC Santa Barbara, the surrounding community and affected agencies in existing and future Airport operations and facilities.*

As described in section 2.1, an extensive community participation program was initiated in July 1994 prior to Specific Plan development. Thus, the project is **potentially consistent** with this policy.

Policy 4C: *Educate the public about existing and future activities at the Airport.*

The project would be **potentially consistent** with this policy, as described for Policy 4B.

4.2 SANTA BARBARA COUNTY PLANS AND POLICIES

4.2.1 Santa Barbara County Coastal Plan

HAZARDS

Policy 3-12: *Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelizations, etc.*

Proposed development (parking lot, golf course, or recreational uses) in certain portions of the Specific Plan area that are located within the Regulatory Floodway would have the potential to impact flood conveyance. This impact could be mitigated to insignificance through appropriate building and design practices, as specified in section 3.11; therefore, the project is **potentially consistent** with this policy.

HILLSIDE AND WATERSHED PROTECTION

Policy 3-19: *Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.*

Mitigation measures identified in Sections 3.10 and 3.12 would adequately protect water quality; thus, the project is **potentially consistent** with these policies.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Habitats found in the County and policies for protecting these habitats are listed below. These policies are in addition to existing State and Federal regulations which protect many species of plants and animals and their habitats.

Habitat Type: Wetlands

Policy 9-11: *Wastewater shall not be discharged into any wetland without a permit from the Regional Water Quality Control Board finding that such discharge improves the quality of the receiving water.*

Development in the Specific Plan area would be required to comply with this policy. Thus, the project is **potentially consistent** with this policy.

Policy 9-14: *New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.*

Mitigation measures included in this EIR/EA (primarily Sections 3.10, 3.12, 3.14, and 3.16) would ensure that significant biological and water quality impacts would not occur to wetlands under the jurisdiction of the County. Thus, the project is **potentially consistent** with this policy.

Habitat Type: Streams

Policy 9-41: *All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.*

No construction or grading would occur within stream corridors. Thus, the project is **potentially consistent** with this policy.

4.2.2 Goleta Community Plan

SUPER ELEMENT 1: COMMUNITY DEVELOPMENT

Policy G-GV-1: *All existing Countywide and Coastal Plan policies apply to the non-coastal and coastal areas, respectively, of the Goleta Planning Area in addition to those specific policies and action items identified below.*

Policy G-GV-2: *The Development Standards contained within this Plan shall be utilized to implement the policies of the Plan. Where appropriate, each of these standards shall be applied to the project under review unless the standard would be inapplicable or ineffective and/or other standards have been required which implement the policies.*

These policies are included for informational purposes. No statement of consistency is required.

Policy LU-GV-2: *Future growth and development shall occur only as resources and services become available and in a manner which minimizes construction related impacts on the community.*

The environmental review for the Specific Plan has indicated that adequate resources and services are available to serve the project with one exception. Both the Specific Plan and Economic Development Alternative would add significant amounts of traffic to the four-lane segment of Fairview Avenue north of Hollister Avenue in the Long-Term analysis. Mitigation measures have been identified that would effectively minimize construction-related impacts on the community. The project is, however, **potentially consistent** with this policy because of the long-term traffic impact.

SUPER ELEMENT II: PUBLIC FACILITIES AND SERVICES

Policy G-GV-1: *All existing Countywide and Coastal Plan policies apply to the non-coastal and coastal areas, respectively, of the Goleta Planning Area in addition to those specific policies and action items identified below.*

This policy is included for informational purposes. No statement of consistency is required.

Policy G-GV-4: *UCSB and the Airport should fully mitigate their public service and facility impacts.*

This EIR/EA identified mitigation measures that would reduce impacts of the Specific Plan alternatives to the extent feasible. However, no feasible mitigation measures have been identified for solid waste disposal. Thus, the project is **potentially inconsistent** with this policy.

FIRE PROTECTION

Policy FIRE-GV-4: *Emergency access shall be a consideration in the siting and design of all new development.*

The project would be designed to include adequate emergency access; additionally, the Specific Plan includes Policy F1, which is to "provide for aviation and non-aviation rescue and fire fighting services to meet FAA and other safety requirements." Thus, the project is **potentially consistent** with this policy.

PARKS, RECREATION AND TRAILS

Policy PRT-GV-1: *Diverse outdoor and indoor recreational opportunities shall be encouraged to enhance Goleta's recreational resources and to ensure that current and future recreational needs of residents are met.*

The Specific Plan includes an area zoned for Commercial Recreation. Typical uses could include but not be limited to batting cages, theater, golf course, miniature golf course, bumper cars, game arcade, go-carts, or family entertainment centers. Thus, the project is **potentially consistent** with this policy.

RESOURCE RECOVERY

Policy RRC-GV-1: *Opportunities for community wide resource recovery and conservation shall be provided.*

Mitigation measures have been included in Section 3.8 that would promote resource recovery and conservation. Thus, the project is **potentially consistent** with this policy.

Policy RRC-GV-3: *Recycling bins shall be provided at all construction sites to minimize construction-generated waste which goes to the landfill.*

Recycling of construction and demolition debris has been included as a mitigation measure in Section 3.8. Thus, the project is **potentially consistent** with this policy.

SCHOOLS

Policy SCH-GV-1: *The maximum allowable school facility fees shall be levied on all new residential, commercial, and industrial projects within the Goleta Planning Area.*

Standard development fees, which are the maximum allowable, would be paid by the City. Since the project-specific impact would not be significant, the payment of these fees is considered to be adequate to render the project **potentially consistent** with this policy. A significant cumulative impact was identified; however, the Specific Plan and Economic Development Alternative would contribute only a very minor percentage to the overall impact (approximately 4 percent and 5 percent, respectively), and it is believed that the standard development fees would be adequate to compensate for this impact. Therefore the project

is **potentially consistent** with this policy under the cumulative scenario, as well.

TRAFFIC, CIRCULATION, AND PARKING

Goal CIRC-GV: *The County Shall Allow Reasonable Development of Parcels Within the Community of Goleta Based Upon the Policies and Land Use Designations Adopted in this Community Plan, While Maintaining Safe Roadways and Intersections That Operate at Acceptable Levels.*

Objective CIRC-GV: *The Circulation Element and implementing Transportation Improvement Program shall have long-term improvements to roadways and alternative transportation facilities targeted to provide for Level of Service (LOS) C or better at buildout of this Plan. However, over the next ten years a number of roadway segments and intersections will periodically operate at LOS D or below. The roadway and intersection standards are designed to allow moderate levels of traffic growth while protecting overall operation of the circulation system and the quality of life within the community.*

Policy CIRC-GV-3: *A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Local Coastal Plan Policy #2-6 and LUDP #4 with regard to roadway and intersection capacity.*

The Roadway and Intersection Standards are as follows:

1. Roadway Standards: *A project's consistency with this section shall be determined as follows:*

   a. *For roadways where the Estimated Future Volume does not exceed the Acceptable Capacity, a project would be considered consistent with this section of the Community Plan if the number of ADT contributed by the project would not cause an exceedance of the Acceptable Capacity.*

   b. *For roadways where the Estimated Future Volume exceeds the Acceptable Capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the Community Plan only if the number of ADT contributed by the project to the roadway does not exceed 150 ADT.*

   c. *For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be considered consistent with this section of the Community Plan only if the number of ADT contributed by the project to the roadway does not exceed 50 ADT.*

1. Intersection Standards. *A project's consistency with this section shall be determined as follows:*

   a. *Projects contributing Peak Hour Trips to intersections that operate at an Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.*

      - *For intersections operating at an estimated Future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.*
      - *For intersections operating at an estimated Future Level of Service C, no project shall result in a change in V/C ratio greater than 0.10.*
      - *For intersections operating at an estimated Future Level of Service D, no project shall result in a change in V/C ratio greater than 0.03.*
      - *For intersections operating at an estimated Future Level of Service E, no project shall result in a change in V/C ratio greater than 0.02.*
      - *For intersections operating at an estimated Future Level of Service F, no project shall result in a change in V/C ratio greater than 0.01. [These stan-*

dards are summarized in Table 4.2-1 below.]

b. Where a project's traffic contribution does

Table 4.2-1
Intersection Standards for Determination of Project Consistency

Intersection Level of Service (including project)	*Increase in V/C or Trips Greater Than*
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	0.03
LOS E	0.02
LOS F	0.01

result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, intersection improvements that are sufficient to offset the change in V/C ratio, in excess of the applicable intersection standards above, associated with the project, shall be required in order to make a finding of consistency with the Community Plan.

Goleta Transportation Improvement Plan

In 1995, the County adopted the Goleta Transportation Improvement Plan (GTIP) as required by the GCP. The GTIP describes traffic impacts throughout the Goleta Valley based on a short-term (10-year) forecast of growth consistent with the GCP. Based on the traffic impacts resulting from projected growth, the GTIP recommends road, intersection, transit, bicycle and pedestrian improvements designed to mitigate the impacts of this growth. Growth at the Airport and UCSB is included in both the GCP and the GTIP. The GTIP also explains the funding system, based on collection of fees from individual projects, use of Measure D funds and other funding sources, to finance the proposed improvements. The GTIP is based on a traffic model developed for Goleta Valley as part of the GCP. This model has been updated by the County with assistance from the City and UCSB since publication of the Draft EIR/EA.

Short-Term Consistency

The following discussion includes analysis of traffic generated by background growth[1], cumulative projects and the Specific Plan during the first five years. The traffic generated is compared against the GCP roadway segment and intersection standards in order to determine potential consistency with the Traffic, Circulation and Parking Policies of the GCP.

Roadway Segment Standard Consistency: The operational characteristics of the roadway segments within the study area were analyzed assuming the Short-Term and Short-Term + Specific Plan traffic volume forecasts. Based on standard roadway design capacities used by the GCP, most of the roadway segments in the study area are forecast to operate at LOS C or better under Short-Term conditions. Only one roadway segment is forecast to operate poorly under Short-Term conditions, as follows:

- *Los Carneros Road.* The two-lane segment of Los Carneros Road south of Hollister Avenue is forecast to operate at LOS F, based on the design capacity of 17,900 ADT, the Acceptable Capacity of 14,300 ADT and the Short-Term traffic forecast of 23,900 ADT. The proposed Specific Plan would add about 560 ADT to this segment during the Short-Term. This addition, equating to an increase of about 2.3 percent, is considered to be **potentially inconsistent** with the GCP roadway standard, as outlined above. The Economic Development Alternative would add about 690

1 Background growth is defined as that increase in traffic that results from small projects not subject to environmental review, increased tourism related to existing facilities, the increase in number of automobiles per capita and other vehicle usage not related to specific projects.

ADT to this segment, equating to an increase of about 2.9 percent. This is considered to be **potentially inconsistent** with the GCP roadway standard.

According to the Goleta Transportation Improvement Plan (GTIP), the segment of Los Carneros Road between Hollister Avenue and El Colegio Road should be widened to four lanes. This will not be done until such time as UCSB widens Mesa Road and redesigns campus circulation so that it becomes the main entrance. UCSB is required to contribute to the widening of Los Carneros Road at that time. The redesign of campus circulation and widening of Mesa Road is included in UCSB's Capital Improvement Program for Fiscal Year 2000/2001. In addition, fees collected under the County's traffic impact fee program may be used to help complete this improvement. If this is done, the traffic forecast would improve to LOS A and the Specific Plan alternatives would be **potentially consistent** with the County roadway standard.

Intersection Standard Consistency: As outlined in tables 4.2-2 and 4.2-3, all of the intersections affected by the proposed Specific Plan and Economic Development Alternative are **potentially consistent** with the GCP intersection standards for the short term. Additional mitigation is not required.

Long Term Consistency

The following discussion includes analysis of traffic generated by background growth, cumulative projects and the Specific Plan during the life of the Specific Plan (15 years). The traffic generated is compared against the GCP roadway segment and intersection standards in order to determine potential consistency with the Traffic, Circulation and Parking Policies of the GCP.

Roadway Segment Standard Consistency: The operational characteristics of the roadway segments within the study area were analyzed assuming the Long-Term and Long-Term + Specific Plan traffic volume forecasts. Based on standard roadway design capacities used by the County, most of the roadway segments in the study area are forecast to operate at LOS C or better under Long-Term conditions. Three roadway segments are forecast to operate poorly under Long-Term conditions, as follows:

- *Los Carneros Road.* The two-lane segment of Los Carneros Road south of Hollister Avenue is forecast to operate at LOS F,

Table 4.2-2
Proposed Specific Plan Short-Term P.M. Peak Hour Level of Service

	V/C Ratio/LOS		Project-Added	
Intersection	*Baseline*	*Baseline + Project*	*V/C Ratio Change*	*Potentially Consistent*
Los Carneros Rd./U.S. 101 NB Ramps	0.72/C	0.73/C	0.02	Yes
Los Carneros Rd./U.S. 101 SB Ramps	0.97/E	0.98/E	0.01	Yes
Los Carneros Rd./Los Carneros Way [a]	NA/B	NA/B	NA	Yes
Los Carneros Rd./Hollister Ave.	0.84/D	0.84/D	0.01	Yes
Fairview Ave./U.S. 101 NB Ramps	0.70/B	0.70/B	0.00[c]	Yes
Fairview Ave./U.S. 101 SB Ramps [b]	0.57/A	0.57/A	0.00[c]	Yes
Fairview Ave./Hollister Ave. [b]	0.70/B	0.73/B	0.03	Yes
SR 217 SB Ramps/Hollister Ave.	0.91/E	0.91/E	0.01	Yes
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.77/C	0.78/C	0.01	Yes

Notes:: a. V/C ratio not applicable - yield controlled intersection.
b. LOS assumes completion of funded project scheduled for 1996.
c. The change in LOS is less than 0.005, which rounds to 0.00.

Table 4.2-3
Economic Development Alternative
Short-Term P.M. Peak Hour Levels of Service

	V/C Ratio/LOS		Alternative-Added	
Intersection	*Short-Term Baseline*	*Short-Term + Econ Dev Alt*	*V/C Ratio*	*Potentially Consistent*
Los Carneros Rd/U.S. 101 NB Ramps	0.72/C	0.74/C	0.02	Yes
Los Carneros Rd/U.S. 101 SB Ramps	0.97/E	0.99/E	0.02	Yes
Los Carneros Rd/Los Carneros Way [a]	NA/B	NA/B	NA	Yes.
Los Carneros Rd/Hollister Ave	0.84/D	0.85/D	0.01	Yes
Fairview Ave./U.S. 101 NB Ramps	0.70/B	0.70/B	0.00	Yes
Fairview Ave./U.S. 101 SB Ramps [b]	0.57/A	0.58/A	0.01	Yes
Fairview Ave./Hollister Ave. [b]	0.70/B	0.75/C	0.05	Yes
SR 217 SB Ramps/Hollister Ave.	0.91/E	0.92/E	0.01	Yes
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.77/C	0.78/C	0.01	Yes

Notes:: a. V/C ratio not applicable - yield controlled intersection.
b. LOS assumes completion of funded improvement project scheduled for 1996.

based on the design capacity of 17,900 ADT and the Long-Term traffic forecast of 20,020 ADT. The proposed Specific Plan would add about 710 ADT to this segment during the long term. This addition, equating to an increase of about 3.5 percent, is considered to be **potentially inconsistent** with the GCP roadway standard. The Economic Development Alternative would add about 800 ADT to this segment, an increase of 4.0 percent. As with the proposed Specific Plan, this alternative would be **potentially inconsistent** with the GCP roadway standard.

According to the Goleta Transportation Improvement Plan (GTIP), the segment of Los Carneros Road between Hollister Avenue and El Colegio Road should be widened to four lanes. If this is done, the Specific Plan alternatives would be **potentially consistent** with the County roadway standard.

- *Hollister Avenue.* The four-lane segment of Hollister Avenue west of Fairview Avenue is forecast to operate at LOS C-D, based on the design capacity of 42,500 ADT and the Long-Term traffic forecast of 36,540 ADT. The proposed Specific Plan would add about 4,015 ADT to this segment, degrading operations to LOS D-E. The Economic Development Alternative would add about 4,531 ADT to this segment, similarly degrading operations. These changes would be considered to be **potentially inconsistent** with the GCP roadway standard. It should be noted, however, that this segment between Fairview Avenue and Los Carneros Road, although discussed in the GCP, is within the City limits. The City has no policies regarding acceptable operations of roadway segments.

According to the GTIP, improved access to the Airline Terminal and Old Town Goleta could be established by providing a more direct link between the Airport and Route 217. The GTIP indicates that a half-diamond interchange (SB off and NB on) configuration at Route 217, along with the extension of Kellogg Avenue from its southern terminus to the intersection of Fairview Avenue and James Fowler Road would enhance access to and from the Airport and the commercial and industrial uses to the east. This extension would relieve pressure on Hollister Avenue and would, therefore, result in operations that are **potentially consistent** with the GCP roadway standard for both the Specific

Plan and the Economic Development Alternative.

- *Fairview Avenue.* The four-lane segment of Fairview Avenue north of Hollister is forecast to operate at LOS D based on the design capacity of 42,500 ADT, an acceptable capacity of 34,000 ADT and the Long-Term traffic forecast of 36,540 ADT. The proposed Specific Plan and Economic Development Alternative would add about 2,365 and 2,670 ADT to this segment, respectively, degrading operations to LOS D-E. This change would be considered to be **potentially inconsistent** with the GCP roadway standard.

Again, according to the GTIP, provision of the half-diamond interchange (SB off and NB on) at Route 217, along with the extension of Kellogg Avenue from its southern terminus to the intersection of Fairview Avenue and James Fowler Road would result in an improvement to the operation of this segment of Fairview Avenue. This would, therefore, result in operations that are **potentially consistent** with the GCP roadway standard.

Intersection Standard Consistency: As outlined in Table 4.2-4 below, three of the intersections affected by the proposed Specific Plan are **potentially inconsistent** with the GCP intersection standards for the long term without any additional mitigation.

In order to mitigate these long-term potential policy inconsistencies, the following improvements have been recommended (these are summarized in Table 4.2-5):

- Los Carneros Rd./U.S. 101 SB Ramps: The projected Long-Term P.M. peak hour LOS would degrade from LOS F (V/C 1.04) to LOS F (V/C 1.06) as a result of traffic generated by the Specific Plan. Provision of an additional northbound right-turn lane for vehicles headed south on U.S. Highway 101 is recommended in the GTIP. This improvement would provide LOS C (V/C 0.74) under Long-Term conditions (including project traffic), resulting in **potential** policy **consistency** with the GCP intersection standard.

- Fairview Ave./U.S. 101 NB Ramps: The projected Long-Term P.M. peak hour LOS would degrade from LOS D (V/C 0.83) to LOS D (V/C 0.88) as a result of traffic generated by the Specific Plan. The GTIP includes a project to widen the off-ramp and provide an additional lane, which would result in one through lane, one shared through + right-turn lane and one right-turn lane. This would provide for LOS C

Table 4.2-4
Proposed Specific Plan Long-Term P.M. Peak Hour Level of Service

	V/C Ratio/LOS		Project-Added	
Intersection	*Baseline*	*Baseline + Project*	*V/C Ratio Change*	*Potentially Consistent*
Los Carneros Rd./U.S. 101 NB Ramps	0.65/B	0.67/B	0.02	Yes
Los Carneros Rd./U.S. 101 SB Ramps	1.04/F	1.06/F	0.02	**No**
Los Carneros Rd./Hollister Ave.	1.02/F	1.03/F	0.01	Yes
Fairview Ave./U.S. 101 NB Ramps	0.83/D	0.88/D	0.04	**No**
Fairview Ave./U.S. 101 SB Ramps [a]	0.83/D	0.84/D	0.01	Yes
Fairview Ave./Hollister Ave. [a]	1.00/E	1.06/F	0.06	**No**
SR 217 SB Ramps/Hollister Ave.	1.06/F	1.07/F	0.01	Yes
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.84/D	0.86/D	0.02	Yes

Note: a. LOS assumes completion of funded project scheduled for 1996.

Table 4.2-5
Proposed Specific Plan Long-Term P.M. Peak Hour Level of Service With Mitigation

	V/C RATIO/LOS		WITH MITIGATION	
Intersection	*Baseline*	*Baseline + Project*	*Mitigated V/C*	*Potentially Consistent*
Los Carneros Rd./U.S. 101 SB Ramps	1.04/F	1.06/F	0.74/C	Yes
Fairview Ave./U.S. 101 NB Ramps	0.83/D	0.88/D	0.75/C	Yes
Fairview Ave./Hollister Ave.	1.00/E	1.06/F	LOS D [a]	**No**

Note: a. Information on long-term improvements to the Fairview/Hollister intersection is based on information contained in the Goleta Transportation Plan, which does not include a V/C ratio for this intersection.

(V/C 0.75) under Long-Term conditions (including project traffic), resulting in **potential** policy **consistency** with the GCP intersection standard.

- Fairview Avenue/Hollister Avenue. The projected Long-Term P.M. peak hour LOS would degrade from LOS E (V/C 1.00) to LOS F (V/C 1.06) as a result of traffic generated by the Specific Plan. According to the GTIP, provision of the half-diamond interchange (SB off and NB on) at Route 217, along with the extension of Kellogg Avenue from its southern terminus to the intersection of Fairview Avenue and James Fowler Road, would provide for LOS D, which while improving the operation of the intersection, would still result in **potential inconsistency** with the GCP intersection standard, because intersection operation would not return to LOS C as required by Objective CIRC-GV.

As shown in Table 4.2-6, four of the intersections affected by the Economic Development Alternative are **potentially inconsistent** with the GCP intersection standards. The mitigation measures recommended for the proposed Specific Plan would apply to these intersections. In addition, for the SR 217 Southbound Ramps/Hollister Avenue intersection, the future improvements proposed in the GTIP for this intersection include widening the off-ramp to provide an additional lane. This project would also improve the sight distance for vehicles turning right from the off-ramp onto Hollister Avenue. This improvement would provide LOS E (V/C 0.96) under Long-Term conditions (including project traffic). The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue adjacent to Fowler Road, along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217, would be required to further improve the level of service at this intersection. The proposed mitigation measures would result in **potential consistency** with the GCP intersection standards.

Policy CIRC-GV-4: *New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between new residential development and adjacent and nearby commercial uses and employment centers.*

The Specific Plan is located along Hollister Avenue, which is served by buses from the Metropolitan Transit District. Bikeways and walkways would also be included as part of Specific Plan development. Thus, the Plan is **potentially consistent** with this policy.

Policy CIRC-GV-5: *The County shall facilitate the use of the bicycle as an alternate mode of transportation and shall provide adequate, safe bike-routes in the Goleta area to meet the transportation and recreation needs of Goleta cyclists.*

Bikeways would be provided as part of Specific Plan development in a manner complementary with County and GCP plans for the project area. Thus, the Plan is **potentially consistent** with this policy.

Table 4.2-6
Economic Development Alternative
Long-Term P.M. Peak Hour Levels of Service

	V/C/ RATIO/LOS		ALTERNATIVE ADDED	
Intersection	*Long-Term Baseline*	*Long-Term + Econ. Dev. Alt.*	*V/C Ratio*	*Potentially Consistent*
Los Carneros Rd/U.S. 101 NB Ramps	0.65/B	0.67/B	0.02	Yes
Los Carneros Rd/U.S. 101 SB Ramps	1.04/F	1.06/F	0.02	**No**
Los Carneros Rd/Hollister Ave.	1.02/F	1.03/F	0.01	Yes
Fairview Ave./U.S. 101 NB Ramps	0.83/D	0.88/D	0.05	**No**
Fairview Ave./U.S. 101 SB Ramps [a]	0.83/D	0.84/D	0.01	Yes
Fairview Ave./Hollister Ave. [a]	1.00/E	1.08/F	0.08	**No**
SR 217 SB Ramps/Hollister Ave.	1.06/F	1.08/F	0.02	**No**
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.84/D	0.86/D	0.02	Yes

Note: a. LOS assumes completion of funded improvement project scheduled for 1996.

Policy CIRC-GV-6: *In its long range land use planning efforts, the County shall seek to provide access to retail, commercial, recreational, and educational facilities via transit lines, bikeways and pedestrian trails.*

Bikeways would be provided as part of Specific Plan development in a manner complimentary to County plans for the project area. In addition, the Plan includes policies that encourage cooperation with MTD to provide transit facilities as well as encouraging the City's participation in an electric shuttle for the area. Thus, the project is **potentially consistent** with this policy.

Policy CIRC-GV-7: *Commercial uses shall be encouraged within major employment centers to provide basic food and shopping amenities to employees in close proximity to their workplace.*

The Draft Specific Plan includes proposed changes in zoning that would encourage the provision of small restaurants and commercial services such as banks, photocopying and mailing services, that would help to reduce trips on Hollister Avenue. Thus, the Plan is **potentially consistent** with this policy.

Policy CIRC-GV-8: *Developers shall be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.*

Transportation Demand Management measures to be used by individual developers have been included in Section 3.20. Thus, the Plan is **potentially consistent** with this policy.

Policy CIRC-GV-12: *To the maximum extent feasible, roadway maintenance, widening or new construction shall be designed to accommodate restoration and preservation of the Goleta Slough, ESH and riparian areas.*

Neither Specific Plan development nor the road widenings necessary to mitigate the Plan's impacts would conflict with restoration or preservation of the Goleta Slough. Thus, the Plan is **potentially consistent** with this policy.

WATER

Policy WAT-GV-5: *Where physically and financially feasible, all new discretionary development shall utilize reclaimed wastewater for exterior landscaping consistent with State and County standards.*

The Goleta Sanitary District maintains a water reclamation plant, and reclaimed water would be used where feasible. However, it has not yet been determined whether it is feasible to extend reclaimed water lines to the Specific Plan area. The project is **potentially consistent** with this policy.

Policy WAT-GV-6: *In order to minimize water use to the maximum extent possible all new development shall utilize water-conserving landscaping and low-flow irrigation.*

The project would incorporate water-conserving landscaping and low-flow irrigation, in accordance with the City ordinance regarding water conserving landscaping. In addition, Policy W2 of the Specific Plan states, "The Airport Department shall continue to educate its employees and the public about water conservation." Thus, the project is **potentially consistent** with this policy.

AIR QUALITY

Policy AQ-GV-1: *The County shall impose appropriate restrictions and control measures upon construction activities associated with each future development project, in order to avoid significant deterioration of air quality.*

Such measures have been included as part of the Air Quality analysis of this EIR/EA. Thus, the project is **potentially consistent** with this policy.

Policy AQ-GV-2: *The County shall maintain the consistency of all land use planning with the Air Quality Attainment Plan.*

The project would be consistent with the Air Quality Attainment Plan (now referred to as the Clean Air Plan) (see Section 4.3 below) in that the proposed Specific Plan and the Economic Development Alternative are consistent with the City's General Plan. The General Plan was the basis for preparation of the Clean Air Plan. Thus, the project is **potentially consistent** with this policy.

Policy AQ-GV-3: *The County shall implement those land use patterns and transportation programs which will serve to reduce vehicle trips and total vehicle miles traveled.*

The project is located adjacent to Hollister Avenue, a major transportation corridor and U.S. Highway 101. It is also close to other large pockets of commercial and industrial development. This would tend to reduce vehicle miles traveled, and the project is considered **potentially consistent** with this policy.

Policy AQ-GV-4: *The County shall make mixed use development, which would encourage less commuting, a priority of land use planning.*

The project would be a mixed use development to the degree acceptable adjacent to the Airport (no residential uses are included) and would be **potentially consistent** with this policy.

Policy AQ-GV-5: *The County shall require the use of techniques designed to conserve energy and minimize pollution.*

Many such measures have been included in this EIR/EA and are also required by City ordinance and policy. Thus, the project is **potentially consistent** with this policy.

GENERAL ENVIRONMENTALLY SENSITIVE HABITAT (ESH) AND RIPARIAN CORRIDOR (RC) POLICIES

Policy BIO-GV-2: *Environmentally Sensitive Habitat (ESH) areas and Riparian Corridors within the Goleta Planning Area shall be protected and, where feasible and appropriate, enhanced.*

Any potentially adverse impacts to these areas could be readily mitigated. Thus, the project is **potentially consistent** with this policy.

GENERAL RESOURCE PROTECTION POLICIES

Policy BIO-GV-19: *Pollution of streams, sloughs, drainage channels, underground water basins, es-*

tuaries, the ocean and areas adjacent to such waters shall be minimized.

Measures included in the hazardous materials, water quality and biological resources sections of this EIR/EA would minimize such impacts. Thus, the project is **potentially consistent** with this policy.

History and Archaeology

Policy HA-GV-1: *Significant cultural, archaeological and historical resources in the Goleta area shall be protected and preserved to the maximum extent feasible.*

Measures included as part of the cultural resources analysis would potentially fulfill the requirements of this policy.

Visual/Aesthetics/Open Space

Policy VIS-GV-2: *All new development projects along the Hollister Avenue corridor shall be reviewed by the County Board of Architectural Review. Structural development along Hollister Avenue should minimize impacts on existing view corridors from the Hollister corridor.*

A number of measures have been included as part of the Specific Plan that would minimize impacts on view corridors. All exterior remodeling and new construction within the Specific Plan area will be subject to review and approval by the City Architectural Board of Review. Thus, the project is **potentially consistent** with this policy.

Policy VIS-GV-6: *Outdoor lighting in Goleta shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.*

As described in Section 3.18, all new construction would be required to meet lighting restrictions outlined in the Airport Land Use Plan, and no adverse light emissions impacts would occur. Thus, the project is **potentially consistent** with this policy.

4.2.3 Noise Element

The Santa Barbara County Noise Element includes a number of policies that relate to air traffic-generated noise at the Santa Barbara Municipal Airport. However, the proposed Specific Plan does not include changes to air operations at the Airport that would result in the generation of additional noise. Discussion of consistency with County Noise Element policies is included in the Aviation Facilities Plan EIR/EIS because that plan does include changes to operations that should be assessed against the County Noise Element.

Policy 1: *In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.*

The development proposed in the Specific Plan will not result in changes to traffic noise levels such that noise-sensitive uses will be impacted. Thus, the project is **potentially consistent** with this policy.

4.3 REGIONAL PLANS THAT AFFECT THE AIRPORT

4.3.1 Clean Air Plan

In response to 1990 CAA requirements (see Section 3.9), the APCD prepared the Santa Barbara County 1994 Final Clean Air Plan (CAP) (APCD and Santa Barbara County Association of Governments 1994). The CAP also satisfies state attainment planning requirements, as discussed in the state regulations section. The CAP addresses all 1990 CAA requirements, including (1) amendments to the 1993 Rate-of-Progress (1993 ROP) Plan, which demonstrate that proposed control measures will, by 1996, reduce the 1990 adjusted base year inventory of ROG emissions by 15 percent and (2) a demonstration of attainment for the NAAQS for O_3 by 1996.

The 1994 CAP has been approved by the ARB and included as part of the SIP. However, in May 1996, three violations of the NAAQS for O_3 occurred in Santa Barbara County. In combination with the exceedances recorded in 1994 and 1995, the County has essentially failed to attain the NAAQS for O_3 by the statutory deadline (November 15, 1996), as required for a moderate nonattainment area. Consequently, the County could be reclassified to the next highest nonattainment category, namely serious, which would require more stringent regulatory and planning processes. Complicating this issue is the fact that the EPA may revise the NAAQS for O_3 in 1997. Therefore, it is presently unclear what action the EPA will take with regard to the SIP and the 1994 CAP.

The increase in employee and customer traffic associated with the Specific Plan facilities would increase vehicle emissions throughout a large portion of southern Santa Barbara County. The square footage of building proposed in the Specific Plan is included in the 3,000,000 square feet of non-residential construction allowed in the City until the year 2009 as part of Charter Section 1508 (adopted by Measure E in 1989). This square footage, along with the projected population generated by its construction, was included in *Forecast 94*, prepared by the Santa Barbara County Association of Governments. The growth projected in *Forecast 94* was the basis for determining future emissions in the 1994 CAP. Therefore, vehicle emissions associated with the Specific Plan would be consistent with the growth in vehicle emissions predicted in the 1994 CAP.

4.3.2 Congestion Management Plan

The Congestion Management Plan (CMP) is a state-required regional plan which addresses "traffic congestion problems in a coordinated and cooperative manner between state, regional, city, and county transportation and land use planning agencies, transit providers and the Air Pollution Control District" (p.I-1). The system includes all State highways and principal arterials. The Santa Barbara County Association of Governments (SBCAG) prepared the CMP for Santa Barbara County. A detailed discussion of CMP thresholds, existing conditions along CMP roadways and intersections in the project area, and project impacts is included in Section 3.20.

The proposed Specific Plan would not exceed CMP thresholds at any of the affected roadway segments, but a number of intersections would be impacted, including Los Carneros Road/U.S. 101 Southbound Ramps, Los Carneros Road/Hollister Avenue, and SR 217 Southbound Ramps/Hollister Avenue. Impacts to these intersections would be effectively minimized by the Airport's contributing its fair share payment to specified improvements through a reciprocal agreement with the County.

The Economic Development Alternative would impact one CMP roadway segment located in the project area: U.S. 101 east of SR 217. This alternative would add 109 P.M. peak hour trips to this freeway segment, which is above the 100 peak hour trips threshold for freeways operating at LOS D. Although the Economic Development Alternative would generate a CMP impact, the freeway would continue to operate at LOS D, which is considered acceptable under the CMP. According to CMP criteria, deficiency plans are required for CMP facilities that operate at LOS E or worse. Santa Barbara Council of Area Governments (SBCAG) staff have indicated that no mitigations would be required to satisfy jurisdictional statutes of SBCAG. However, as the local jurisdiction, the County may impose measures to mitigate the project's CMP impact to this location. Conditions of project approval, such as the TDM measures, may also lessen the project's impact to the freeway.

The Economic Development Alternative would impact the same CMP intersections as

the proposed Specific Plan, and the same mitigation measures would be required.

4.3.3 Hazardous Waste Management Plan

In 1986, the California legislature passed Assembly Bill 2948, which authorized local governments to prepare a Hazardous Waste Management Plan in order to assure the safe and responsible management of hazardous wastes. The County of Santa Barbara prepared its Hazardous Waste Management Plan in 1988. This Plan also has been adopted by the City. It is important to note that this Plan is concerned primarily with hazardous waste issues and not hazardous materials issues. Hazardous wastes are substances of no further use which need treatment or disposal or both, while hazardous materials include new and usable substances (such as pesticides and fertilizers). The Plan includes analysis of types and volumes of wastes generated in the County, criteria for new hazardous waste facilities, and analysis of waste reduction, recycling, and management by small quantity generators.

There are both hazardous waste and hazardous material issues which the proposed project must address due to on-site contamination within the project area and due to the potential use of hazardous materials by tenants. Section 3.10 addresses potential impacts and requires mitigation measures to reduce impacts to acceptable levels.

Several policies in the Hazardous Waste Management Plan deal directly with small quantities of hazardous waste contamination or long-term hazardous material use. The following policies apply to the proposed project alternatives.

Policy 4-1: *The County and cities shall encourage and promote practices and technologies that will, in order of priority: 1) reduce the use of hazardous wastes at their source; 2) recover and recycle the remaining hazardous wastes for reuse; and 3) treat those wastes not amenable to source reduction and recycling so that the environment and community health are not harmed by their ultimate release or disposal.*

Policy 4-2: *The County, in conjunction with the cities, shall develop a hazardous waste minimization program to provide adequate information and technical assistance to all hazardous waste generators to ensure that all generators have knowledge of regulatory requirements and effective waste minimization procedures.*

New industrial tenants leasing space within the Specific Plan area will be required to provide information to the Airport regarding any hazardous materials use, storage, and waste management procedures necessary. The Airport will also maintain an inventory of all tenants meeting the requirements for submittal of a California Business Plan. This will help to assure that tenant facilities meet proper hazardous materials storage and disposal requirements, minimizing the potential for unauthorized releases or spills of hazardous materials. Given these requirements, the proposed project would be **potentially consistent** with these policies.

Policy 9-1: *The County and cities shall encourage the proper storage of hazardous materials and hazardous waste through continued inspection efforts and public education regarding proper storage methods and regulations.*

See the discussion under Policies 4-1 and 4-2. Given these requirements, the proposed project would be **potentially consistent** with this policy.

Policy 10-1: *The County and cities should work with other involved agencies to establish a coordinated interagency effort for identification, regulation, mitigation, and notification of contaminated sites.*

Policy 10-2: *The County and cities in conjunction with the State Department of Health Services shall*

encourage on-site treatment and remediation to reduce the transport of hazardous waste from contaminated sites.

A state-certified asbestos consultant would be used to remove asbestos in structures to be demolished. Transportation and disposal would be in accordance with applicable regulations and standards. The precise method of remediating contaminated soils has not been determined; however, remediation plans would be reviewed and approved by the County Environmental Health Services Department, and on-site remediation could be encouraged at the time of plan review, if it is a feasible option. Therefore, the project would be **potentially consistent** with these policies.

4.3.4 Santa Barbara County Airport Land Use Plan (ALUP)

State law requires the development of airport land use plans, which are to particularly emphasize aircraft noise and accident potential. The Santa Barbara County ALUP addresses the two public airports in the County, Santa Barbara Municipal Airport and the Santa Maria Public Airport, in detail. It establishes planning boundaries around each Airport's area of influence and sets forth appropriate land use standards, including building height restrictions and soundproofing standards. Airport noise policy was adopted to assure that new land uses in airport environs are compatible with aircraft generated noise. (For additional detail regarding noise, building height limitations, and safety standards identified in the ALUP, please refer to section 3.2). The land uses proposed as part of the proposed project were specifically identified as being compatible with the provisions of the ALUP. The buildings would not exceed the allowed height restrictions, the proposed land uses would be compatible with the ambient noise levels and safety restrictions, and no impacts to the safe operation of the Airport would result from Specific Plan development. Thus, the project is **potentially consistent** with the ALUP.

4.4 STATE PLANS AND POLICIES

4.4.1 University of California, Santa Barbara — 1990 Long Range Development Plan

Policy 30240(a).11: *The Goleta Slough habitat will be preserved and protected (1980 LRDP policy, as amended).*

The only habitat within the Goleta Slough that would be potentially affected by Specific Plan development is the Girsh leasehold at the intersection of Los Carneros and Hollister. This parcel provides disturbed coastal scrub, grassland, a small patch of willows, and ornamental habitat, particularly in its southern half (Figure 3.14-2). These habitats are contiguous with larger areas of grassland and coastal scrub in the Slough to the south, and their replacement by commercial development would be significant in terms of diminished acreage and ecological function of upland habitat in the Slough ecosystem. This impact is significant but mitigable through a combination of avoidance and compensation (see section 3.14).

Given the implementation of mitigation measures identified in this EIR/EA, no adverse impacts to the Goleta Slough would result from Specific Plan development. Therefore, the project is **potentially consistent** with this policy.

4.4.2 California Coastal Act Policies

Section 30230 — Marine Environment

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that

will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

The mitigation measures included in the hazardous materials, water quality, and biological resources sections of this EIR/EA would adequately protect the marine resources of Goleta Slough. Therefore, the project is **potentially consistent** with this policy.

Section 30231 — Marine Environment

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

The mitigation measures included in the hazardous materials, water quality, and biological resources sections of this EIR/EA would adequately protect the resources of Goleta Slough. Therefore, the project is **potentially consistent** with this policy.

Section 30232 — Marine Environment

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Mitigation measures have been included in the water quality and hazardous materials sections of this EIR/EA that would provide adequate protection from such accidents. Therefore, the project is **potentially consistent** with this policy.

Section 30240 — Land Resources

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

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

The Specific Plan area is adjacent to the Goleta Slough and areas designated as environmentally sensitive habitats. Given the implementation of mitigation measures identified in the hazardous materials, water quality, and biological resources sections, the project would not adversely impact this area. Therefore, the project is **potentially consistent** with this policy.

Section 30244 — Land Resources

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

The project does have the potential to impact archaeological resources; reasonable mitigation measures have been identified in Section 3.13. Therefore, the project is **potentially consistent** with this policy.

Section 30251 — Development

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually com-

patible with the character [of] surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Specific Plan area is already largely developed and its implementation would not substantially change views of scenic coastal areas. The area is generally level, and natural landforms would not be changed perceptibly. The Specific Plan has been developed to be visually compatible with the surrounding area and, in many cases, would represent an improvement over the aging buildings that currently exist. Therefore, the project is **potentially consistent** with this policy.

Section 30252 — Development

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

The project would not restrict public access to the coast. Pedestrian pathways and bikeways would be provided as part of the Specific Plan, and carpooling and use of public transit would be encouraged, which may reduce vehicular traffic on access roads. Adequate parking would be provided. The relatively small number of in-migrants that would result from Specific Plan development is not expected to overload nearby coastal recreation areas. Therefore, the project is **potentially consistent** with this policy.

Section 30253 — Development

New development shall:

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

Mitigation measures identified in Section 3.11, Floodplains, would effectively minimize risks from flooding. Standard engineering practices would avoid impacts associated with geologic hazards. Mitigation measures described in Section 3.12, Water Quality, would minimize erosion impacts during construction. Implementation of standard Air Pollution Control District practices would effectively bring the project into compliance with local air quality requirements. Energy consumption and vehicle miles traveled would be reduced by the mitigation measures identified in Section 3.20, Ground Transportation, which include provisions to encourage bicycling, carpooling, and use of public transit. Additionally, the project

includes pedestrian walkways and bike paths. The Specific Plan area is already developed with industrial and commercial uses and is not a visitor destination point for recreational uses. Therefore, the project is **potentially consistent** with this policy.

5.0 COMPARISON OF ALTERNATIVES AND THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

5.1 INTRODUCTION

Both NEPA and CEQA focus on the importance of alternatives. Chapter 2.0 of this EIR/EA identified the alternatives to be carried forward into the full environmental evaluation and was performed in accordance with Council on Environmental Quality (CEQ) Section 1502.14. The FAA and CEQ guidelines indicate that this chapter should provide an evaluation of impacts resulting from the alternatives evaluated at an equal level in Chapter 3.0. According to Section 15126(d) of the CEQA Guidelines and recent court cases, environmental impact reports must:

> Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project...

Further, Guidelines Section 15126(d)(1) states:

> the discussion of alternatives shall focus on alternatives to the project... which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Guidelines Section 15126(d)(5) also states that:

> The range of alternatives required in an EIR is governed by the "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.

The Guidelines go on to describe what is taken into account in determining feasibility. Section 15126(d)(5)(A) of the Guidelines indicate that, among others, the following factors may be considered:

> site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

This Chapter also requires the identification of the environmentally superior alternative, other than the No-Action Alternative.

For this EIR/EA, the proposed Specific Plan, the Economic Development Alternative, and the No-Action Alternative have been evaluated at a co-equal level. As discussed in Chapter 2.0, other alternatives were not considered on a co-equal basis because they do not meet the applicant's objectives.

5.2 ALTERNATIVE LOCATIONS

The primary purpose of the Airport Specific Plan is to plan for this 225 acre portion of the Airport property. This is not a development project in the traditional sense, but a program for development for this particular piece of City-owned land. Putting the Specific Plan somewhere else does not resolve the question of what should occur at this site. In addition, another location for these uses would not provide funds for Airport operation and maintenance, a fundamental goal of the Specific Plan. Reve-

nues from other areas of the City (e.g., transient occupancy tax, property tax, sales tax) are included in the City (or General Fund) and are required to maintain City services (police, fire, parks and recreation, etc.) to the whole of the City and are not available for Airport use. For these reasons, any discussion of alternative locations would not meet the "rule of reason" addressed in the CEQA Guidelines and is, therefore, not included in this analysis.

5.3 REDUCED SIZE ALTERNATIVES

Regarding Reduced Size Alternatives, the proposed Specific Plan and Economic Development Alternatives have three unavoidable significant impacts (per local significance criteria under CEQA, not under federal criteria) associated with them (on solid waste, transportation, and air quality). Because of the regional nature of these impacts, they would not be avoidable at almost any other location in the City or surrounding County area. In any case, the significance thresholds for the three resources presently exceeding the thresholds were analyzed in order to define a fully mitigated alternative. These three alternatives were defined in the Draft EIR/EA for this project and are discussed below.

5.3.1 Reduced Size Alternative A

To reduce impacts to less than significant for solid waste, it is necessary to modify the project so that it generates no more than 196 tons per year after reduction and recycling efforts. Rather than 160,000 or 240,000 square feet of new building space, only 57,500 square feet of new space could be provided (36 percent and 24 percent of the square footage of the two alternatives discussed in the EIR/EA) in order to stay under the solid waste unavoidable significance threshold (with waste reduction and recycling efforts).

5.3.2 Reduced Size Alternative B

The EIR/EA identifies a long-term unavoidable significant impact on ground transportation for the Specific Plan at the intersection of Hollister Avenue and Fairview Avenue. To reduce this impact to insignificance, only 81,600 square feet of new space could be provided (51 percent and 34 percent, respectively, of the Specific Plan and Economic Development Alternatives). This amount of build-out assumes the mitigation of extending Kellogg Avenue from its southern terminus to South Fairview Avenue adjacent to James Fowler Road, along with provision of a half-diamond interchange (southbound off and northbound on at SR 217) or other similar configuration.

5.3.3 Reduced Size Alternative C

To reduce air quality impacts to insignificance with mitigations, only 22,990 square feet of new space can be added in the Specific Plan area (14 percent and 10 percent of the Specific Plan and Economic Development Alternative square footage, respectively). The County threshold would allow no more than 25 pounds per day of NO_x and ROG. Therefore, to eliminate any unavoidable significant impacts, the proposed Specific Plan would have to be reduced to allow no more than 22,990 square feet of new development.

5.3.4 Conclusion

The decrease in square footage necessary to reduce these unavoidable impacts to acceptable levels would not meet the City of Santa Barbara's objectives because the revenues generated by these alternatives would be insufficient to meet projected Airport capital, operation and maintenance costs. The primary goals and policies for the Airport property established by City Council in 1990 included a policy to "provide modern and safe airport facilities for aviation users of all types." This policy includes the provision of a terminal that is adequate to meet present and projected future needs, adequate

parking to meet those needs, and improvements to airfield operations that promote safe and efficient operation of the Airport. Another important goal established in 1990 requires that the Airport continue "to be a vital economic contributor to the community by maintaining the airport's economic self-sufficiency through effective use of its existing resources." One policy of this goal calls for the development of a Specific Plan for the commercial/industrial area of the Airport in order to plan for and promote orderly development of this area. Development in this area of the Airport is also a cornerstone of the Economic Development Plan and Implementation Program adopted by the City in 1995. This Plan calls for Airport development that will assist in the long-term stabilization of the South Coast economy. Reduced square footage alternatives will not allow creation of an industrial/office "campus" that is attractive to developers and future tenants who would bring higher paying jobs to the South Coast and would help needed revenues for the Airport.

While the Federal Aviation Administration will likely fund 90 percent of the cost of constructing the runway and runway safety area extensions, the City will be required to finance much of the costs of the Airline Terminal expansion and additional parking for Airport users. It will be necessary to finance these improvements through revenue bonds and, while some of these costs can be recovered through user fees for the airfield and terminal, it will be necessary to finance these improvements through increased revenues from leases in the Specific Plan area.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

For most environmental resources, the environmental impacts for the proposed Specific Plan and the No-Action Alternative are the same. This is because, with or without the Specific Plan, 160,000 square feet of commercial and industrial space would likely be constructed in the Specific Plan area. This comparison is also true between the No-Action and the Economic Development Alternative. The differences between the two actions are as follows:

- If the No-Action Alternative is selected:
  - There would continue to be no overall plan for the area;
  - The existing zoning and general plan designations would remain;
  - The Airport Commercial (A-C) Zone would not be reduced, thus resulting in the potential for increased traffic impacts generated from more retail space in the area;
  - The existing incompatibility in the Runway Protection Zone might continue;
  - Remodeling of existing buildings would continue but in an unplanned manner;
  - 160,000 square feet of new building space could be provided regardless of whether or not the Specific Plan is adopted;
  - The proposed roadway, infrastructure, and landscaping improvements would probably not be made; and
  - Non-aviation uses could continue to be located south of Hollister Avenue and therefore be potentially inconsistent with FAA guidelines and inconsistent with zoning.

The Environmentally Superior Alternative is the proposed Specific Plan with mitigation. It has less intense significant environmental impacts associated with it than does the Economic Development Alternative. It also has several benefits associated with it, identified as follows:

- There would be a plan for the area and development would occur in an organized fashion;
- The existing zoning and general plan designations would be modified to be consistent with the Specific Plan and City goals for Airport property;
- The Airport Commercial (A-C) Zone would be reduced, thus resulting in decreased potential for traffic impacts with less retail space in the area;
- The proposed roadway, infrastructure, and landscaping improvements would be made; and
- Non-aviation uses would be moved from the south side of Hollister Avenue to the north side of Hollister Avenue, allowing for uses south of Hollister Avenue that are consistent with FAA guidelines.

The Economic Development Alternative is similar to the proposed action. There are no additional significant impacts that cannot be mitigated to insignificance. The differences follow:

- Regarding transportation, the Economic Development Alternative would add 845 more vehicles per day with 122 more morning peak trips and 112 more afternoon peak trips than the Specific Plan. The Economic Development Alternative would accelerate when certain transportation mitigation measures would have to be implemented to avoid significant impacts. In the short term, the Economic Development Alternative would add significant traffic impacts to SR 217 and the south-bound ramps at the Hollister intersection, which can be mitigated to insignificance. In the long term, both of the alternatives would significantly impact this intersection. The Economic Development Alternative would also add potentially significant amounts of traffic to the SR 217 northbound ramps at the Hollister intersection in the long term. This impact can also be mitigated to insignificance. This alternative would add potential significant amounts of traffic that can be mitigated to insignificance to the Los Carneros Road/US 101 southbound ramps intersection in the short term. The long-term potentially significant impact at this location is the same for the Specific Plan alternative. Additional parking spaces would be required in the Specific Plan area for the Economic Development Alternative.
- The Economic Development Alternative would exacerbate the significant unavoidable long-term County air quality exceedance of the ROG threshold (adding an additional 5.42 lbs/day above that for the proposed Specific Plan) and the NO_x threshold (adding an additional 24.12 lbs/day).
- The Economic Development Alternative would have an unavoidable significant impact on solid waste like the Specific Plan alternative; however, there would be more solid waste (160 tons more per year) generated by the Economic Development Alternative.
- The beneficial effects of the Economic Development Alternative would be greater for construction and long-term employment (71 more man-years of construction jobs, 41 indirect construction jobs, and 290 long-term jobs). The construction expenditures would be $3.6 million greater for the Economic Development Alternative than for the proposed Specific Plan.
- There would also be a slight increase in impacts on some environmental resources. The additional long-term noise impacts associated with the Economic Development Alternative would be imperceptible at 0.1 dB higher than for the Specific Plan alternative. During construction, noise impacts would

occur over a longer period with the Economic Development Alternative, but still be insignificant. With the Economic Development Alternative, there is more potential for additional storage of hazardous materials associated with industrial uses. However, the materials would still have to comply with applicable laws and regulations regarding hazardous materials storage and disposal. The impacts on schools would be insignificant and be similar to those associated with the Specific Plan alternative although somewhat greater because of more employees associated with the Economic Development Alternative. The social impacts would be insignificant but, because of additional in-migration, would require 21 more affordable housing units. The Economic Development Alternative would require 12 acre feet per year more water than would the Specific Plan alternative. However, this would also be an insignificant impact on water supply. There would be a minor addition of light emissions and requirements for energy and natural resources. The impacts would still be insignificant for these environmental resources.

- There is little to no difference between the Economic Development Alternative and the other alternatives on the following environmental resources: biotic communities, endangered and threatened species, wetlands, archaeological, historic, and cultural resources, floodplains/floodway, water quality, land use, coastal zone management and coastal barriers, wild and scenic rivers, farmlands, and encountering hazardous materials or asbestos on site.

It should be noted that, like the proposed Specific Plan, the 80,000 additional square feet in the Economic Development Alternative could be built without the preparation and adoption of a Specific Plan. This alternative has the same advantages over the No-Action Alternative as does the proposed Specific Plan. However, the proposed Specific Plan with mitigation remains the Environmentally Superior Alternative because its Class I impacts are less severe than would be the case under the Economic Development Alternative.