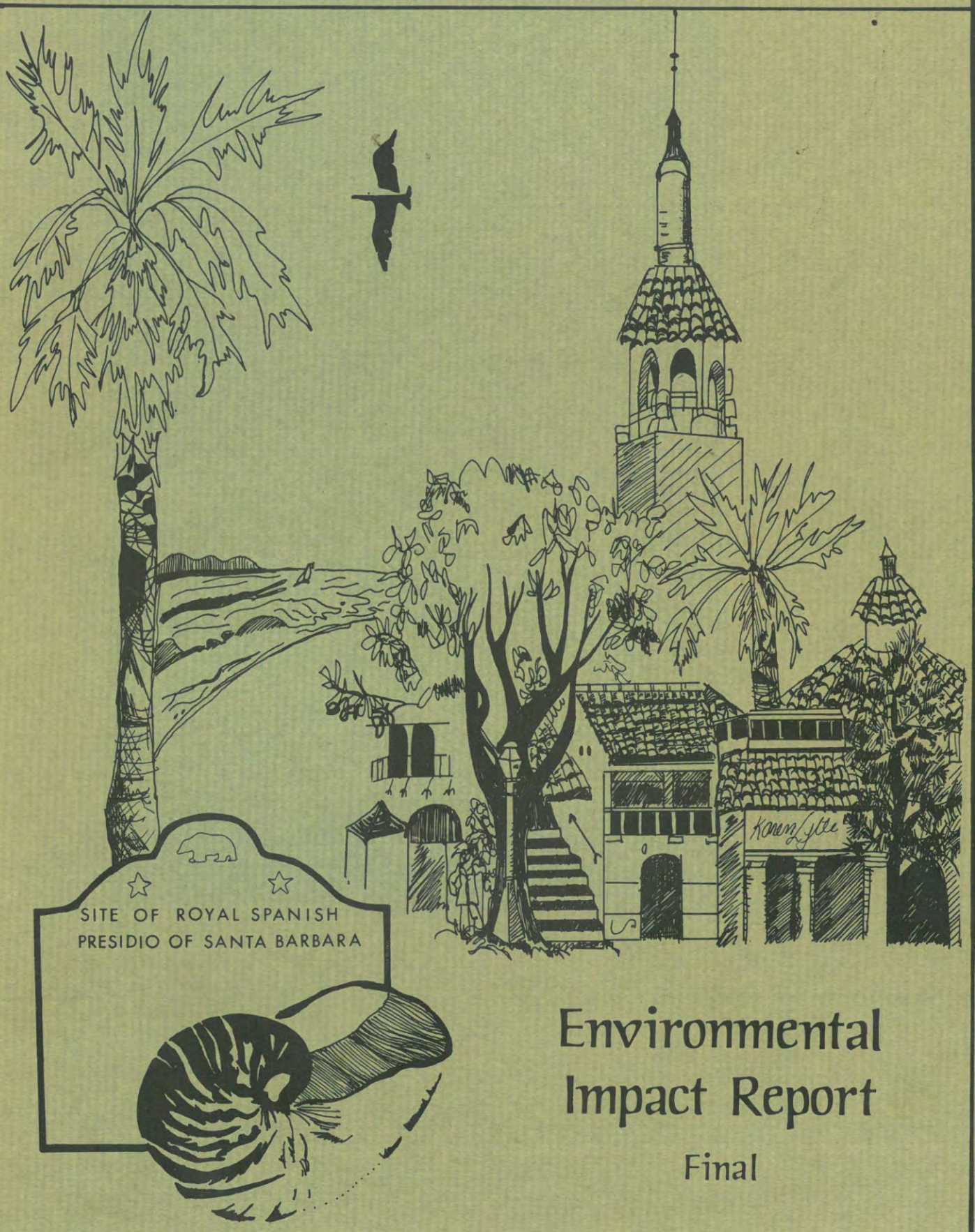
CENTRAL CITY REDEVELOPMENT



Environmental Impact Report

Final

COMMUNITY LAND USE ASSOCIATES / LAND USE ANALYSIS AND ENVIRONMENTAL COUNSELING

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Environmental
Planner

January 15, 1977

ROBERT H. FOREMAN
Executive Director
Redevelopment Agency of the
City of Santa Barbara
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Dear Mr. Foreman:

It is with a great deal of pleasure and no small measure of apprehension that I submit this Environmental Impact Report to the Redevelopment Agency. The pleasure comes from working with citizens at large, City staff, and representatives of a number of interest groups in an attempt to separate the fact from the fiction of City redevelopment. The apprehension stems from my reservations about how the report will be used by the proponents and opponents of the project.

It is my hope that the report will be used not as a lever, but as an information base to aid in the assessment of environmental impacts and issues which may affect the quality of life in Santa Barbara.

In the process of preparing the report, numerous persons, organizations and agencies were contacted with regard to their knowledge of and opinions about the environmental effects of the Central City Redevelopment Project. They provided reinforcement as well as contradictions concerning the Plan, its components and the associated impacts.

In this process I have discovered that there are large numbers of people who live, work and visit Santa Barbara--both public officials and private individuals--who really care about the future of Santa Barbara.

This report attempts to present those concerns objectively, accurately and concisely.

Respectfully submitted,

John C. Jostes

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SANTA BARBARA CENTRAL CITY REDEVELOPMENT PLAN

Final Environmental Impact Report

Prepared for:

The Redevelopment Agency and City Council of the City of Santa Barbara

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FOREWORD

The preparation of this report has been a comprehensive and exhaustive process. Work on the initial draft EIR started in January 1976. This draft report received public comment through two public hearings and a 60-day review period. This Final Report is the result of input and creative energy generated by dozens of individuals, organizations, and public officials who took part in some aspect of the Redevelopment Agency's environmental review process.

The main purpose of this report is twofold: (1) to provide a solid information base upon which decisions concerning future redevelopment can be made; several experts and professionals have contributed to this report so that the community dialogue which ensues and decisions that result will be based upon the best information available; and (2) to reduce the potential environmental effects of the Central City Redevelopment Project to their essential ingredients so that they can be viewed in an objective manner and capsulized in as brief a manner as possible.

Throughout the preparation of this report, the authors have maintained one major goal: to provide the people of Santa Barbara and their governmental representatives with the opportunity to contribute to the preservation and enhancement of the Santa Barbara environment.

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INTRODUCTION AND SUMMARY

INTRODUCTION

THE ENVIRONMENTAL REVIEW PROCESS

In 1970 the State of California enacted the California Environmental Quality Act ("CEQA"), which requires that Environmental Impact Reports (EIR's) be prepared for projects which have the potential for generating significant adverse environmental effects.

In developing the policy basis for the law, the State determined that:

- The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- The capacity of the environment is limited, and the government should take immediate steps to identify all critical thresholds for the health and safety of the people and take all coordinated actions necessary to prevent such thresholds being reached.
- The long-term protection of the environment shall be the guiding criterion in public decisions.
- Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

Furthermore, it gave all public agencies the responsibility of adopting objectives, criteria and procedures for the evaluation of projects and the preparation of EIR's. Thus, the environmental review process was brought into being.

In September of 1976, CEQA underwent its first major revision. The primary thrust of this revision was to make the process of environmental review more flexible and to tie the EIR and its findings into the decision making process. Of significance was the addition of a new legislative policy which states that:

> ". . . Public agencies should not approve projects as proposed if there are feasible alternatives or mitigation measures available which would substantially lessen the significant environmental effects of such projects and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The essence of this statement seems to be a recognition of the EIR as a planning tool which should be viewed not as an ad hoc requirement of little or no usefulnees, but rather a bonafide procedure which allows for independent evaluation and design modifications to "fine tune" project planning and implementation from economic, environmental and social perspectives.

Public Participation

Since its introduction as a Draft in June of 1976, this EIR has been circulated and reviewed by over 100 individuals, governmental agencies and interest groups. Two public hearings were held by the Redevelopment Agency at which time a number of the 56 entities or individuals who submitted written comments on the completeness and accuracy of the draft summarized their comments verbally. This Final EIR is, in part, a response to those comments. There will be at least one additional public meeting on this document. There will be additional public meetings as the proposed Redevelopment Plan proceeds through the discretionary bodies such as the City Council.

In addition, as specific project elements are proposed for development approval, the environmental review process at the City level will also provide an opportunity for the public and interested agencies and organizations to speak to the need for additional disclosure of potential environmental effects associated with both private and public development proposals.

The Concern for Full Disclosure

One of the inherent principles embodied in CEQA is the concept of full disclosure of potential environmental impacts. At the time of passage of the law requiring EIRs on certain projects, the Legislature had become aware of the ad hoc nature of "planning for the environment," and rightly so. Challenging governmental agencies in the past and present have been citizens who have realized that in many if not all cases, the ski development is followed by a 500-unit condominium development, the breakwater by a marina, and sales of mineral and oil leases by processing facilities.

Until recently, the full disclosure doctrine of CEQA was, to some degree, lip service to an apprehensive citizenry, for there was no requirement that once significant environmental effects were identified and disclosed, the decision maker has to pay any attention to that information prior to or subsequent to his or her vote for or against any particular project having an EIR. This view is changing, not only from an administrative point of view, but also from the practical point of view. As amended, CEQA requires (as of January 1, 1977) that decision makers must adopt a statement of overriding need/concern which details the reasons for approving a project with substantial adverse effect(s) when in fact those effects or impacts can be minimized or eliminated through adherence to feasible mitigation measures and/or alternatives outlined in the final project EIR.

With respect to the full disclosure of the environmental effects of Central City Redevelopment, the Draft EIR and subsequent public and agency review has, for the most part functioned as a full disclosure process, not only in terms of identifying areas of environmental sensitivity and citizen

concern, but also in terms of modifying, changing and omitting certain site specific proposals which are either economically or environmentally unsound.

Evolution of the EIR

The CCRP as initially addressed in the Draft EIR was a specific land use plan for intensification and reordering of uses within the downtown and beach areas of Santa Barbara. The nature of the review that followed served to indicate that a more general approach to planning within the area would be more fruitful in the long run. As an example, the need was seen when reviewing the Draft EIR that potential fiscal impacts and economic costs and benefits must be addressed on a CCRP-wide basis; hence, the economic analysis as presented in this final report. With this new project scope in mind, this report was revised and redesigned to highlight the major issues involved in the complex undertaking called Central City Redevelopment and to act as an early warning handbook for individuals and public entities having an interest in the future of downtown Santa Barbara and the South Coast in general. Rather than bombard the reader with massive amounts of detailed technical data, the attempt has been to highlight key issues and provide insight into the tradeoffs, both beneficial and adverse, associated with Redevelopment. The attempt has been to write the report in a manner such that a reasonable decision can be made as to whether the Redevelopment Plan and subsequent projects should be approved and implemented while intending to assist decision makers in minimizing or eliminating adverse effects, primary and secondary, which could accompany such a decision.

Organization of the Final Report

This EIR has been designed with a format similar to that suggested by the Redevelopment Agency's guidelines for the content of Environmental Impact Reports, with several modifications. A summary has been included to provide an overview of the proposed Redevelopment Plan, the existing conditions in and around the Redevelopment area, the major issues and report findings and recommendations and conclusions. Acceptance or rejection of the recommendations contained within the summary should be made prior to approval of the Redevelopment Plan as amended; however, implementation of some of the recommendations may not be feasible until such time as project specifics are more concrete. Procedural recommendations, if found to be effective, should be adopted by resolution.

The body of the report is divided into three main sections: the description of the Central City Redevelopment Plan; the assessment of environmental conditions and impacts; and references and sources. The descriptive portion includes subsections on the Plan elements which could be specified once the Plan were adopted as well as an explanation of possible Plan implementation scenarios with special attention given to relationships to the proposed Crosstown Transportation Corridor Project.

The main portion of the body, Environmental Setting, Impact Delineation, and Proposed Mitigation Measures, presents a detailed analysis, by subject area, of the existing conditions, potential beneficial and adverse impacts and mitigation measures designed to reduce or eliminate substantial adverse impacts. Given the lack of specificity of the Redevelopment Plan itself,

many of the predicted impacts are based on assumed descriptions of probable elements. At the conclusion of this section, four "CEQA-mandated" subject areas are addressed--Cumulative Impacts, Alternatives, Short Term Uses of Man's Environment as Related to Long Term Productivity, and Unavoidable Adverse Environmental Impacts. These topics are addressed at the general plan level with the intention of identifying major issues and impacts which would result regardless of the detailed specifics of Plan elements or components. Growth Inducing Impacts are presented with the Socio-Economic subsection of the body.

Following the main body of the report is the Appendix. Within this portion, technical information upon which relationships and impacts have been identified is presented. In addition, a summary of written public comments is also included.

Throughout the preparation of this Final EIR, the attempt has been made to organize the Final in a similar manner to that of the Draft. However, given the dynamic nature of the Redevelopment Plan, specific sections and subsections have been substantially modified in an attempt to reflect concerns voiced by interested public agencies, organizations and the general public subsequent to introduction of the Draft EIR.

Acknowledgements

A number of people have helped me throughout the design, research, writing, and rewriting of this report: Robert Vickery and Peter Clark of the City's Transportation Division; Bill Haskell and Jane Silberstein of the Planning Division; Jim Perry of the Division of Land Use Controls; William K. Wittausch and Robert Foreman of the Redevelopment Agency; Lyle Stewart, Planning Consultant; Bob Klausner of the Downtown Redevelopment Task Force; Betsy Chase of the City's Environmental Hearing Board; Tom Stone, Legal Counsel, and other City and County staff and involved citizens.

John K. Gamman, a special friend and associate in environmental counseling and analysis, has helped me immensely from the very beginning; his constant questioning of many issues in the Draft and Final reports has helped me to reorder and rewrite sections of the report and firm up their presentation. Richard Lieberman and Robert Crouch of Tecolote Research, Inc., did an excellent job of clarifying and simplifying many of the economic and fiscal concerns of Redevelopment.

My final and most sincere appreciation belongs with my staff: Meredith Getches, Environmental Analyst, Phil Mees, Land Use Analyst, Karen Lytle, Graphic Artist, Suzy Stein and Lynne Steven, Manuscript Typists. Each was involved in this study in his or her own important way. Without them, this report could not have been prepared under the time, economic and logistical constraints taken as givens.

John C. Jostes
January 1977

SUMMARY

DESCRIPTION OF THE REDEVELOPMENT PLAN

The Central City Redevelopment Plan, as proposed by the Redevelopment Agency of the City of Santa Barbara, consists of the adoption and subsequent implementation of a policy guide for reorganization and, in some cases, intensification of land uses in a 850-acre project area located in the downtown and beach areas of the City. Making use of the tax increment method of financing, the Plan seeks to activate public programs and encourage private interests to build upon existing and future interrelationships and guide development and redevelopment within the Central City. It also proposes to initiate public and private housing programs. The method of reordering land uses is proposed in the form of six land use designators, or sub-areas, in which various types of land uses would be encouraged.

It is expected that the proposed Plan, once adopted, would take from ten to fifteen years to implement. The project (i.e., Plan) elements which are considered to be most likely to occur are:

1. Major Retail Expansion - the addition of approximately 220,000 square feet of new retail space within the Central Business District core between now and 1982.

2. Auto Center - the consolidation of four to seven auto dealerships within an 18- to 25-acre site located north of U. S. 101, west of State Street and south of Haley Street.

3. Low and Moderate Income Housing - the construction of approximately 500 new housing units and the rehabilitation of 500 existing substandard units within but not restricted to the westerly portion of the Planning area.

4. Hotel Conference Center - the construction of a 400 to 500 room hotel in the East Beach area with a conference center seating from 1000 to 1500 persons.

5. Market Housing - the construction of private family and/or elderly housing for middle or upper income persons at density ranging from 12 to 20 units to the acre, to be located adjacent to the beach area east of Anacapa Street.

6. Transportation Center - the consolidation of public and private transportation facilities in a two-block area immediately south of U. S. 101 on either side of State Street.

7. People Mover - the provision of a convenient public transit linkage between and within the Central Business District and the beach/harbor area at little or no cost to the rider.

The implementation sequence of the Plan and its considered elements would depend upon three factors: (1) The need to create surplus tax increment funds; (2) the necessity for some elements to precede others in order that relocation space for pre-empted uses be available; and (3) the construction of a Crosstown Transportation Corridor.

Other public and private projects may occur within the project area; however, the nature, design specifics and implementation of such proposals is not yet at a stage which permits reliable environmental assessment.

ENVIRONMENTAL AND ECONOMIC SETTING

Natural Resources

Geology

The Santa Barbara region has experienced five major earthquakes since historic records have been kept. These occurred in 1812, 1925, 1927, 1941 and 1957. Although the region is not known to have been the site of a great earthquake (Richter Magnitude greater than 8.0), the geologic record shows that a high level of "mountain building" activity has continued through post-pleistoscene time (i.e., the last 2.5 million years). Within the project area there are other associated hazards which could magnify the effects of seismic activity. Water-saturated granular soils and fine-grained, cohesive clays and silts are responsible for differential settlement of structures; the former may cause amplified ground shaking. Those portions of the area at low elevations (40 feet or less) may also be subject to inundation by sea waves generated by local seismic activity.

Flood Hazard of Mission Creek

Mission Creek as it appears today has little resemblance to the waterway that existed during missionary days or as it did just fifty years ago when steelhead trout were caught by hook and line off the Cota Street bridge. Today the Creek is, for the most part, a seasonal drainage course. During this century creek overflows have occurred in 1907, 1909, 1911, 1914, 1918, 1938, 1941, 1943, 1952, 1967, and 1969. Most of these caused flooding of some City streets. The flood of 1914 was devastating, destroying six bridges, twelve houses, several commercial establishments and large roadway areas. The January flood of 1952 flooded approximately fifty houses. In the 1967 flood, Mission Creek overflowed its banks and flooded low-lying areas from Haley Street south to the beach, damaging several commercial blocks. A large part of the project area, south of U. S. 101, is subject to flood inundation on a semi-regular basis.

Biotic Communities

Due to the urbanized nature of the Central City of Santa Barbara, there is only one known rare and endangered species in the area, the Least Tern, which nests on the sand bar east of the Harbor. However, significant specimens of flora--particularly trees--have been introduced to the area or occur naturally and warrant preservation.

Air Quality

The South Coast region of Santa Barbara County presently experiences air pollution problems in the form of oxidant, carbon monoxide, and particulate concentrations which exceed standards mandated to protect public health and well-being. The existing situation is a serious one as recent oxidant episodes have exceeded indoor occupational health alert levels. Land use decisions in recent years, permitting the construction of drive-through facilities such as banks and fast-food restaurants have encouraged the use of the automobile, the major source of the South Coast's air pollution problems, particularly carbon monoxide build-up. Recent decisions at the federal level, permitting expansion of oil production and related activities, increase the likelihood that air quality in the South Coast area may be further degraded to a point where on-shore regulations, controls and programs designed to reduce vehicle miles traveled and stationary source emissions could have no substantial effect on reversing the trends toward critical future conditions.

Noise

The major sources of noise pollution are related to transportation. Residents who live along heavily traveled streets leading to the Central Business District have daily exposure to the almost constant noise produced by surface street traffic. The steady drone of freeway traffic can also be heard, with varying degrees of clarity, throughout most of the City, as can the passing of freight and passenger trains. Reductions in noise levels are projected if and when the Crosstown Transportation Corridor is constructed. Surface street noise is expected to continue at its current level.

Man-Made Resources

Land Use

Within the 900-acre planning area there is a diversity of land uses. There are six basic types: Residential, Public, Quasi-Public, Commercial, Industrial and Utility, and Parking, Circulation and Vacant. In general, residential uses are concentrated on the western side of the Central Business District; retail, service and commercial are located adjacent to the major arteries of the area; industrial and manufacturing are present to the southeast; and hotel, motel and tourist-oriented uses are found along the beach area.

The quality of the existing urban development varies in direct relationship to two basic physical factors: damage from recent earthquakes, and deterioration due to past flooding characteristics. For example, the retail and commercial uses along State Street northwest of Ortega Street appear in relatively good condition because much of this area was destroyed by the 1925 earthquake and subsequently rebuilt. Conversely, many buildings southeast of Ortega Street were not destroyed by the "quake" and as a result are of a declining nature. A large number of residential structures located in the flood-prone areas adjacent to Mission Creek have deteriorated due to past floods and are in need of either rehabilitation or removal.

The intensity of urban development decreases as a function of distance from the two primary arteries of the Central City: Carrillo Street and State Street. This intensity manifests itself in two general characteristics: Type of land use (commercial to residential), and height of structures.

Housing

From a supply standpoint, Santa Barbara's housing stock is in critical shortage. In 1975, a Housing and Urban Development (HUD) Area Postal Vacancy Survey was taken and indicated that 1.9% of all dwellings where postal deliveries are made were vacant. This rate is far below the 4½ to 5% vacancy rate that indicates market equilibrium. Similar conditions exist in Goleta, Summerland and Carpinteria.

While the percentage of multiple units has risen from 43.1% of total housing stock in 1970 to 47.3% in 1975, the most critical deficiency in housing supply is in the apartment rental market where the high-demand/low-supply situation has driven the rental rate structure to a level where even the smallest, least desirable units are highly priced. The supply of rental housing lags behind demand primarily for two reasons. The first is that high construction, land, and capital costs have combined with longer and more costly pre-construction procedural costs to make anything but higher-rent apartment developments a poor return on investment. The second reason for the shortage is that many younger families who planned to purchase their own homes have now been priced out of the single-family home market and are competing for the limited supply of rental housing.

In addition to supply and demand characteristics, the present physical condition of a portion of the housing supply warrants its removal. As of November 1974 3,630 units (11.4% of the total stock) were considered substandard. This housing is primarily occupied by low and moderate income households and is located for the most part in the downtown, west side, and lower east side neighborhoods of the City.

Economics and Fiscal Concerns

The trend towards a polarity between income groups within the City continues to occur with the number of persons with annual incomes of $4,000 or less and $25,000 or more increasing. Unemployment has risen from 5.3% in 1970 to a high of 7.1% for 1975.

The downtown area is holding its position as a primary retail market for the South Coast area. However, the potential for the development of a new regional shopping center elsewhere, no matter how remote, continues to exist.

Assessed values and resultant tax receipts have increased over recent years, but the figures for the Redevelopment Area and the downtown have experienced less of this increase. In terms of constant dollars, the assessed values for the City have experienced a decline as have those within the Redevelopment Area and downtown portion of the City. At the same time, sales and bed taxes have showed annual gains ranging from 4% to 17%. These increases are partly due to inflation.

Transportation and Parking

The characteristics of daily travel in Santa Barbara reflect a heavy dependence upon the single-occupant automobile for personal transportation. The geographical characteristics of the area and the close proximity of the City's residential areas to the central core create both a potential for a shift to alternative transportation modes and a major constraint to the realization of that potential. The constraint exists because the most important travel factor to area residents is "travel time." The personal auto trip to the Central Business District area presently involves less travel time than any other mode except the relatively short bicycle trip. Mass transit has difficulty gaining wide acceptance and use because the present headways (i.e., waiting time) on most routes are in excess of actual travel time.

The existing person and motor-vehicle trips to the downtown area, by mode, are summarized below:

	Average Daily Trips-1975 Existing	
	No. of Trips	% of Total
Motor Vehicle Trips	224,000	–
Person Trips		
Motor Vehicle Driver	224,000	68.5%
Motor Vehicle Passenger	89,600	27.4
Intra-downtown Transit Passengers	400	.1
Inter-downtown Transit Passengers	5,000	1.5
Bicycle Riders	5,000	1.5
Other (taxi, motorcycle)	3,000	1.0
TOTAL PERSON TRIPS	327,000	100.0%

Source: Transportation Division, City of Santa Barbara

Parking

There are approximately 15,300 on and off street parking spaces available within the downtown area used by shoppers and employees. Each shopper space serves between four and eleven vehicles per day whereas each employee space serves between 1.0 and 1.25 vehicles on the average. The average occupancy rate for all spaces is 70% during the daylight hours. However, certain Parking District lots have demands that regularly exceed capacity. At present, a new parking garage is nearing completion which will add approximately one hundred new spaces. This addition will bring the supply of public off-street parking spaces to a total of approximately 1400.

Population Growth

During the 1940's the City grew at moderate rates of an average of three to four percent per year. The rest of the South Coast also experienced moderate growth through these years. The growth was due, in part, to the attractiveness of the Santa Barbara area to retirees and to the growth of tourism.

During the 1950's and early 1960's the City maintained these moderate growth rates. Beginning in the early 1960's the rate of increase for the City began to decline. During the 1950's the rest of the South Coast grew rapidly, averaging almost ten percent annually throughout that decade, jumping in the 1960's to an average of 13% to 14%. Much of this growth occurred in the Goleta Valley, due to the establishment of a general campus of the University of California in Goleta. Student enrollment at UCSB quadrupled from 1960 to 1970, peaked in 1969-70 and again in 1975-76.

The Santa Barbara County population grew from 264,324 persons in 1970 to 280,605 in 1975. This was an increase of 16,281 persons during that period and resulted in an average annual growth rate of approximately one percent. During the same five year period, the City population increased from 70,215 to 72,238, a growth rate of approximately .58%. The past five years have shown a considerably slower growth pattern for the City.

Public Services

Public services provided to the residents of the City include:

Water	Parks and Recreation
Sewage Disposal	Library
Education (i.e., Schools)	Solid Waste Disposal
Police Protection	Public Assistance
Fire Protection	Flood Control

All of these services have been found to be adequate to serve a local population of approximately 85,000 persons by 1990.

MAJOR ISSUES AND REPORT FINDINGS

The following section summarizes the major issues and significant adverse and beneficial impacts identified in the body of the report. While other issues and sub-issues are also addressed in the text, this portion seeks to present those concerns which, through the process of report preparation and public and agency review of the Draft EIR, appear to be of primary concern to those interested in the potential environmental effects of the proposed Central City Redevelopment Plan.

Transportation and Air Quality

Implementation of the proposed Redevelopment Plan and construction of the major tax increment generating elements, Low and Moderate Income Housing and the Transportation Center, could, over time, generate in the neighborhood of 18,000 new daily automobile trips in the downtown area. This increase (eight percent of the existing 1975 level) is inconsistent with the goals of the City's General Plan and could result in the worsening of potentially severe air quality problems. On the other hand, the consolidation of multi-modal transit facilities in a Transportation Center and the provision of convenient public transit linkages between and within the downtown and beach areas, as proposed with the People Mover system, would have significant beneficial impacts of providing a centralized transfer point for multi-modal transportation linkages offering an alternative mode of travel to CBD shoppers and visitors to the area.

Land Use

Construction of the major elements of the Plan could result in adverse land use impacts arising from potential commercial and manufacturing dislocations and their indirect impacts, i.e. demands, for desirable relocation space. The same could hold true for residential dislocations and their impacts on appropriate sites for new private low and moderate income housing. Aside from higher costs of land due to increased demand, most other land use impacts would be beneficial in nature. These include the strengthening of business and transportation linkages, increased property values, consolidation of complementary land uses and removal of nonconforming or incompatible uses. In another sense, the increase of land use intensity in an already urbanized area could pre-empt or reduce the potential for decentralized uses in semi- or non-urbanized areas.

Housing

Implementation of the Auto Center and Low and Moderate Income Housing project elements of the Plan could result in a loss of approximately 450 private low and moderate income housing units, with the relocation of affected households placing additional demand upon a diminished housing supply (private sector) that cannot adequately meet present demands. However, the majority of units eliminated would be those selected for their substandard condition; replacement housing and the housing rehabilitation program would improve the general quality of the housing supply and extend the life of older single-family residences. On the other hand, the Market Housing element, when coupled with the Low and Moderate Income Housing program, would result in the cumulative addition of approximately 700 public and higher income private units. In the long run, full implementation of the CCRP would benefit the number and quality of the aggregate housing supply (public and private) at the social costs of relocated households and low and moderate income residents.

Economics and Fiscal Concerns

If the major elements of the CCRP are implemented, substantial annual flows of tax increment funds could be generated by the Hotel Conference Center and Market Housing components. These increased tax revenue flows would eventually accrue to all taxing districts. In addition, tourist-visitor expenditures are likely to increase as well as expenditures for shoppers goods in the downtown area. The cost of living could be increased due to projected increases in housing costs, but the exact magnitude of this increase is not known. Newcomers migrating to the area to fill permanent employment opportunities would incur added public service costs; however, these costs would be offset by bed and sales taxes accruing to the City. School district budgets would be relatively unaffected, showing slight increases in revenues which would offset costs.

Employment, Population Growth and Public Services

The major elements considered by the CCRP could have significant beneficial impacts on the local labor market by generating a substantial number of construction-related and permanent full-time sales/service employment

opportunities. However, the generation of new full-time employment opportunities could induce newcomers to migrate into the area to fill some of those jobs. The magnitude of the potential increase in population (430 to 800 persons) is not extraordinary, but it could preclude inmigration by other future newcomers. These newcomers and the increased intensity of land use envisioned by the Redevelopment Plan would have impacts on the public service infrastructure. Although the City of Santa Barbara has sufficient water resources to commit itself to serve new uses and increased population, the City's unused supply would be decreased and this could have serious implications for neighboring communities which rely upon the purchase of this water to balance their supply deficits. Generally, impacts on the public service infrastructure would be those of precluding undetermined future demands by committing existing or planned public service capacities to CCRP-related uses. In some cases (e.g., police and fire protection) CCRP-related service demands could incrementally necessitate expansion of service capacities.

Social-Demographic Issues

Implementation of the CCRP and its major tax increment generating elements would generally serve to continue existing trends in age distribution, population, and income levels. Although it would increase employment opportunities, these opportunities would do little to offset the trend toward disparity between high and low income levels. If improvement of the function and appearance of the Central City led to increased living costs, those of low and moderate income could have to bear a disproportionate share of the indirect costs of redevelopment.

RECOMMENDATIONS AND CONCLUSIONS

If the Central City Redevelopment Plan is to be approved and its project elements implemented, those significant adverse impacts identified in the summary and body of this report must be reduced or eliminated. This can be done through the integration of mitigation measures and alternatives as part of the Plan itself or as conditions for implementation of subsequent elements. It is not expected that the mitigation measures and alternatives outlined below will be received with overwhelming agreement or celebration, for they, like the impacts identified in this EIR, involve trade-offs between short term economic and social benefits and the long term protection, conservation and enhancement of the natural and manmade resources of the region.

While the Redevelopment Plan represents a sensitive and well thought out attempt to improve the health, safety, welfare, and productivity of the planning area and its users, additional refinements can and should be made which reflect the most up-to-date and broad based input from the community. As specific plans for project elements emerge, further environmental review and assessment of potentially significant impacts must be taken into account. This subsequent review may take the form of attachments or addendums to this EIR, individual project EIR's, conditional or qualified Negative Declarations, or other full disclosure environmental documents. It is with this expectation in mind that the following recommendations are made.

Geology-Soils

- The Mesa Fault should be precisely located and its activity redefined by qualified geologists before any site specific redevelopment activity is initiated.

- Phase II of the City's Seismic Hazards Study should be completed as soon as possible.

Hydrology-Flooding

- Implementation of the Mission Creek Linear Park concept should be initiated with active cooperation between governmental agencies planning staff and affected residents and businesses.

Biotic Communities

- Redevelopment Agency funds should be made available to finance a full-scale biotic inventory administered through the City Park and/or Recreation Divisions in conjunction with the Audobon Society, Natural History Museum and the Santa Barbara Botanic Gardens.

Air Quality

- The Redevelopment Agency and the City should actively support and participate in the formulation of a region-wide Land Use-Air Quality Maintenance Program and the Transportation Management Implementation Program.

Noise

- The City of Santa Barbara should proceed quickly and decisively to gather existing community noise level information, complete and adopt a Noise Element for the General Plan and adopt a comprehensive noise ordinance.

Aesthetics/Cultural Concerns

- The Redevelopment Agency should consider funding a report to identify historical and architecturally significant structures within the planning area. Such a report could provide impetus for the development of a neighborhood protection element of the Redevelopment Plan.

Land Use

- Relocation programs for residential, commercial and manufacturing uses should be closely coordinated with the Planning and Transportation Divisions of the City to insure that the land use and circulation conditions that the CCRP seeks to improve within the Planning Area are not transferred to other relocation areas.

Housing

- The Redevelopment Agency should implement specific project elements with two major objectives: The minimization of residential relocations, and where existing residences are demolished or removed, they should primarily be those which are substandard.

- The Redevelopment Agency should consider a cooperative housing program to fulfill the relocation needs of dislocated households.

Transportation

- The Redevelopment Agency and the City should pursue an integrated land use and transportation planning policy including but not limited to the Transportation Management Implementation Program based on strong disincentives to auto use and strong incentives to the use of other modes of travel.

- The People Mover, expanded bicycle facilities, car pooling lots and the Transportation Center should be integral elements of an expanded transportation system.

- Implementation of the People Mover concept should occur early in the implementation of the CCRP.

- Future developments within the Planning Area should be subject to conditions that functionally tie them into an expanded transportation system.

- Major generators of employee traffic should be required to supply car pool parking lots and bicycle facilities with incentives to their use.

Employment-Growth Inducement

- The City should adopt a policy to attempt to influence new local employers to give priority to local persons and on-the-job training for those jobs requiring few skills.

Public Services

- Water - relocation sites for dislocated businesses and residences should be within the existing service boundary of the City to avoid adverse impacts on neighboring water-short communities.

DESCRIPTION OF THE PLAN

PROJECT DESCRIPTION

BACKGROUND

Legal Basis for Redevelopment

Redevelopment as defined by California's Community Redevelopment Law means the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, of all or part of a survey area, and the provision of such residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare, including recreational or other facilities incidental or appurtenant to them.[1]

In another sense, it is the revision or replacement of an existing land use and population distribution pattern through the acquisition of a predominantly built-up area, and the clearance and rebuilding of this area (or portions thereof) according to a comprehensive metropolitan-wide plan--a plan which reflects positive long range land use and population policies.[2]

To accomplish redevelopment, state law enables a city, through its Redevelopment Agency, to secure monies through a system called Tax Increment Financing and to allow for the exercise of police power, the inherent right to regulate an individual's conduct or property to protect the health, safety and welfare of the community. Though this power is old, the term was not used until 1827, and not directly applicable to redevelopment until redevelopment as an integral part of the planning process had its beginning with the passage of The Federal Housing Act of 1949.

The legislation has been amended from time to time. The most recent amendment (Housing and Community Development Act of 1974) expanded public and private housing programs and provided for a new method of federal funding for redevelopment and other community development activities. However, before a city can implement any redevelopment activity it must prepare and adopt a Redevelopment Plan, which state and federal law requires to be in conformance with a city's General Plan.

The General Plan is a City's official long-range policy guide. It is the only document among many in the City's hierarchy of plans, ordinances and policies that attempts to illustrate, on a single map and in an accompanying written report, the interrelationships of all of the complicated parts of a City's land use, circulation, transportation and public facility future.

Chronological History of the Santa Barbara Redevelopment Planning Process

March 5, 1968	Redevelopment Agency created by City Council (Ord. #3277)
April 23, 1968	First Redevelopment Agency Board Meeting

1 California State Legislature, "Community Redevelopment Law, Section 33020" a part of the California Health and Safety Code, Sacramento 1975.

2 Chapin, F. Stewart, Jr., Urban Land Use Planning, 1972, p. 309, fn. 19.

April 20, 1971	Redevelopment Survey Area Designated by City Council (Res. #7350)
August 22, 1972	Survey area expanded through amendment to Resolution #7350
November 14, 1972	Joint Public Hearing with Redevelopment Agency and City Council Held on Adoption of Central City Redevelopment Plan (adopted by Ordinance 3566) and commencement of planning activities
July 1, 1973	Tax Increment Flow Began
August 12, 1974	Santa Barbara's Central City - Choices for the Future report completed by Patterson, Langford & Stewart, Planning Consultants
March 12, 1975	Alternate Plan F recommended to City Council by Planning Commission
May 28, 1975	Joint Public Meeting of Redevelopment Agency and City Council, Central City Planning Program
June 1975	Redevelopment Task Force Appointed
January 20, 1976	General Plan Amendment adopted by City Council, request made to bring zoning in conformance with General Plan
June 1976	Draft Environmental Impact Report (EIR) on CCRP introduced
August 1 and September 4, 1976	Public Hearing held by Redevelopment Agency on completeness and accuracy of Draft EIR.

Public Participation in the Planning and Design Process

Since the Redevelopment planning process began in November of 1974, more than 80 public meetings have been held to collect input from citizens, property owners, interest groups, boards and commissions. Included are presentations to: The Committee for Santa Barbara, the Citizen's Planning Association, the City Planning Commission, the Downtown Organization, Community Relations Commission, Board of Education, Downtown Rotary Club, the Northside Businessman's Association, the Building Industries of America group, Sierra Club, Save Old State Street Association, the Junior League, the Women's Council of Realtors, and the general citizenry (open City Council meetings).

The result of these meetings has been what might be called "fine tuning" of the various alternative plans which were specifically proposed by the Redevelopment planning consultants, City staff, and Task Force members.

While these meetings have not answered all of the questions raised, they have served to involve those interested persons and organizations in the design process.

Specific Plans and Project Components

Since the specification of detailed alternative plans for Central City Redevelopment in the Choices for the Future report, redevelopment plans have been undergoing constant change and revision. With Alternates A through E already detailed, the Planning Staff of the City proposed Plan F with the hopes that the Center City could be improved through modest improvements aimed at the goals outlined in the Choices for the Future report. After a considerable amount of public discussion and analysis, it was determined that the Alternate F was not economically feasible from the standpoint of private development and marketability. From this point, the Downtown Task Force, the consultants, and the City/Redevelopment Agency proposed several more specific plans centering around alternate treatment/specification of the major retail expansion component. Plans G and H were proposed which called for approximately 400,000 sq. ft. of new retail space in a specific location southeast of De la Guerra Street along State Street. These two alternates were merged and analyzed for both marketability (Economic and Marketability Appraisal Study) and environmental effects (Draft EIR).

The results of these studies indicated that the specific approach proposed in Plan H,as well as other specific alternatives,would not lead to the most cost-effective (economically and environmentally) plan feasible. In addition, economic marketability was not feasible for a 400,000 sq. ft. retail expansion program in one increment.

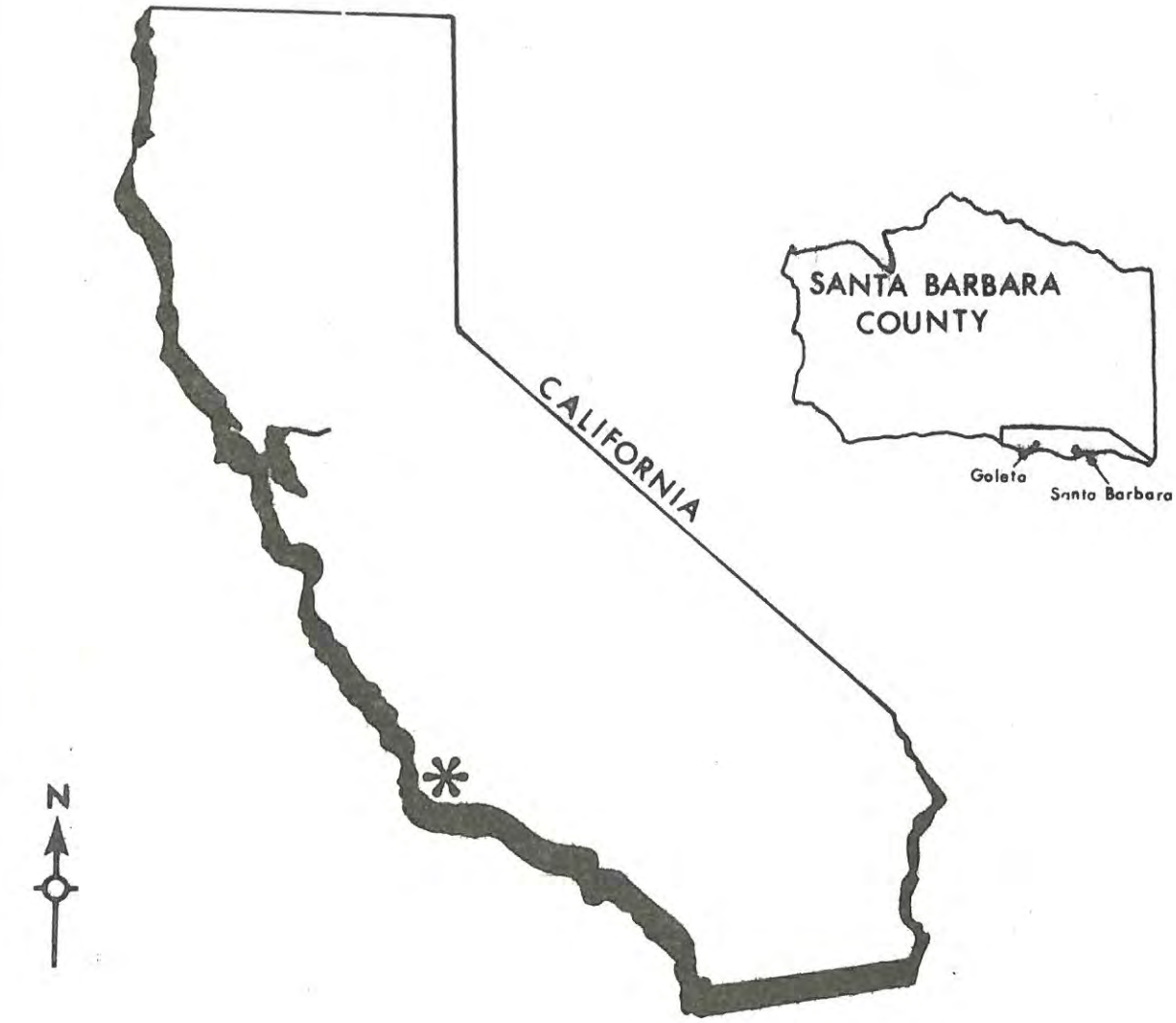
The end result of these studies and the analysis of all the specific plan alternatives was the realization that a more generalized land use plan without detailed specifics would provide the most flexibility to private entities and public agencies without sacrificing the goals of redevelopment. So the redevelopment planning process came full circle back to the conceptual approach rather than the detailed site specific planning approach as analyzed in the Draft EIR. As a result, this Final EIR treats the CCRP as a long-term, conceptual project that is flexible enough to be changed by recommendations made in this report and through future site specific environmental review.

Project Location

From a regional standpoint, the Central City Project Area includes the primary Central Business District and coastal oriented tourist activity center of the South Coast region of the County of Santa Barbara. The area is within a relatively urbanized area (Hope Ranch, Goleta, and Isla Vista to the west and Montecito, Summerland, and Carpinteria to the east); to the north of Santa Barbara (and the South Coast) is the Los Padres National Forest (see Figures 1 and 2).

The Central City Redevelopment Plan (CCRP) applies to that portion of the City of Santa Barbara which is bounded by Victoria Street on the northwest, the U. S. 101 Freeway right-of-way, Castillo Street, and the Harbor

REGIONAL MAP



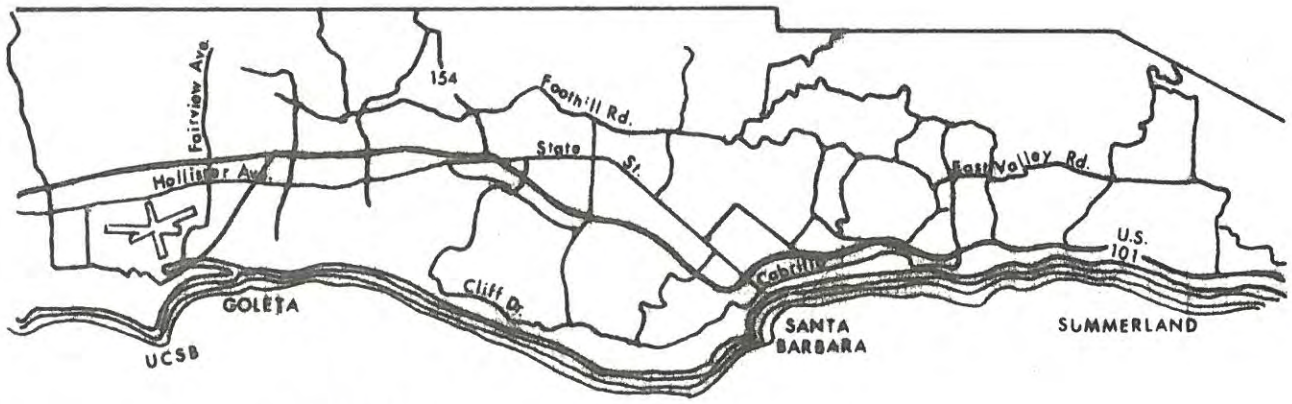
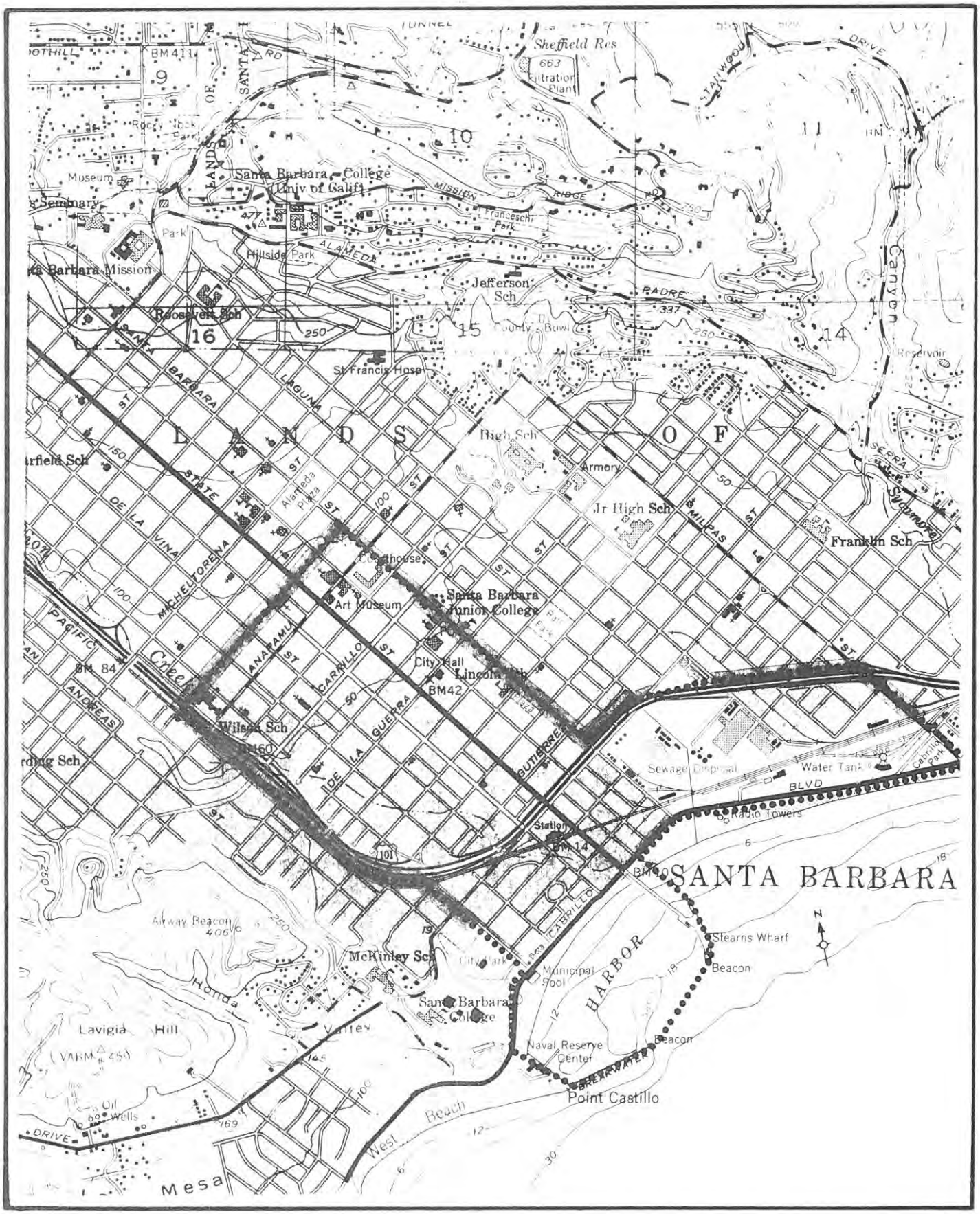


Figure 1

PROJECT AREA MAP



PROJECT AREA BOUNDARY

1" = 24000'

Figure 2

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

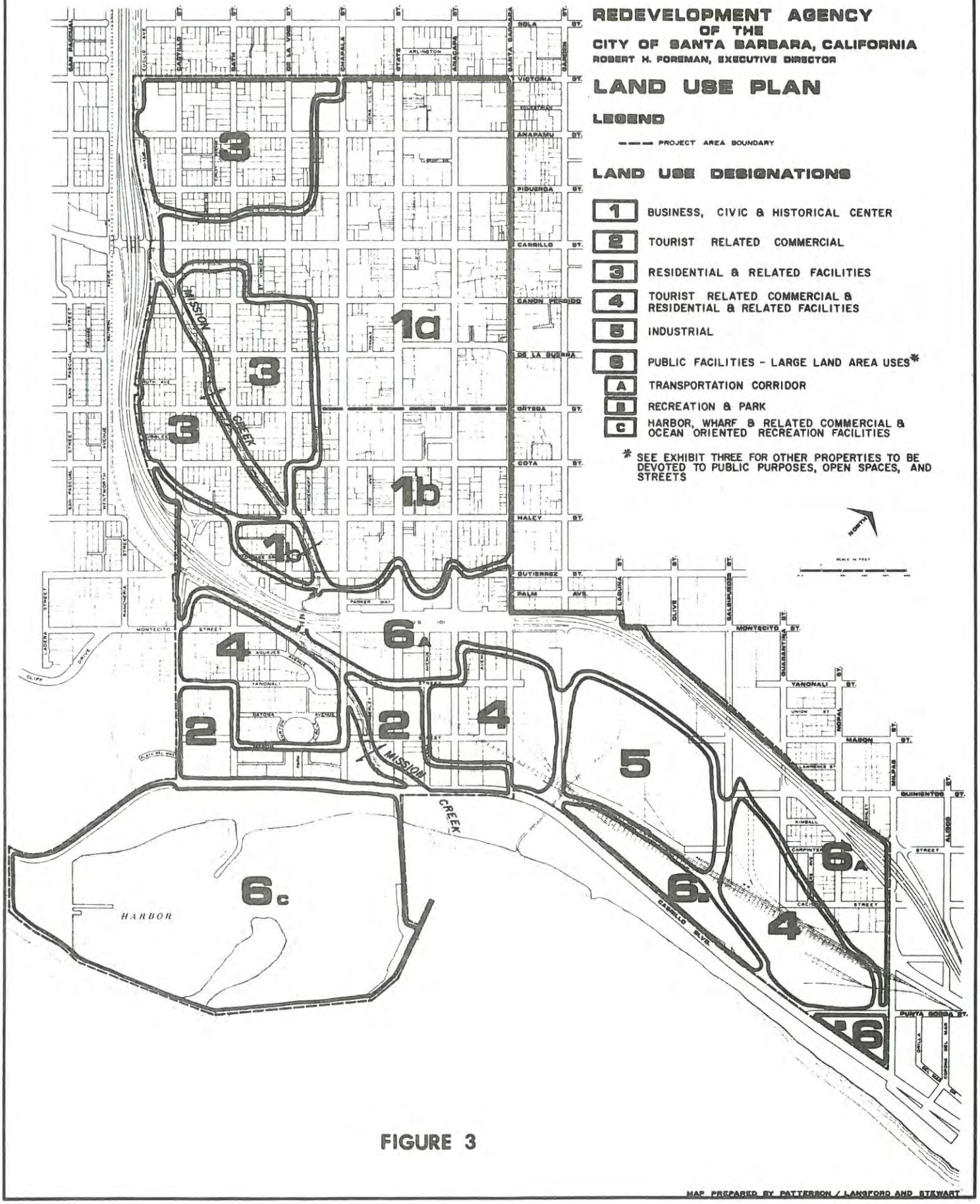


FIGURE 3

MAP PREPARED BY PATTERSON / LANGFORD AND STEWART

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

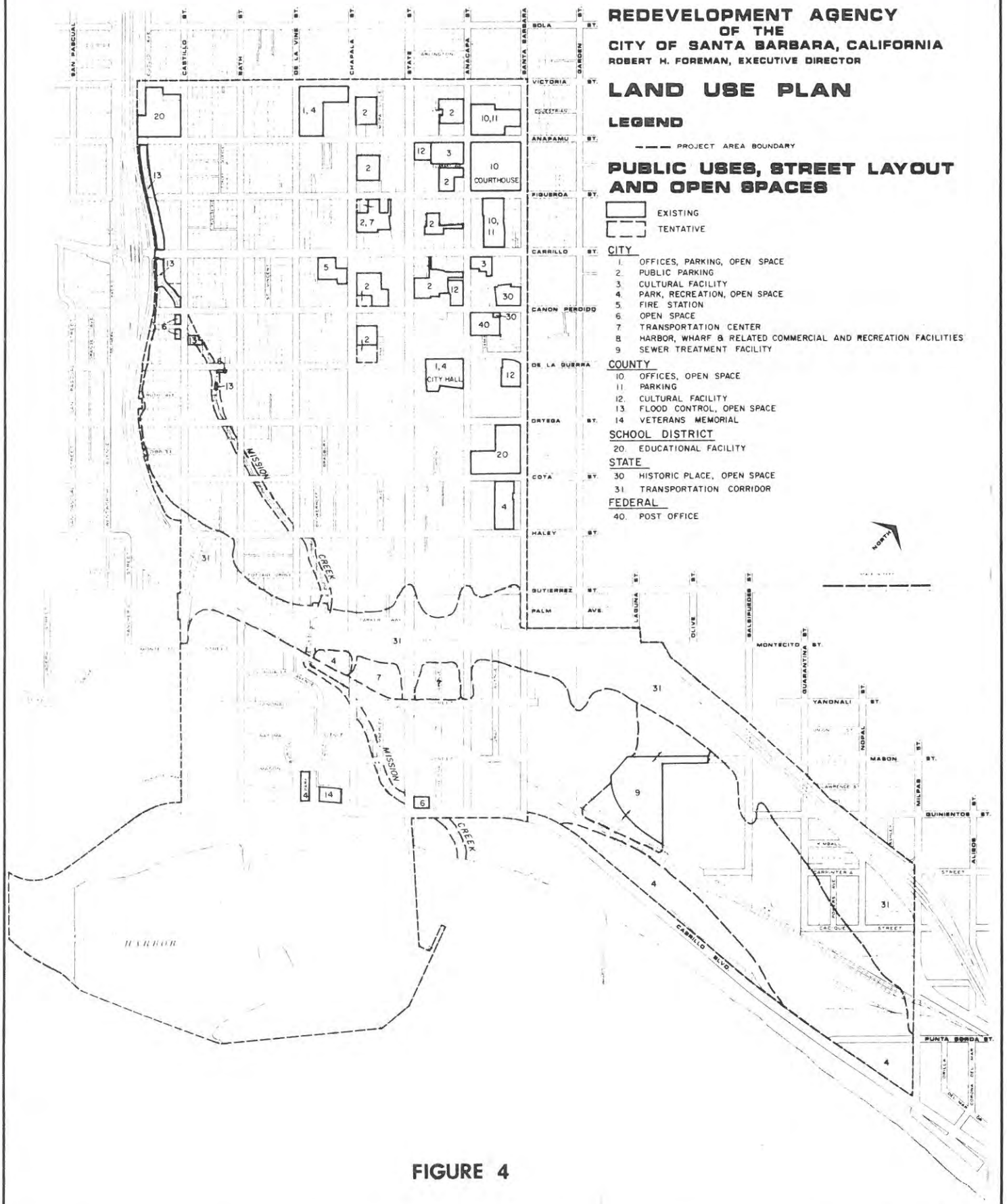


FIGURE 4

MAP PREPARED BY PATTERSON / LANGFORD AND STEWART

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

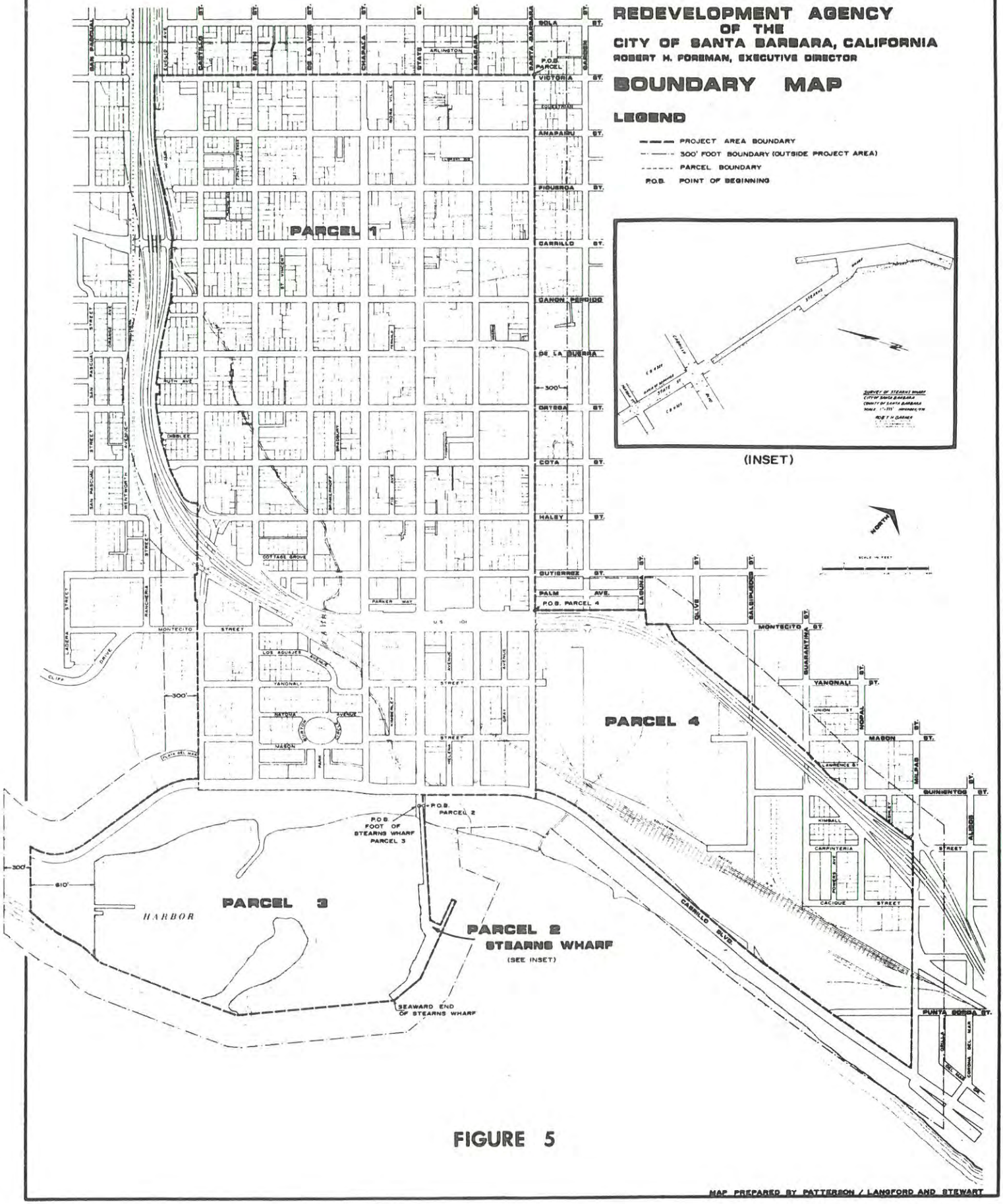


FIGURE 5

MAP PREPARED BY PATTERSON / LANGFORD AND STEWART

on the southwest, the shoreline on the southeast, and Milpas Street, the Crosstown Transportation Corridor and Santa Barbara Street on the northeast (see Figures 2 and 3). Within this area lies the central downtown area of the City as well as the Harbor, Stearn's Wharf and related tourist-oriented uses, and residential land uses.

Purpose and Intent of the Plan

It is the purpose and intent of the CCRP through the adoption of a Land Use Plan and accompanying standards, controls and regulations to:

1. Encourage harmonious, environmentally compatible and economically efficient land uses through the Project Area, thereby achieving functional, economic and visual order;

2. Coordinate such land uses and the accompanying standards, controls and regulations with those land uses which lie outside the Redevelopment Project boundary; and
3. Create an attractive and pleasant environment within the Project area.

In more specific language, it is the Redevelopment Plan's purpose to identify areas(Land Use Designators) within and adjacent to the Central City which have common, complementary and/or supplementary land uses, either existing or planned. In addition, the Plan (CCRP) designates various sets (or groups) of permitted uses which are intended to guide private enterprise in its ongoing development and intensification through standards, controls and regulations related to redevelopment of the existing urban area. As stated in the draft of the First Amended Redevelopment Plan for the City of Santa Barbara, it is also the intent of the Redevelopment Agency and the City "to plan, design and execute such activities so that the area's future will be a reflection of its rich history with a full and complete respect for the vital economic and service role which the area performs for the entire City and South Coast Region of Santa Barbara County."

Goals

There are a number of conceptual goals of the Central City Redevelopment Planning program which are stated in the Choices for the Future planning study prepared by Patterson, Langford and Stewart. Several of these, which provide the framework around which the CCRP has been developed are as follows:

- To re-establish the central city as the principal center of commerce for Santa Barbara's South Coast Region--a position it once enjoyed;

- To retain the central city as the principal center of government for Santa Barbara City and County functions;

- To establish the central city as the cultural and entertainment center for the County's South Coast Region;

- To activate public programs and encourage private interests to reverse those physically deteriorating forces presently working in the area;

- To initiate housing programs which will assist people whose present circumstances do not permit them to enjoy the quality of life expected in Santa Barbara;

- To coordinate development and reuse activities with the "low-growth-producing" interests of the majority of the City's people;

- To prepare plans and implement programs which will satisfy mobility requirements of existing uses and future land use opportunities with a minimum dependency on the automobile and a maximum potential for the development of alternate forms of local and regional transportation;

- To reorient the physical use of the East Beach sector of the planning area to respect more fully and interface with the ocean, the Transportation Corridor, and with "people pleasing" amenities;

- To tie the various functional components of the planning area together in order to build upon existing and future interrelationships; and

- To increase the potential tax increment as a result of improved land utilization and efficiency and to use funds derived therefrom to provide for the social and environmental needs of the people.

DESCRIPTION OF THE PLAN AND ITS LAND USE ELEMENTS

PROPOSED FIRST AMENDED REDEVELOPMENT PLAN

As drafted, the First Amended Redevelopment Plan for the Santa Barbara Central City Redevelopment Project describes, in a generalized fashion, redevelopment activity, land uses (desired or permitted) in the project area, methods for financing the project, existing conditions, estimated future decisions. This text is accompanied by three land use plans and boundaries (see Figures 3 and 5).

Being a policy guide rather than a set of specific development and redevelopment proposals, the CCRP is described in terms of land use designations. There are six designators (see Figure 3). Within each of these designators the plan lists those generalized uses which are permitted. Those permitted uses are organized under the general subject areas listed below:

1. Residential Uses
2. Housing - Public or Private
3. Business Establishments
4. Membership Organization Facilities

5. Government, Civic and Other Public Facilities
6. Cultural Facilities - Public or Private
7. Historic Places, Buildings or Monuments - Public or Private, including Museums
8. Transportation Facilities - Public or Private
9. Ocean-Oriented Industry, Other Light Industry and Ocean-Oriented Businesses
10. Public or Quasi-Public Uses.

Under State Law, the Redevelopment Agency may be empowered in the Redevelopment Plan to:

- Acquire property by eminent domain or other methods
- Manage property acquired by the Redevelopment Agency in the Project Area
- Collect Tax increments
- Sell bonds
- Build public improvements
- Dispose of property
- Rehabilitate property
- Demolish and clear property acquired by the Agency.

However, these authorities are not automatic when a Redevelopment Agency is created or a project area delineated. These authorities become powers of the Agency only when the Redevelopment Agency and the City Council have adopted a Redevelopment Plan which does not specifically restrict these powers. In other words, these powers may be modified, restricted, or controlled through wording or amended wording in the final adopted Redevelopment Plan.

In writing or modifying a Redevelopment Plan, there are several items or categorical requirements which cannot be modified by the local community. These are:

- Owner participation
- Methods of acquiring property and making relocation payments[3]
- Deviation from state policy relative to the determination of blight
- Method of creating a Redevelopment Agency by law
- Method of appointment, compensation and removal of Agency members
- Nature and territorial jurisdiction of the Agency
- Suspension and dislocation of the Agency
- Method by which Redevelopment Plans are prepared and adopted
- Modification of certain procedure(s).[4]

For a more detailed description of the functional requirements, land use controls, possible methods of implementation and financing, and other related policies, the reader is referred to the text of the proposed Plan and to the Summary of Land Acquisition Policy, Relocation Policy and Owner and Tenant Participation Policy available from the Redevelopment Agency.

3 Stipulated in the California State Real Property and Relocation Act.
4 Health and Safety Code of the Redevelopment Law of the State of California, Section 33000 through 33670 and any amendments thereto.

PLAN ELEMENTS AND INTERRELATIONSHIPS

The elements of the CCRP which are assessed in this report are primarily designations for permitted land uses and reuses within the project area. These designations are separated into six distinct but interrelated areas. All land uses permitted by the City within the project area would be permitted by the Plan with the exception of incompatible uses and operations, manufacturing, processing or treatment of products which are noxious or offensive by reason of odor, dust, gas, fumes, smoke, etc.

All Land Use Designators contain the provision for transportation facilities, public or private; with the exception of Designator 4, all designators also contain the provision for public facilities of one variety or another.

Where permitted uses for different designators are defined under a similar subheading, such as business establishments (Designators 1, 2 and 4), the specific uses permitted differ with respect to the nature of the designator. For instance, business establishments permitted within the Business, Civic and Historic Center have a primary relationship to resident and regional shoppers, downtown employees and general services. Whereas the business establishments permitted in Tourist Related Commercial (Land Use Designator 2) and Tourist Related Commercial and Residential and Related Facilities (Land Use Designator 4) are more suited to the needs and services of tourists; e. g., lodging places, gift and apparel shops, amusement places, and entertainment services.

Given the potential for redevelopment to replace existing uses through clearance and reconstruction and given the existence of the legal responsibility of the Agency to relocate or compensate those displace uses, two designators--#3, Residential and Related Facilities, and #5, Ocean Oriented and Other Light Industry--have, as part of their design, permitted uses which could provide relocation space for residential and industrial uses displaced by proposed uses permitted in other land use designations.

Land Use Designators and Possible/Probable Land Uses[5]

LAND USE DESIGNATOR 1 (a & b): Business, Civic and Historic Center

Permitted Uses include:

a. Residential Uses of All Types

b. Business Establishments

1. Retail Stores
2. Eating and Drinking Places
3. Automotive and Related Sales and Service
4. Personal Services
5. Business Services
6. Finance, Insurance and Real Estate Services
7. Lodging places, including Hotels, Motels and Inns

5 For further explanation of the zoning and land use changes resulting from the CCRP, see Appendix A.

8. Medical and Health Services
9. Professional Office Services
10. Amusement Places and Entertainment Services
11. Educational Services
12. Bicycle Sales, Rental and Service
13. Off-Street Parking and Loading Services

c. Membership Organization Facilities

1. Business and Professional
2. Civic, Social and Fraternal
3. Charitable
4. Labor
5. Political
6. Religious, including places of worship

d. Government, Civic and Other Public Facilities

1. City, County, State, Special District and Federal Government Offices and Facilities
2. Schools
3. Parks and Recreation Facilities

e. Cultural Facilities--Public or Private

f. Historic Places, Buildings or Monuments--Public or Private, including Museums

g. Transportation Facilities--Public or Private

1. Transportation Systems and Terminals
2. Alleys, Streets and Highways
3. Off-Street Parking
4. Pedestrian and Cycling Ways

It is probable that two specific project elements could be developed within the boundaries of Land Use Designator 1: Retail Expansion and the Auto Center. Both of these are described in the following pages in terms of location, general description, assumptions for the purpose of environmental assessment (where appropriate), need, purpose, and construction, timing and phasing.

The implementation constraints, alternatives, variables and other related information are clarified in the section following Land Use Designator 6. In addition, the relationships (if any) which exist between these elements and Public Transportation Facilities such as the People Mover and the Crosstown Transportation Corridor are also detailed in later subsections in order to minimize repetition and confusion.

Retail Expansion

Location

Retail Expansion would occur within the area indicated as Land Use Designator 1a in Figure 3. This area is roughly bounded by Santa Barbara Street to the east, Gutierrez to the south, and Victoria to the north. The western boundary is aligned north-south and generally lies midway between Chapala and De la Vina Streets with a westward extension along the commercial uses of Carrillo Street to U. S. 101. A precise location for Retail Expansion within this area has not been determined at this time. If a nodal concept were realized, several sites within the area could be subject to redevelopment.

If a high degree of pedestrian traffic is to be sought, Retail Expansion would likely be designed to take advantage of a location close to State Street, (i.e., within the central tier between Anacapa and Chapala Streets). This generalized location applies to renovation as well as redevelopment, subject to the specific physical characteristics of commercial uses in the Central Business District (CBD) core.

Assumptive Description

From the concepts outlined above, the description specifics of the Retail Expansion element are assumed to be as follows:

Retail Expansion could involve the addition of 220,000 sq. ft. of retail space in the downtown area by 1980 and, depending on future South Coast water supply and population growth circumstances, a further addition of approximately 225,000 sq. ft. by 1990.[6]

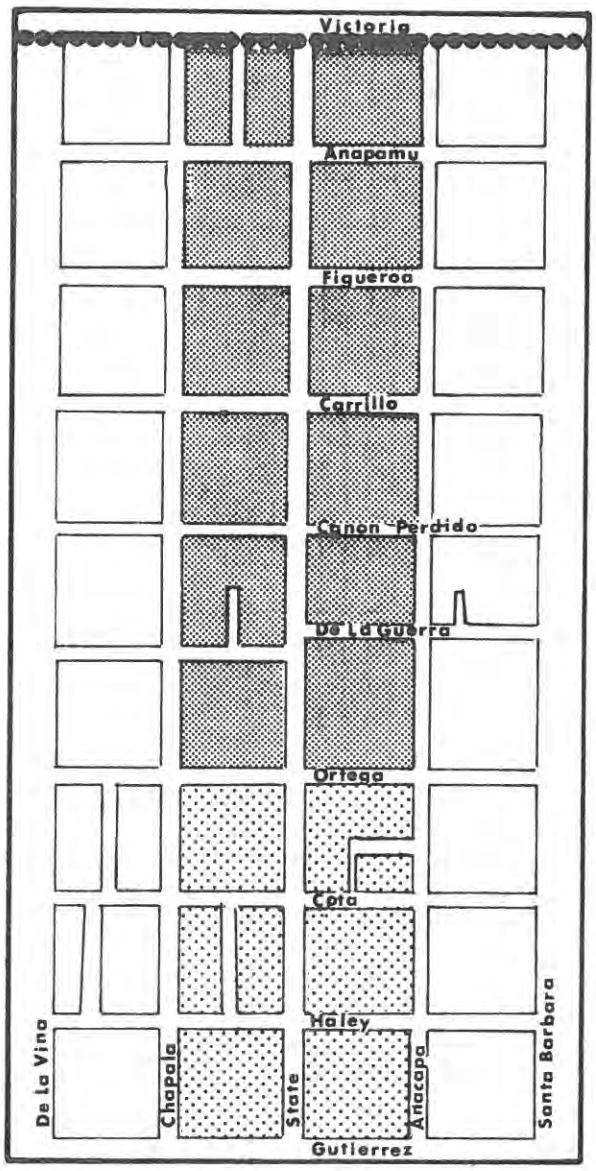
The new space could be added in pedestrian-oriented retail nodes spread along the linear form of the CBD core. It could include: one or two major department stores specializing in "soft goods"; an expansion of restaurant space in old or new structures; and an increased number of smaller retail tenants in either old or new floor space. It is expected that concurrent and/or subsequent to the initial retail expansion, a program of revitalization and rehabilitation of the old space could be implemented.

Parking would be required at a rate of between two and four spaces per 1,000 sq. ft. of floor space. For new retail expansion this rate would indicate a new gross parking space addition of between 440 and 880 spaces for phase one and 450 to 900 spaces for phase two. For rehabilitation, parking demands are unknown. However, a likely scenario could be the creation of a new parking district by the merchants in the rehabilitation area. This area is assumed to be between Ortega Street and U. S. 101.

For both the retail expansion and rehabilitation it is probable that additions to the current supply of parking would take the form of parking structures located on existing or newly created parking lots, either publicly or privately owned.

6 See EMAS for a further discussion.

RETAIL EXPANSION AREA



MAJOR RETAIL EXPANSION

RETAIL EXPANSION & RENOVATION

PROJECT AREA BOUNDARY

1" = 800'

N

Figure 6

A State Street People Mover (i.e., shopper shuttle) would be an integral part of downtown redevelopment, as could the closures of State and other streets for a pedestrian mall. For the specifics of the shopper shuttle system see "People Mover" in the "Transportation" section, page .

The Retail Expansion project could necessitate the relocation of an undetermined number of existing businesses and the demolition of some existing structures to make land available for new or expanded floor space and parking.

Concept

According to EMAS, "Downtown Santa Barbara can support an increase of (approximately) 220,000 square feet of retail and restaurant facilities by 1980, and an additional 180,000 to 270,000 square feet by 1990, depending upon the solution of the water supply question." (Page 1).[7]

In response to consumer preferences as they were expressed in a survey conducted by Gruen for downtown redevelopment the EMAS lists a set of design criteria for retail expansion. The criteria are not exclusive of others that may be developed. However, they do form a basis on which to derive a project concept. They are as follows:

- New retail development should be designed so as to be as compatible as possible with the existing design and character of the downtown area. Emphasis should be on design and site configuration which is more urban in character rather than suburban; being more like a traditional downtown shopping area as opposed to a suburban shopping center.

- The scale and architectural features of new development should be compatible with the Spanish influence of existing design and with the lower heights of existing buildings.

- The design of new structures should be done so as to encourage walking within a retail facility or complex of facilities, among retail facilities, and between retail facilities, other commercial areas and the parking areas.

- Development should be encouraged in concert with transportation linkages between areas within the downtown including the retail, office, and parking uses as well as between the waterfront areas and the downtown (see"Transportation").

Other design or market criteria recommended in EMAS and in formulating a general perception of the Retail Expansion concept are:

- That the overall strategy for the downtown should be one which provides new shopping facilities at strong locations where they can generate significant amounts of foot traffic which will benefit adjacent stores, as well as at poorer locations where they can strengthen or revive weaker sections of the retail area.

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7 Gruen and Gruen & Associates, "Economic and Marketing Analysis of Retail Expansion. in Downtown Santa Barbara," a report to the Redevelopment Agency of the City of Santa Barbara, July 1976 (hereafter referred to as "EMAS").

- That attention should be given to developing and reinforcing retail activity in nodes which are of pedestrian scale and within walking distance of each other and other frequently visited places.

- That the special nature of Santa Barbara's revitalization strategy calls for an implementation program which is tailored to each major component of the strategy, possibly to include rehabilitation efforts as well as scattered site development.

- That, in terms of new facilities, two medium-sized department stores specializing in clothing and accessory items (so called "soft goods") should be added, as well as smaller tenants who specialize in apparel items.

- That new parking garage(s) conveniently located to the areas of shopping activity should also be built (see "Transportation").

- That restaurant space should be added and that it could easily be accommodated in remodeled or older space if it is available rather than being added as new construction (EMAS, pages 67, 68, 69).

Since Retail Expansion is in the conceptual stages and the precise nature of the development is unknown at this time, the following assumptive descriptions are analyzed in the body of this report to give the reader a range of possible environmental and economic impacts which could occur:

1. 220,000 sq. ft. by 1980-82

2. Renovation

Need

According to the Santa Barbara General Plan, the City's downtown should be recognized as a "major office-administrative-financial-governmental activity center for the South Coast metropolitan area." (G.P., Page 34)

The General Plan also states that, "Downtown Santa Barbara should become a major center for retail shopping in Santa Barbara County." (G.P.A. 2-75, adopted 1/20/76.)

The City believes that the above policies cannot be effectively implemented, and their goals achieved, while major shopping and retail centers in Ventura, Oxnard, and Los Angeles draw South Coast Region consumers into those areas for major purchase items. A further threat to the achievement of General Plan goals is the possiblity of the construction of a new regional suburban shopping center in the Goleta area. If such a suburban center were to become a reality, a substantial portion of the area consumer dollars now spent in the downtown could be diverted to Goleta. This could result in a loss of City retail income, jobs for City residents, and sales tax revenues, and a gain in revenues for other South Coast retail areas. EMAS states:

"That either retail expansion will occur in the downtown or a new regional shopping center will be developed elsewhere in the region." (Page 63)[8]

The EMAS goes on to state that,

"The City would lose a significant share of its present sales if it does not choose to expand its downtown and a new regional shopping center develops elsewhere," and that "revitalization of downtown is designed primarily to retain the city's retail position within the region and, secondly, to enhance it somewhat." (Page 64)

Purpose

The primary purpose of the Retail Expansion element is to preserve downtown Santa Barbara as the "major office-administrative-financial-governmental activity center for the South Coast metropolitan area" by increasing its capacity to provide goods and services to area consumers.

Depending upon the nature of the project, an indirect benefit of Retail Expansion could be the creation of surplus tax increment funds to finance needed public improvement within the redevelopment area. Most notable of these is the potential improvement to the City's critically deficient housing supply.

Timing, Phasing and Construction Activity

The EMAS states that the demand presently exists for the initial 200,000 to 250,000 sq. ft. of retail expansion. It recommends that plans should be finalized and implementation plans initiated as soon as possible (EMAS, Page 71). If an amended Redevelopment Plan is adopted in 1977, it is possible that some new retail floor space could be operational in the CBD by 1980-1982. Given the possibility of a nodal concept, the Retail Expansion element may be subject to a phased implementation scenario which may extend to the end of the Redevelopment program (8 to 15 years).

Auto Center

Location

As presently considered the Auto Center could be located in the lower west side of the downtown area generally confined by U. S. 101 on the south,

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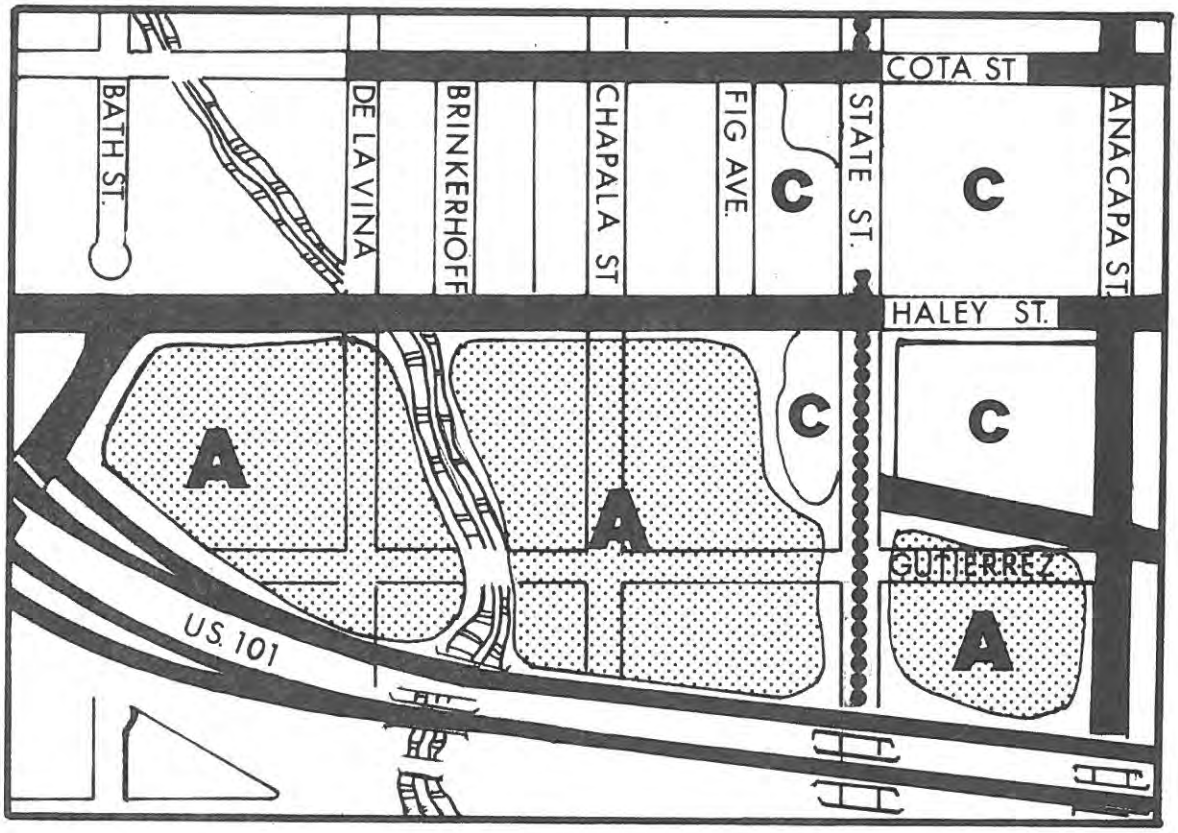
8 The threat of a major retail center in Goleta must be qualified with two points of information. (1) Goleta has a serious water availability crisis, and (2) the proposed Comprehensive Plan for Santa Barbara County has explicit language regarding the preservation of Santa Barbara City as a major commercial center on the South Coast. On page 11 of the proposed Comprehensive Plan it states, "Downtown Goleta should be established as a subregional public and commercial service center surrounded by an integrated heterogeneous community." And on Page 70 of the Land Use Element it is stated, "the proposed regional center at Hollister Avenue and Storke Road in Goleta has been eliminated in favor of strengthening the role of Santa Barbara's central business district as the major regional center by adding new retail and business uses." Both of these factors are, however, subject to change by the political entities having jurisdiction over each issue.

AUTO CENTER



Auto Center

General Commercial

Principal Street

Public Transportation

N

0 400'

Figure 7

the Castillo interchange on the west, Haley Street on the north, and State Street on the east. This area is generally shown as Land Use Designators 1 and 6 in Figure 3.

> "Should additional land area be required, expansion easterly across State Street into the area between Gutierrez Street and 101 Freeway could be considered as long as it does not conflict with any necessary General Commercial development."[9]

General Description

The Auto Center could contain between four and seven auto agencies. As presently considered, Mission Creek would pass through its eastern portion and be integrated into the Center as a physical and visual attraction.

The Auto Center could comprise from 18 to 25 gross acres. If and when it is constructed, all existing non auto-related uses within its ultimate boundaries would be relocated.

Concept

According to the Santa Barbara General Plan, the Auto Center is conceived as a site with a "heavy landscaped design concept featuring a unifying theme emphasizing an educational and recreational atmosphere" (G.P., p. 45). The General Plan contemplates a unique concept, wherein buildings within the larger area could be owned by a specific franchise but the parklike grounds would be in common ownership. Other concepts considered are: a new car pavillion, special antique or custom car displays, repair garages and shops, and recreational vehicle displays and sales establishments. The proposed Auto Center is perceived as a regional focal point in which many makes and models of personal transportation can be seen, purchased, and serviced.

Need

Several existing auto dealerships within the downtown areas are subject to potential dislocation by either the Crosstown Transportation Corridor project or the CCRP. At present there is a lack of relocation space in parcels large enough to accommodate these dealerships within the City.[10] If "in-town" space is not available, these businesses may relocate outside the City with a resultant shift of jobs, income, and tax revenues. If the City wishes to retain the economic benefits presently derived from these businesses, appropriate relocation space must be provided within its boundaries.

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9 General Plan Amendment, GPA-2-75, adopted January 20, 1976.

10 Community Land Use Associates conducted a brief telephone survey of the six auto dealerships subject to potential dislocation by the CCRP and the Crosstown Corridor project. Three of the six stated that their space needs were not currently being met.

Purpose

The construction of the Auto Center has two primary purposes: The first is to provide a relocation area within the City which can accommodate auto dealers and auto related businesses and thereby retain the economic benefits they presently contribute; the second purpose follows from the first--given the need to provide relocation space within the City, it is desirable to create an area large enough to centralize these uses and remove them from the proximity of residential, commercial, and retail activities with which they are incompatible.

Another purpose related to the design concepts of the Center is to provide the auto shopper with the same "comfort, convenience, and attractive atmosphere proposed for the CBD through the use of similar design devices appropriate here." (G.P., P. 45)

Timing, Phasing and Construction Activity

The Auto Center is a CCRP element that is dependent upon the construction of the first three stages of the Crosstown Transportation Corridor. If the Corridor project is approved, the construction of the Auto Center could occur in phases responsive to the auto-related relocation needs of the Crosstown Transportation Corridor project. For example, Phases 1 and 2 of the corridor would dislocate auto dealers on State, Chapala and Anacapa Streets, and dislocate existing uses within or on the periphery of the Auto Center site. These two phases would create both a need for relocation space, and a portion of the relocation space needed. The Redevelopment Agency could acquire and have ready additional land within the Auto Center site to combine with that created by the corridor project. The combined areas could then provide relocation space for the auto-related uses dislocated up to that time, and possibly as a temporary relocation site for Victorian and other architecturally significant structures. As additional auto-related relocation needs were anticipated during the redevelopment process, more land within the site could be made available by the Redevelopment Agency.

Phases 1, 2 and 3 of the Crosstown Corridor could be accomplished between five and eight years after construction begins.[11] If the process outlined above occurs, a portion of the Auto Center would be constructed during that time.

LAND USE DESIGNATOR 2. Tourist Related Commercial

Permitted Uses include:

a. Business Establishments

1. Lodging Places, including Hotels, Motels and Inns
2. Eating and Drinking Places

11 Caltrans, District 5, "Final Environmental Impact Report for the Proposed Transportation Project on Highway 101 through the City of Santa Barbara, from Carrillo to Salinas Street," (Draft), Sept. 1976 (hereafter referred to as "Crosstown EIS").

3. Gasoline Service Stations
4. Personal Services
5. Gift and Apparel Shops
6. Amusement Places and Entertainment Services
7. Bicycle Sales, Rental and Service
8. Off-Street Parking and Loading Services

b. Public Facilities--Public or Private

1. Park and Recreation
2. Fire Station
3. Memorial Building and Meeting Places
4. Places of Worship

c. Cultural Facilities--Public or Private

d. Historic Places, Buildings or Monuments--Public or Private, including Museums

e. Transportation Facilities--Public or Private

1. Transportation Systems and Stops
2. Alleys, Streets and Highways
3. Off-Street Parking
4. Pedestrian and Cycling Ways

The only public improvement known to have development potential within or adjacent to Land Use Designator 2 is the Mission Creek Linear Park concept.[12] Because of its location in other designators as well, it is treated separately in the subsection entitled, "Public Facilities, Large Land Area Uses."

Given the stable character of the land uses in the area and the lack of undeveloped or underdeveloped land, it is not expected that this area will be significantly affected by redevelopment.

LAND USE DESIGNATOR 3: Residential and Related Facilities

Permitted Uses include:

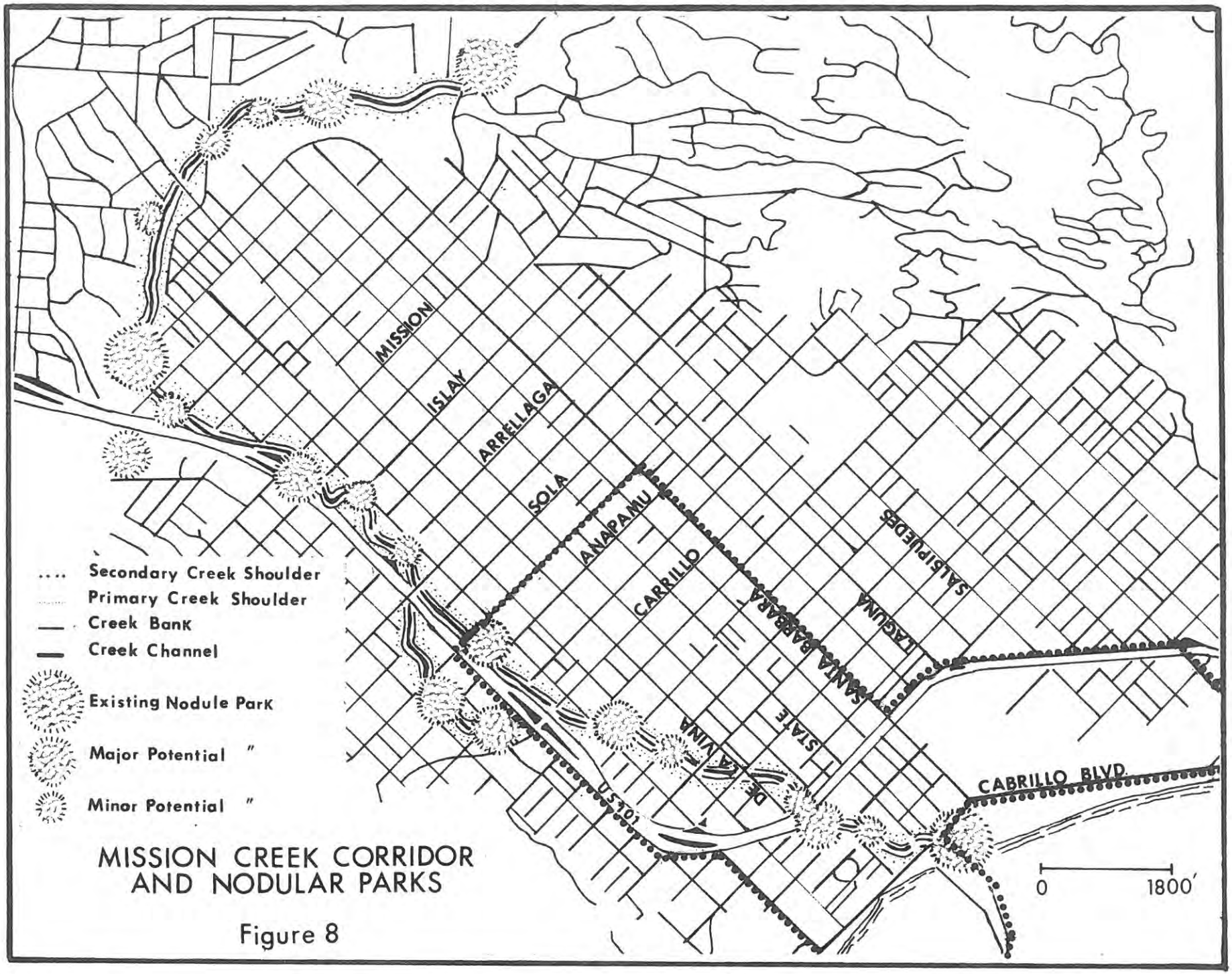
a. Housing--Public or Private

1. Single and Two or more family units
2. Apartments
3. Townhouses, row houses, patio houses
4. Mobile Homes are prohibited

b. Public Facilities--Public or Private

1. Neighborhood Facility
2. Parks and Recreation
3. Schools
4. Places of Worship

12 With the likelihood of Stearn's Wharf development, it is doubtful that a "mercado development" of craft shops and merchant activities would take place as originally conceived.



MISSION CREEK CORRIDOR AND NODULAR PARKS

Figure 8

c. Historic Places, Buildings or Monuments

d. Transportation Facilities--Public or Private
Shall include the same uses as listed in Land Use Designator 2e.

There are several public improvements which could take place within Land Use Designator 3. The most probable are low and moderate income housing and the rehabilitation of existing owner-occupied units in substandard condition. These uses are described in conceptual form on the following pages.

In addition to the construction and rehabilitation of housing, other elements which have been considered include: A neighborhood facility which would provide social services similar to those offered by the Franklin Neighborhood Center; a linear park following the course of Mission Creek; and street closures and traffic diverters[13] to discourage non-residentially-oriented auto traffic. In that these project elements would require tax increments or other sources of financing, they would probably occur after the construction of major tax increment generators.

Low and Moderate Income Housing

Location

The CCRP housing rehabilitation and construction programs would occur primarily in, but not be restricted to, Land Use Designator 3 as shown in Figure 3.

Project Description

As presently perceived by the Redevelopment Agency, a CCRP housing element consisting of 1,000 total dwelling units could be implemented. The 1,000 units would involve two distinct programs. They are: (1) A low interest (3%) deferred payment loan program for the rehabilitation of 500 existing sub-standard low and moderate income housing. This would occur primarily within the CCRP area, but could apply outside it if the housing were used for relocation. The loans would be payable upon transfer of the property to new owners. (2) The construction of 500 new low and moderate income housing units for families and individuals. This program would also occur primarily within the CCRP area, but could occur outside of it when utilized for relocation housing. Land for this housing would be assembled by the Redevelopment Agency with tax increment funds and could be turned over to the City Housing Authority for development, or sold at market value to a private developer who would construct low and moderate income housing.

13 See Appendix A for further information on traffic diverters and street closures.

Methods of Achieving New Units

In the event that the Redevelopment Agency were to sell acquired land to private developers, low and moderate income rental units would be constructed with a stipulation that they would remain low and moderate income housing for a specified number of years. The owner could receive fair market rents comprised of tenant rental payments supplemented by rent subsidy payments from a governmental housing assistance program.[14] It is possible that the Housing Authority could manage these units for a fee. This kind of project would retain the value of the development on the tax roles.

In the event the Redevelopment Agency were to turn property over to the Housing Authority, that agency would facilitate construction, either by acting as its own contractor or hiring one. The construction could be financed by various federal, state or local funding programs including bonds guaranteed by tax increment funds. When units are developed in this manner, it is probable that they would be owned by the Housing Authority. They would be tax exempt, though the Housing Authority presently has a discretionary policy of paying an "in lieu" tax of ten percent of total tenant rents.

There are other methods of funding and operating low and moderate income units. Non-profit private agencies could become involved. They could combine their efforts with combinations of construction and rent subsidy funding programs.

As presently considered, the rehabilitation program would be a voluntary one on the part of low and moderate income owner-occupiers. It would not be a code enforcement program.[15]

A total of 1,000 units is planned. Whether or not this could be achieved and the number of units in each program (new construction or rehabilitation) would depend upon the sifficiency of tax increment funds. The total cost of 500 rehabilitation units would be approximately $2,500,000 ($5,000 per unit), with an annual cost of $125,000. Total costs of 500 new low and moderate income units are estimated to be $15,000,000 ($30,000 per unit).[16]

Concept

At present there are no detailed specifics pertaining to the physical nature of the new low and moderate income housing. It is assumed that some elderly housing units would be constructed on a few relatively high density sites close to the downtown commercial and service area. Other units (family housing) may be constructed at lower densities on numerous sites. The majority would likely be constructed within the Redevelopment Area.

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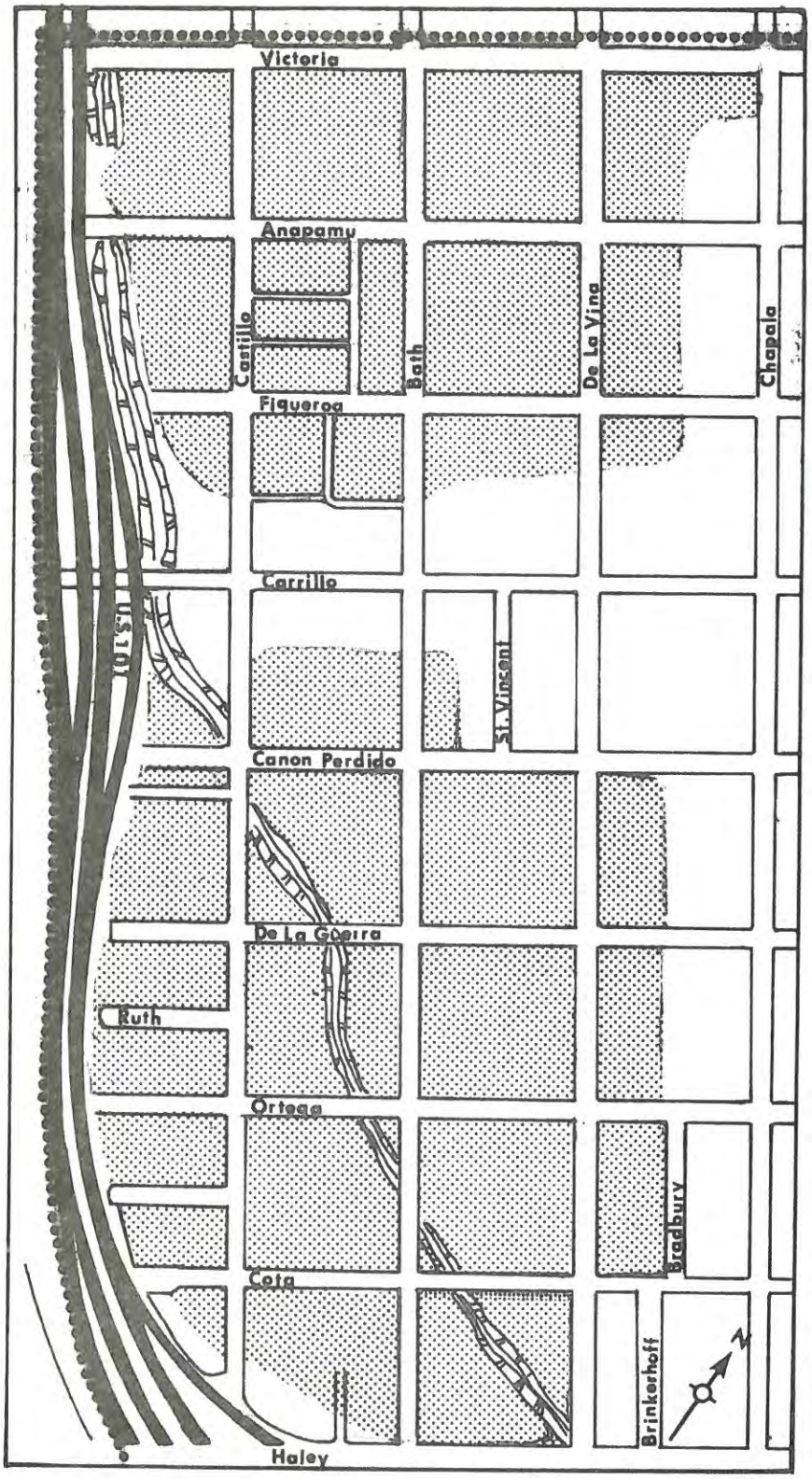
14 It is a possibility that private developers could build housing for moderate income families that could pay an unsupplemented rent. This would not be possible for low income households.

15 See Appendix A for the method of implementing a rehabilitation.

16 Lyle Stewart, Planning Consultant to the City of Santa Barbara and City Redevelopment Agency

Land Use Designator 3



Project Area Boundary

Land Use Designation 3
Residential & Related Facilities

0 400′

Figure 9

The architecture, densities, height, and bulk of the units constructed within the project area would be regulated by the City and the Agency and by applicable codes, ordinances and policies of the City.[17]

If a significant number of new units are constructed, existing private units would have to be either demolished or moved and their residents relocated by the Redevelopment Agency.

Need

Given the inability of the private sector to respond to Santa Barbara's low and moderate income purchase and rental housing needs, a publicly derived program directed at(1) preserving existing rehabitable single-family dwellings and (2) increasing the supply of low and moderate income rental units is needed.

Santa Barbara has a critical low and moderate income rental and purchase housing need (see "Housing-Existing Conditions"). Demand has risen far above supply and this market condition has driven housing costs for many low and moderate income households beyond their ability to pay. The City Housing Authority presently has in excess of 600 households on its waiting list for public or public-assistance housing.

The Draft Housing Element to the City General Plan identifies apartment rental housing as the City's "primary housing problem." Under normal market conditions a short supply of apartment rental units would stimulate construction of additional units. However, certain resource constraints in the South Coast have brought about planning policies that, among other things, restrict new residential construction. These policies affect housing costs. Density restrictions in Santa Barbara, coupled with high land and interest costs (a national phenomena), generally preclude the private market sector from producing low and moderate income rental units. Residential construction that does occur does not meet the most critical need and the problem becomes a public one.

Purpose

The purpose of the CCRP housing program is to help satisfy the low and moderate income housing needs of Santa Barbara by (1) providing additional new low and moderate income rental units to the housing supply, and (2) helping to maintain and preserve the existing supply of older, single-family dwelling units.

Timing, Phasing and Construction Activity

The Redevelopment Agency is required by law to provide relocation housing for households before they are displaced from their residences. This requirement insures that if private relocation housing is not available for relocatees, then public housing must be. Beyond this, it is difficult to say when the new public units would be constructed.

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17 First Amended Redevelopment Plan, 2/20/76, pp. 17, 18.

Since the CCRP relocations would occur over a period of many years, it is likely that the new units would be added to the housing supply in phases. The first phase would likely involve a vacant parcel acquired by the Agency for low and moderate income unit construction. By using a vacant parcel first, new units could be gained without a loss of older units. Once the first units were available, residential relocations could begin.

Before the units could be constructed, the Agency would have to procure funds to acquire land and possibly make site improvements and/or facilitate funding for construction. Surplus tax increment funds from Retail Expansion, Market Housing, and Hotel Conference Center could supply the necessary funds. Of these elements, the Hotel Conference Center and Retail Expansion are likely to be the earliest accomplished.[18] These elements would not create residential relocation needs.[19] Therefore, once they were completed, they could generate funds for later residential relocations and new low and moderate income units.

Assuming Retail Expansion and Hotel Conference Center were completed by 1980-81, it is possible that some initial low and moderate income units could be under construction or completed by 1982. This could be the approximate date of residential dislocations in the Auto Center areas if the Transportation Corridor Project were to begin around 1980 (see "Implementation Scenario").

LAND USE DESIGNATOR 4: Tourist Related Commercial and Residential and Related Facilities

Permitted Uses include:

a. Housing, including those uses permitted in Land Use Designator 3a and 3b above.

b. Business Establishments

1. Lodging Places, including Motels, Hotels and Inns.
2. Business Establishments located within and as part of a hotel complex as listed in Land Use Designator 2a, except for Gasoline Service Stations, which shall be prohibited.
3. Mercado Complex which includes housing, small shops where craft products are made and sold, eating and drinking places, artist and photographic studios, and other similar small commercial, artistic and craft oriented enterprises.
4. Conference Center.

c. Transportation Facilities--Public or Private
Shall include the same uses as listed in Land Use Designator 2e, above.

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18 The Transportation Center, due to the requirements of Greyhound's locational needs, may be the first project to use CCRP increment funds.

19 The Hotel Conference Center would not; Retail Expansion could, but it is not likely.

There are two major development concepts which could take place in Land Use Designator 4, a Hotel Conference Center and Market Housing. Both would be designed for the tourist-oriented potential of the East Beach area. It is not probable that any public sponsored or assisted development will take place in that portion of Land Use Designator 4 west of Chapala Street due to the built-up nature of that area.

Hotel Conference Center

Location

As presently considered, the Hotel Conference Center would be located in Land Use Designators 4 between Salsipuedes Street and Milpas Street (see Figure 3). This location is one of two primary locations considered in the evolution of the CCRP in the East Beach area. The other location is essentially the area beginning east of State Street, west of Garden Street (extended), and south of Yanonali Street.[20]

General Description

The design of the Hotel Conference Center as presently perceived is the result of an evolutionary process involving the project sponsors (American Communities and Southern Pacific Land Company), community interest groups, local government, and the Patterson, Langford and Stewart design team. The evolutionary design process was stimulated as a result of considerable community opposition to the original plan. That plan involved rerouting Cabrillo Boulevard to the north and placing the hotel between it and East Beach. It also involved constructing a single linear structure along the beach. Community opposition centered primarily around the issues of beach use, access for the public, and obstruction of mountain views from the beach area. The present design concept reflects a response to those concerns and subsequent General Plan Amendments.

Major changes from the original plan are the placing of the facility north of Cabrillo Boulevard, therefore retaining direct public access and visual contact with East Beach along Cabrillo Boulevard, and dividing the hotel structure into four or six individual buildings with their narrow ends to the north and south, thereby providing view corridors from the beach area to the mountain backdrop.

As presently considered, the Hotel could have between 400 and 500 rooms and the Conference facility could seat from 1,000 to 1,500 persons. In accordance with an R-4 zoning (Hotel/Motel-Multiple Residential) the main building could be no more than three stories (not to exceed 45 feet) in height.

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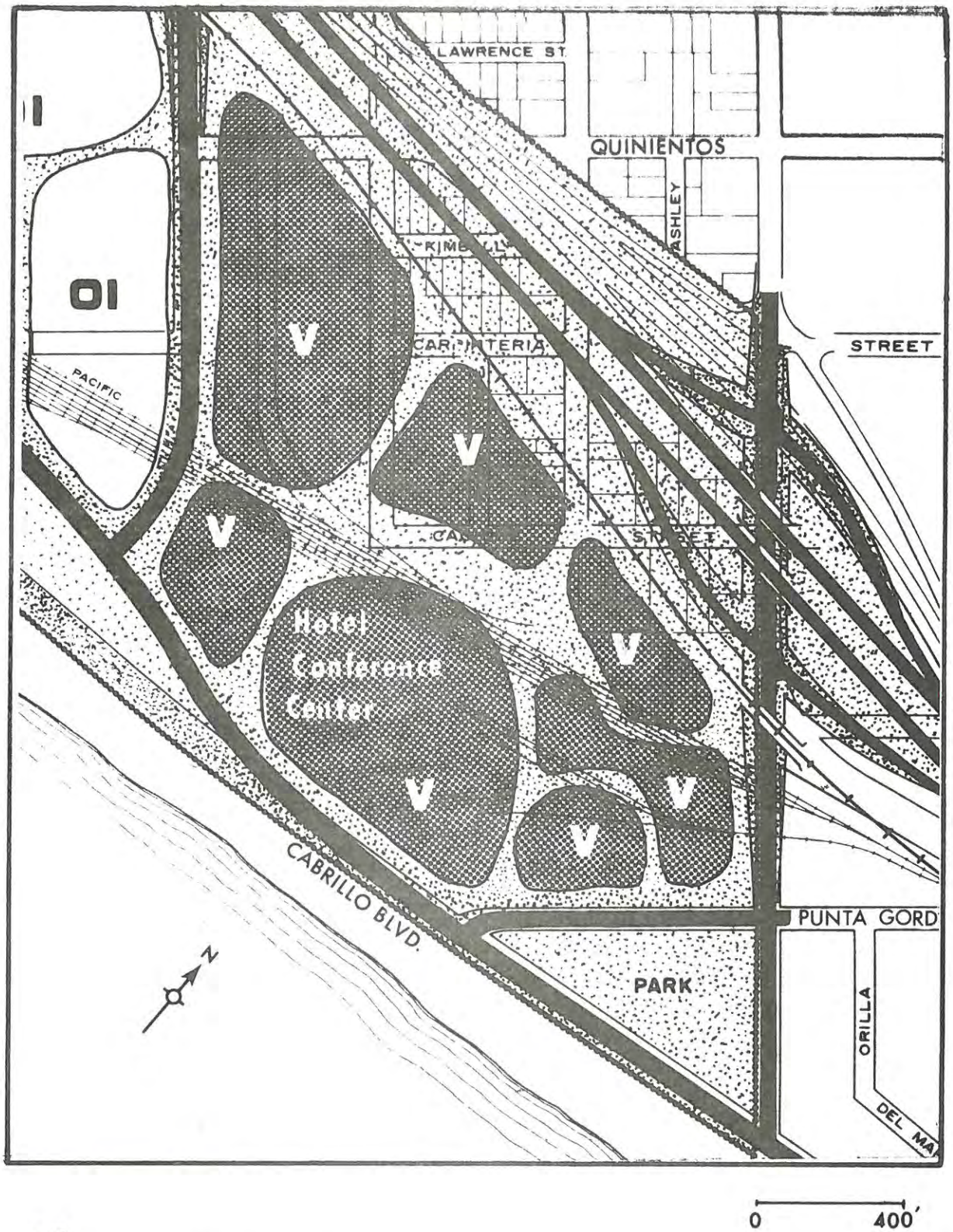
20 Patterson, Langford and Stewart, Santa Barbara's Central City . . . Choices for the Future, August 12, 1974, see Plates 8 and 10. (This document hereafter referred to as Choices for the Future.)

HOTEL CONFERENCE CENTER



V MOTEL / HOTEL / TOURIST

OI OCEAN ORIENTED INDUSTRY

PRINCIPAL STREET

Figure 10

Considered Major Components

1. Several guest room buildings situated to provide the least impaired view of the mountains from the beach while allowing ocean views;

2. A main hotel building containing lobby and conference-banquet facilities;

3. Restaurants (2 or 3), coffee shop, room service and specialty shops (e.g., gift shop, beauty salon);

4. A six-acre man-made lake (average 8 ft. depth) as the central feature of the project and having extensive shoreline landscaping;

5. A "people moving system" providing transportation within the Hotel Conference Center complex;

6. Recreational facilities, such as tennis courts, health club, and sailboats;

7. Parking facilities for guests, visitors, and employees in a yet undetermined location near the main hotel building; and

8. Hotel ancillary facilities (e.g., laundry, receiving area, etc.).

Concept

As presently considered, the project could be a 400 to 500 room high quality hotel with a conference facility capable of seating from 1,000 to 1,500 persons. According to the General Plan (GPA-2-75) it "should be low profile, in Santa Barbara scale and in character with the rest of the city, especially the waterfront. It should be designed to include generous landscaped open space. Automobile usage within the hotel complex should be minimal. Finally, the hotel should be connected to all other activities on the shoreline and the CBD by a shuttle system."

Need

The need for this project can be divided into two related categories: optimal land use and economics. From a land use perspective, the industrial and railroad activities that presently occur on the site are incompatible with the recreational and aesthetic amenities of East Beach. The current uses are suboptimal in shoreline areas naturally suited for tourist and recreational activities.

From an economic perspective, the Santa Barbara area does not have a major hotel and conference facility to complement its abundant tourist attractions. Because it lacks such a facility, it is not visited by the large conferences that generate considerable economic activity in other cities having such facilities. Santa Barbara's recent decision to limit its population implies that a continuing healthy and dynamic economy will depend in large measure on its ability to attract additional tourist revenue. A high quality hotel with a conference facility could be a major contributor to that end.

Purpose

This project element is intended to eliminate incompatible and suboptimal land uses within the East Beach shoreline area and to replace them with a use that is both aesthetically compatible with existing uses and economically beneficial to the community.

Timing, Phasing and Construction

The proposed Hotel Conference Center is a CCRP element that is capable of phased construction. The first phase of the project could consist of the structures containing the hotel rooms and the convention facility. This phase could be constructed in the land area south of the existing railroad tracks and could occur prior to 1980.

The second phase could be the construction of various recreational and aesthetic amenities in the area north of the existing track alignment. Once the tracks were realigned, as part of Stage 3 of the Crosstown Transportation Corridor project, the second phase of the Hotel Conference Center could be constructed. This would likely occur after 1980 and approximately three to six years after the Crosstown Corridor construction had begun. It is likely that the sponsors of the Hotel would proceed with the first phase prior to the realignment of the tracks, or possibly even before a decision on the Crosstown Corridor project has been reached.

Market Housing

Location

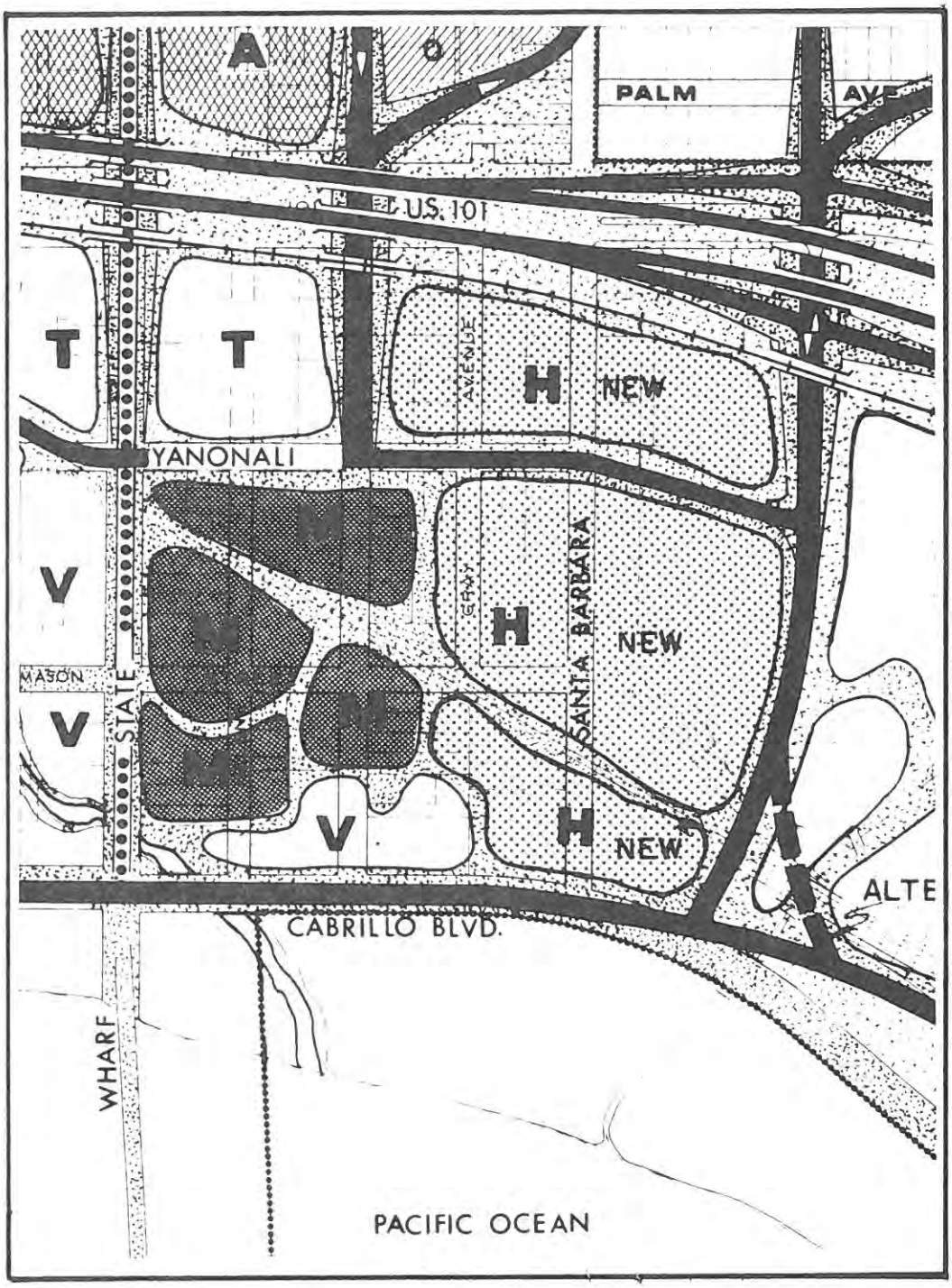
The Market Housing would be located within the East Beach area shown as Land Use Designator 4 (there are two such designators shown in the Land Use Plan, Figure 3). At this point the most probable location is between Designators 2 and 5.

General Description

In order to realize the housing the CCRP proposes, existing C-M and M-1 zoned land in East Beach would be rezoned to allow tourist-related commercial, residential and related facilities.

Under the present maximum allowable densities in the General Plan, 12 dwelling units per acre would be the highest density possible for private housing in Designator 4. Because of the high land costs in the East Beach area, it is unlikely that the housing would be economically feasible at this density. From a tax increment generating point of view an average density of 20 to 25 dwellings to the acre is considered an economically viable density. However, it should be kept in mind that the Redevelopment Agency is subject to the same land use controls as private interests and would have to apply for a variance or conditional use permit.

MARKET HOUSING AND MERCADO



H Market Housing

Mercado

V Hotel/Motel/Tourist

T Transportation Center

A Auto Center

Figure 11

0 400'

There are several procedures by which the higher densities could be achieved. They are:

1. A General Plan amendment allowing increased densities for a specific area, such as East Beach.

2. New devices, such as "Transfer of Density Rights"[21] and/or a "Sliding Density Scale"[22] which would allow increased densities where appropriate. The "Transfer of Density Rights" and "Sliding Density Scale" concepts are presently being examined by the City as devices capable of achieving economically feasible densities for multiple unit construction where land, interest, and construction costs make the 12 DU/acre density infeasible. These devices are not being considered specifically for East Beach residential development, but rather in response to the City-wide high housing cost condition.

3. A modification to the density limitations of the zoning. In order to achieve this, the modification must be found to be "deemed necessary to assure that the spirit and purpose of this ordinance will be observed, public safety and welfare secured and substantial justice done."[23]

   The Low and Moderate Income Housing element densities may be justifiable under No. 3, but the densities considered for East Beach housing would likely require procedures such as Nos. 1 and 2.

Market Housing could consist of both elderly and family units. Family units could be proposed at densities of 12 units per gross acre; elderly units could be proposed at a higher density.

Depending upon the ultimate size of the site chosen for the project and the ultimate mix of family and elderly units, from 72 to 507 units could be constructed on a site measuring approximately 20 acres.

Since the project is in the conceptual stages, a precise description is not possible. However, some assumptions as to the nature of the project can be made. They are:

- Due to the densities considered, structures would be two to three stories in height;

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21 The "Transfer of Density Rights" would allow increases in densities at one area with a resultant density decrease in another. This would allow the City to achieve a 12 DU/acre density overall and stay within the adopted 85,000 population holding capacity. A Land Use Zones Analysis is currently underway to determine the amount and location of various types of zoning necessary for the City's legislated 85,000 population holding capacity. Until the Zones Analysis is completed, it is uncertain as to whether or not the increased densities of the two CCRP housing elements would require density transfers.

22 The "Sliding Density Scale" would allow densities to be determined according to the magnitude of social and environmental demands generated by particular types of housing (small-unit elderly housing, for example, has minimum demands).

23 Zoning Ordinance 28.92.010, page 115.

- Due to the maximum densities being considered for the elderly units, a decision to reduce parking space requirements would likely be needed;

- Due to the densities considered for the elderly units, a probable size would be from 450 to 550 sq. ft. of floor space--the units could rent for between $175 and $250 per month in 1980.[24]

- Due to the densities considered for the family units, a probable size would be from 1,200 to 1,400 sq. ft. per unit.[25]

- If present market conditions continue, it is possible that the elderly units would be more successful as rentals, while the family units would be more valuable as purchase units. Family units could sell for between $60,000 and $80,000 depending on size and location. Presently, 1,300 to 1,500 sq. ft. condominiums in Santa Barbara beach areas sell for $70,000 to $90,000.[26]

- It is probable that some of these units would be rented or purchased as second homes or retirement homes and rented out seasonally as income property.[27]

Concept

Market Housing could provide full and part time living accommodations for middle to high income families and elderly households. Their transportation needs and demands would be minimized by their location close to and between the beach area and the commercial area of downtown. The close proximity of the housing to the proposed multi-modal Transportation Center would provide residents with local and regional transportation services within walking distance of their dwellings.

Need

The Market Housing would serve two primary needs. First, it could supply additional middle income private housing to elderly households and help reduce the demands presently on that sector of the housing market. Second, it could provide tax increment funds for the construction of needed public improvements and public housing. The Market Housing element of the CCRP is potentially the best tax increment fund generator of all CCRP elements considered.

Purpose

The housing would provide private, middle-income, elderly housing and higher-income family housing. It would generate tax increment funds with which to finance a low and moderate income housing construction and rehabilitation program and other needed public improvements.

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24 Personal Communications, Towbes Construction Co., Moser Realty, Kruger, Benson & Zeimer, Architects, 8/14/76.

25 Choices for the Future, Page 81.

26 Jay Moser, Moser Realty and Development Co., Personal Communication, 8/16/76.

27 Ibid., according to Jay Moser, approximately 40% of existing East Beach condominiums are used in this manner. Some are owned by people from outside the county who intend to retire here.

Timing, Phasing and Construction

Construction of the Market Housing would not likely begin until 1982 and perhaps later (See "Implementation Scenario, Page). As presently considered, the project completion would be dependent upon the completion of at least the first three phases of the Crosstown Transportation Corridor.[28] Phase 3 of the Crosstown Corridor is the realignment of the railroad tracks, and construction of this phase would not begin for five to eight years after the beginning of Phase 1.[29]

The housing could also be constructed in phases, the total construction period dependent upon the market demand for the units and the time necessary to assemble the land.

LAND USE DESIGNATOR 5. Ocean Oriented and Other Light Industry

Permitted Uses include:

a. Ocean-Oriented Industry

1. Boat building, repair, service and sales
2. Fish and other sea life processing facilities, including wholesale and retail sales
3. Marine and acquatic supplies, repair, services and sales
4. Surfboard building, repair, service and sales.

b. Other Light Industry
May include any compatible light industry, including product manufacture, in which all manufacturing activity and storage is conducted entirely within an enclosed building, research and development and other similar activities.

c. Ocean-Oriented Businesses

1. Offices
2. Offices oriented to ocean or other aquatic activities
3. Eating and drinking places
4. Schools and educational institutions providing instruction in any marine or acquatic activity, sport, profession, science, or skill.

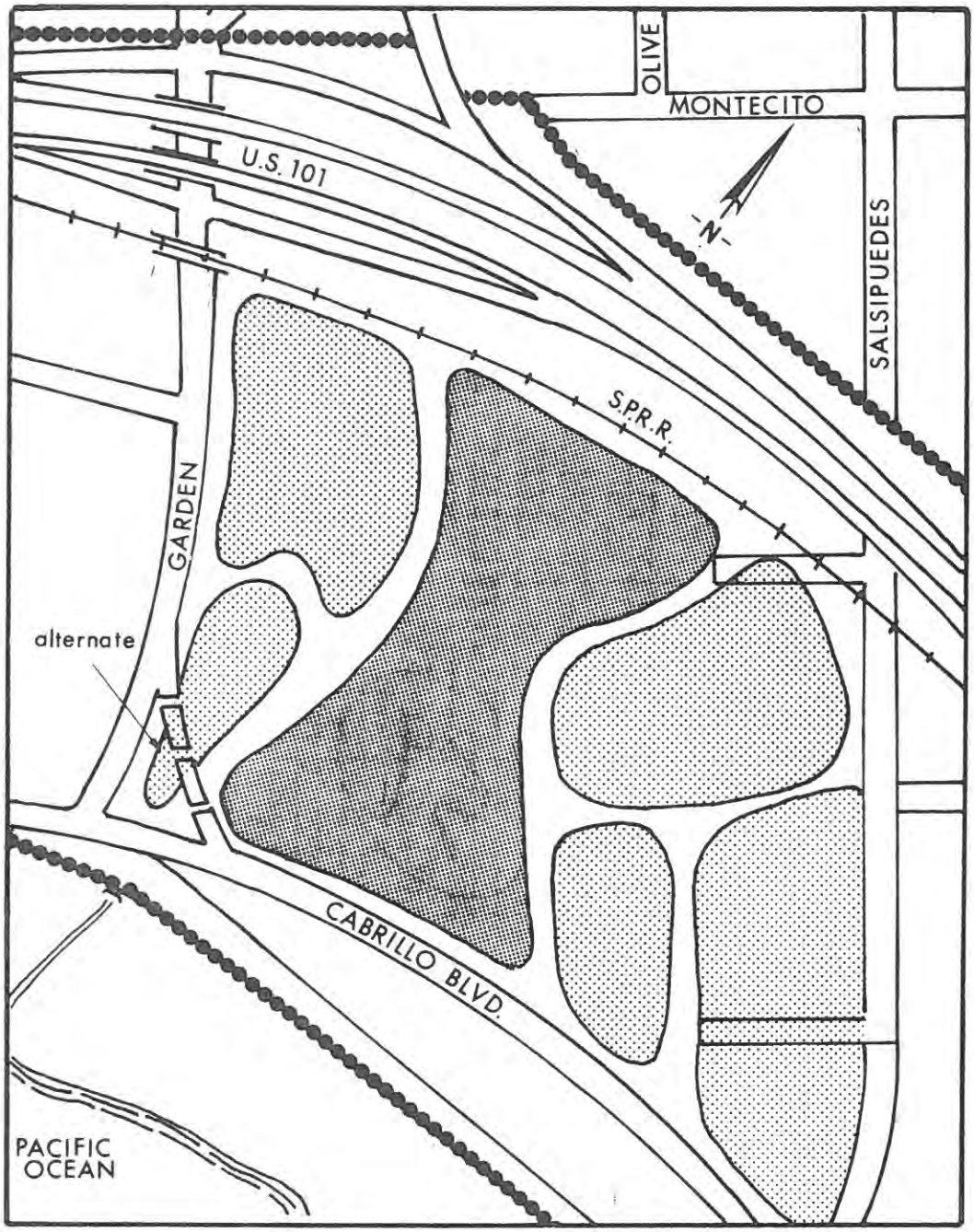
d. Public or Quasi-Public Use

1. Any Marine, Acquatic or Ocean-Oriented Government Facility and related training facilities
2. Fire Station
3. Sea Scout or like facility
4. Sewer and Water Treatment Facility, publicly owned and operated.

28 If Crosstown Corridor funding permitted right of way acquisition to commence in July of 1977, the relocation period for Phase 3 would span four years to 1981 (Crosstown E.I.S.," Page 74). Construction of the housing could begin prior to the completion of the relocation process.

29 "Crosstown E.I.S.," Page 175.

OCEAN ORIENTED INDUSTRY



OCEAN ORIENTED INDUSTRY

SEWER TREATMENT

PROJECT BOUNDARY

1" = 400'

Figure 12

e. Transportation Facilities--Public or Private
Shall include the same uses as listed in Land Use Designator 2e, above.

The primary development which could take place in this area would be that of ocean-oriented industry. At the present time, the existing sewage treatment facility is being expanded and is scheduled for completion in late 1977-1978. Ocean-oriented industry and related facilities could be developed in this area by private concerns; the area would also function as relocation space for the ocean-oriented industries which could be dislocated due to other project elements (Market Housing and Transportation Center). Other than serving as a potential relocation site, no other publicly sponsored uses are presently planned for the area.

LAND USE DESIGNATOR 6. Public Facilities--Large Land Area Uses

a. Transportation Corridor

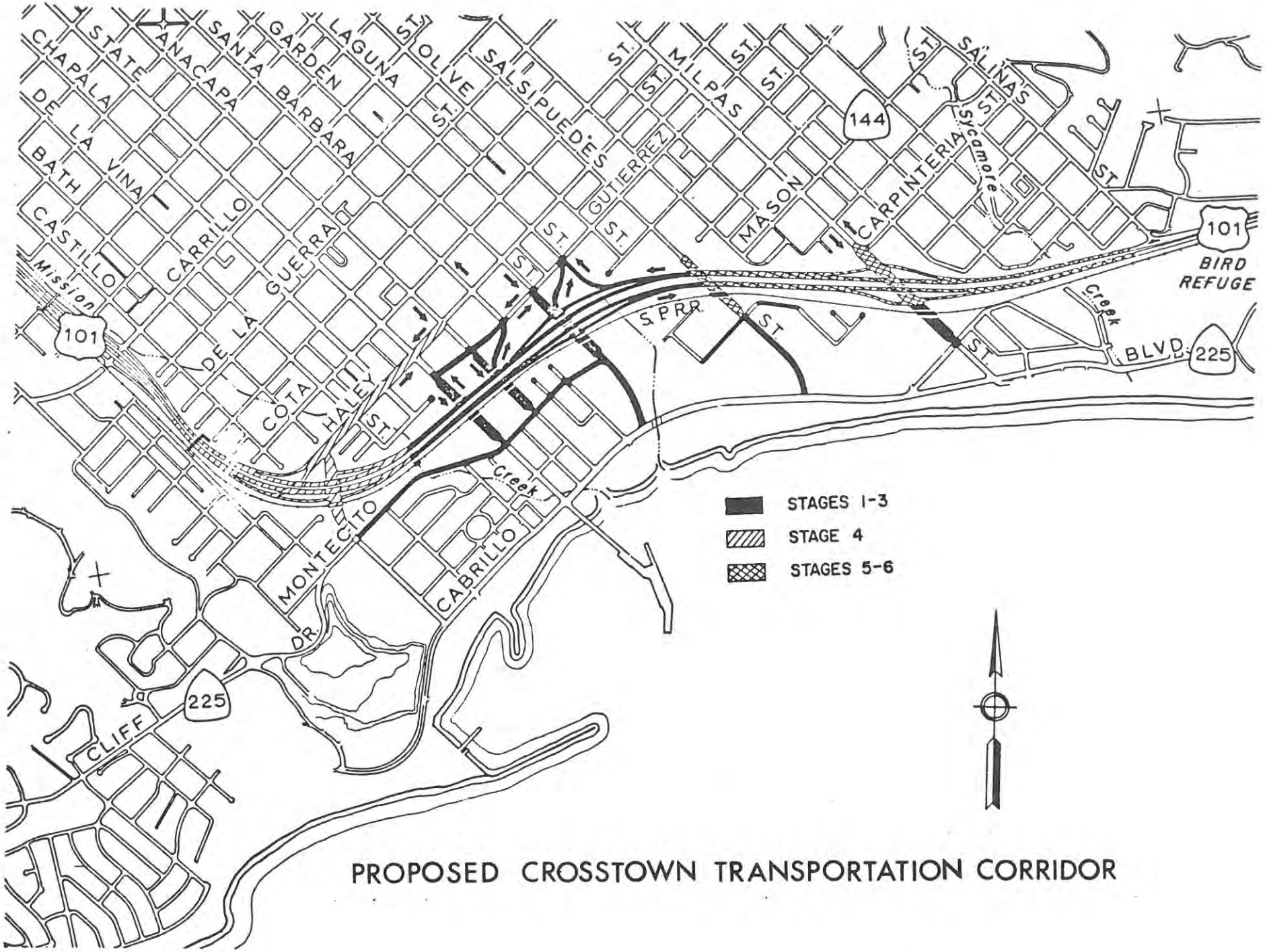
A cooperative project between the California Department of Transportation and the City to complete the U. S. 101 Freeway in the Crosstown segment, to relocate the main line tracks of the Southern Pacific Railroad throughout the southern part of the CCRP area, to provide substantial landscaped separation between the travelways of the freeway and the railroad tracks and between the travelways of freeway, the railroad track and abutting public and private property (see Figure 13).

A Transportation Center, ultimately consisting of Travel Agencies, Rail, Bus, Taxi and Airport Shuttle terminal facilities, Bicycle and Automobile Rental and other transportation-related uses, is proposed to be included within the Transportation Corridor. Such uses will be located in the southerly portion of the Corridor in the vicinity of Lower State Street.

The Transportation Corridor is included within this Plan because it affects redevelopment activity within the Project. However, no Redevelopment Agency activity is contemplated in the Corridor with the exception of the Transportation Center.

This project has an Environmental Impact Statement in the finalization process; the environmental impacts of the Crosstown Transportation Corridor are only analyzed in this document as they relate to magnifying or mitigating environmental effects of the Redevelopment Plan and its elements.

The logistics and precise engineering detail of the Corridor will be the subject of a legal agreement between the City and the State Department of Transportation. Certain streets will cross under the Corridor, in grade-separated structures. Tentatively, they include Milpas Street, Salsipuedes Street, Garden Street, with a connection to Laguna Street north of the Corridor, Anacapa Street,



PROPOSED CROSSTOWN TRANSPORTATION CORRIDOR

Figure 13

with a connection to Santa Barbara Street north of the Corridor, State Street, Castillo Street and Carrillo Street. Full, four-way interchanges with the freeway and local streets are tentatively being proposed at the following streets: Milpas, Garden/Laguna, Castillo/Haley and Carrillo.

As presently designed, Chapala Street will not cross the Corridor. A portion of Gutierrez Street is tentatively proposed to be vacated west of State Street within the Project Area.

The Transportation Center concept is described on the following pages in terms of need, purpose, design specifics and phasing/implementation.

b. Public Parks, Recreation Facilities, Open Spaces and Other Public-Oriented Uses

Figure 4 delineates the location and purpose of the principal public uses and major open spaces anticipated to be situated within the CCRP boundaries. Permitted uses in Land Use Designator 6b include park and recreation facilities, public-oriented facilities, and other facilities for service, use, benefit and enjoyment for residents and visitors. It is proposed that Palm Park be expanded to the north by realignment of a portion of Cabrillo Boulevard. The precise area of expansion is not yet determined.

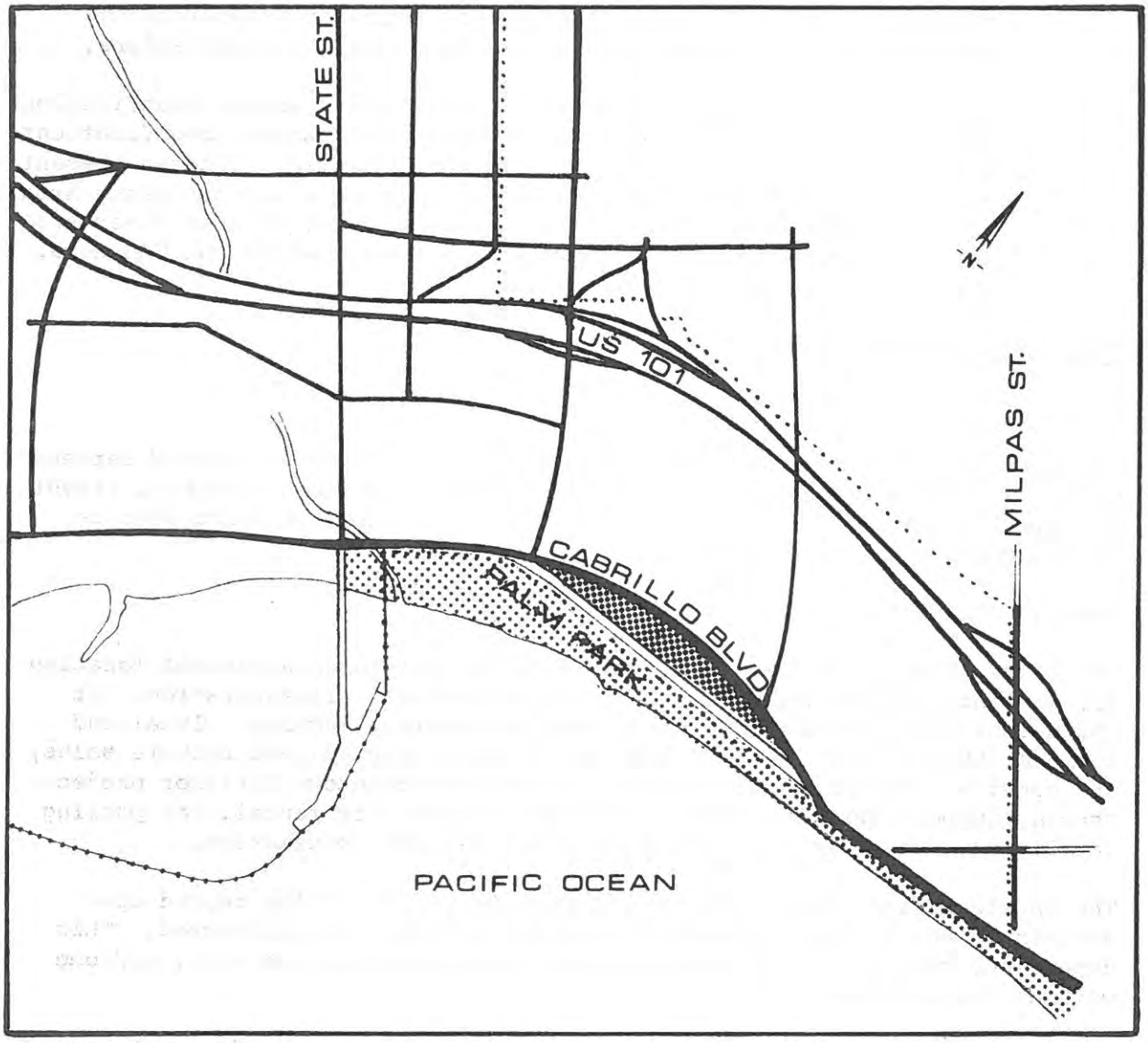
As funds become available it is likely that the expansion of Palm Park could range from 8.5 acres to 21 acres with 12.5 acres being a probable size of the expansion. The existing Cabrillo Boulevard roadway could be converted to a pedestrian-oriented promenade; additional picnic areas, restrooms, play areas, and the construction of low profile improvements, such as gazebos, benches, walkup cafe, etc., could also be added.

The historic Moreton Bay Fig Tree, at the southwest corner of Chapala and Montecito Streets and the Southern Pacific Railroad property on which it is growing may be acquired and a permanent city park be created, thus protecting the tree.

c. Harbor, Wharf and Related Commercial and Recreational Facilities

Land Use Designator 6c includes the Harbor and its related public and private facilities. It also includes Stearn's Wharf where a major wharf rehabilitation project has been proposed. This development is likely to take the form of structural improvement to the existing wharf itself, the construction of new commercial, tourist-oriented and recreational facilities, extension of decking, and provision of sinks and restrooms and expansion of parking facilities adjacent to the beach area directly east of the wharf. The developers of this project are currently considering prohibiting vehicle access on the wharf. This project already has a finalized Environmental Impact Report and is analyzed in this report only from a cumulative perspective.

PALM PARK EXPANSION



Present Park

Proposed Expansion

Figure 14

d. Other Public Improvements

In any section of the Project Area, the City or the Redevelopment Agency may permit and/or propose the establishment or enlargement of public, semi-public, institutional or non-profit uses including park and recreational facilities, libraries, hospitals, education, fraternal, employee, philanthropic and charitable institutions and facilities of other similar associations or organizations.

In addition, transportation-related facilities and/or modifications may be proposed including parking facilities, street modifications and closures, and central city transit facilities. At the present time a "People Mover" transit system within the CBD and beach area is being developed and street modifications and traffic diverters are being proposed for the residential area west of the CBD core. These concepts are detailed below.

Transportation Center

Location

As presently considered the Transportation Center would be located between U. S. 101 and Yanonali Street, with the western boundary at Chapala Street and the eastern boundary at Anacapa Street. This area is designated as 6A in Figure 3.

General Description

The Transportation Center would be a facility providing a central location for the interface of multi-modal local and regional transportation. It would contain facilities for rail passenger service (AMTRAK), local and regional bus transit (MTD and Greyhound), taxi service, and bicycle sales, rental and service. Depending upon whether or not the Crosstown Corridor project occurs, support services could ultimately include car rental, car pooling facilities, travel agency, restaurant, and visitor information.

The physical size (land area) and boundaries of the Center depend upon whether or not a Crosstown Transportation Corridor is constructed. This dependency results in two possible site configuration--one with, and one without the corridor.

Figure 15 displays the probable site if a corridor project does not occur. The block east of State Street would be redeveloped as a new Greyhound bus terminal on a site of from 40,000 to 45,000 sq. ft. The site would contain a terminal building having approximately 10,000 sq. ft. of floor area, seven loading bays, from eight to eleven reserve spaces, plus normal passenger facilities (e.g., baggage, freight, ticketing, food services, waiting room, and limited parking). Facilities for charter bus service may also be included. The block west of State Street would contain the existing AMTRAK facilities, bicycle service and possibly other uses.

CENTRO DE TRANSPORTACIÓN

SCHEMATIC PLAN... INITIAL PHASE

WITHOUT CROSS-TOWN TRANSPORTATION CORRIDOR

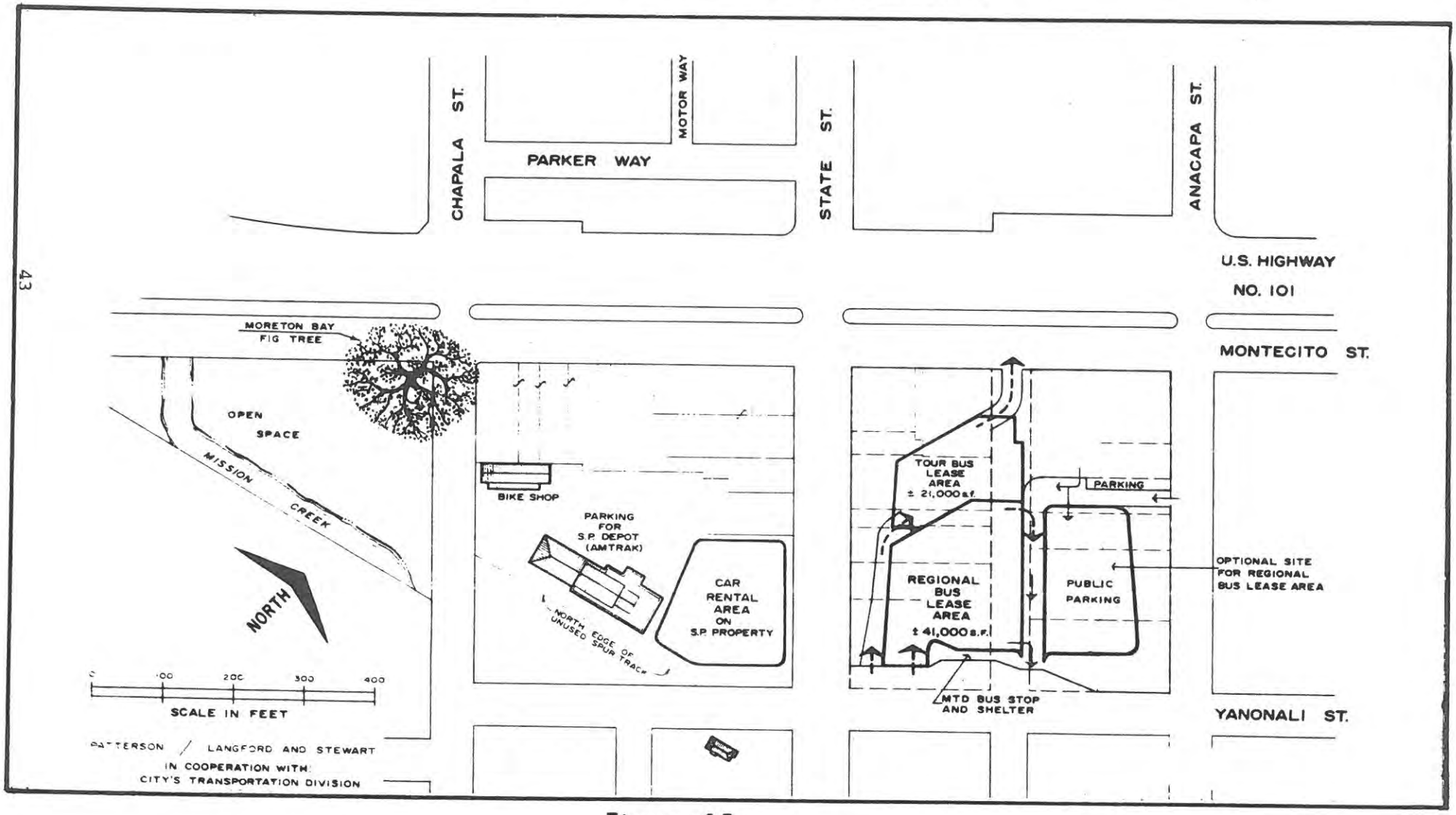


Figure 15

Figure 16 displays the larger site possible with the construction of the Crosstown Corridor. It is larger because it includes surplus land area purchased by Caltrans for the Corridor and integrated with the Transportation Center. Realignment of the railroad tracks to the north would provide the opportunity to construct a new AMTRAK terminal on the block east of State Street. The existing terminal would remain as part of the center west of State Street. It could be a restaurant or museum. The remainder of the block west of State Street could contain the multi-modal Transportation support facilities mentioned above.

Concept

The multi-modal Transportation Center is a facility that is perceived as an inducement to more efficient use of all circulation system elements, and modes of transportation. By providing a comprehensive range of travel support services in a central location interfacing all land modes of local and regional transportation, convenience and cost effectiveness associated with multi-modal travel would be readily available to the public.

The Center could provide bicycle and auto parking for regional commuters traveling by car pool, bus, or train. It would connect local MTD service to the regional Greyhound service, taxi service, or AMTRAK. It could provide food service for stopover travelers and an information service for persons coming to Santa Barbara. Another possible element for the Transportation Center would be long-term parking areas for car poolers or transit riders.

If the Crosstown Transportation Corridor is constructed as planned, Chapala Street would be discontinued south of the Corridor and the Moreton Bay Fig Tree area could be integrated into the Center as a park area.

Need

In an age of increasing energy costs, declining fossil fuel supplies, deteriorating air quality, and a general recognition that the health and economic costs of personal auto travel to urban societies is a heavy one, it is recognized that a more efficient and less environmentally damaging transportation system may be desirable.

Purpose

The purpose of the Transportation Center is to provide the functional element needed to improve the efficiency of use and quality of the Santa Barbara circulation network--an element that would respond to the transportation needs of the City as they exist now and are likely to exist in the future. In responding to those needs, the Center would facilitate easy access to several modes of public transportation, an improvement over existing conditions.

Timing, Phasing and Construction

There is the possibility that an initial phase of the Transportation Center would be the first element of the Central City Redevelopment Project.[30]

30 Patterson, Langford and Stewart, "la ciudad de Santa Barbara...A Transportation Center Program, p. 8.

CENTRO DE TRANSPORTACIÓN

SCHEMATIC PLAN ... FINAL PHASE

...WITH CROSS-TOWN TRANSPORTATION CORRIDOR

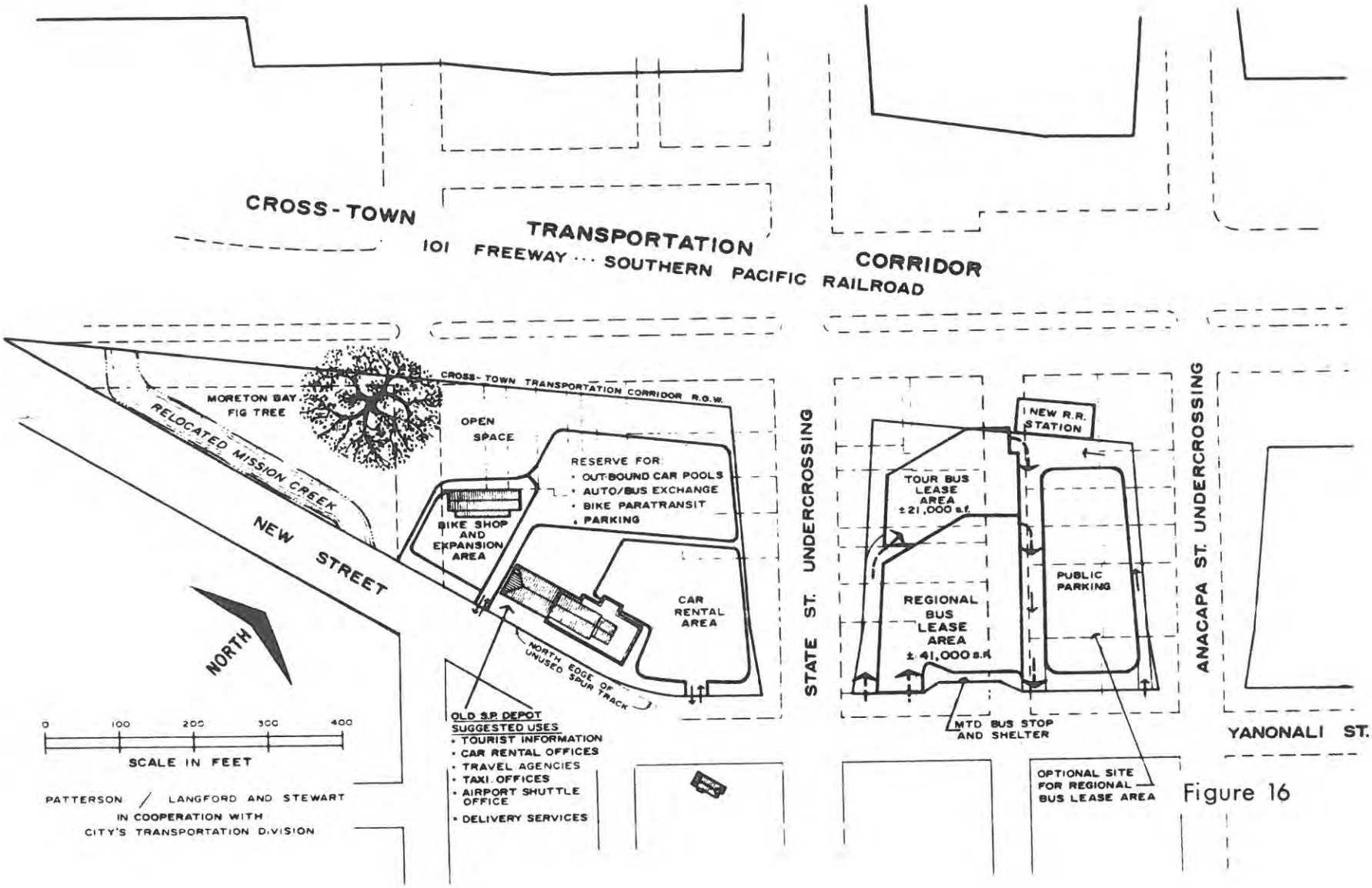


Figure 16

This possibility has arisen because of the current need for Greyhound to relocate its operations from the present site on Carrillo Street.[31] Under the terms of their lease they must vacate their present location by September 1978. The City is presently involved in actions intended to accommodate Greyhound's location needs while the acquisition, financing, and planning details of the Transportation Center are pursued.

Depending on the accommodation made, the construction of a first phase of the Center (east of State Street) including a new Greyhound Bus Terminal could begin in late 1977 or in 1978. Construction of a second phase (west of State Street) could proceed thereafter, with much of the ultimate design and timing dependent upon the decision to build or not build the Crosstown Corridor.

A decision on the Crosstown Corridor is essential to the design and level of transportation support facilities of the Center because a full range of support facilities is dependent on adequate access. The corridor project would provide adequate and convenient access. The existing signalized intersections would restrict future access.[32]

If land acquisition for the Crosstown Corridor project were to begin in 1980, construction of the second phase of the Transportation Center could begin in 1984 or 1985.[33]

People Mover System

Location

Service would be provided by the proposed People Mover system within the Central Business District core, extending to the foot of State Street along Cabrillo Boulevard as shown in Figure 17. While alternate routes are still being assessed to determine optimal location and exposure, all proposed options would link the upper and lower portions of State Street with the tourist-oriented beach areas in the vicinity of the Harbor and the proposed Hotel Conference Center.

Concept

The concept behind implementation of the People Mover system is multi-facited. It is related to two major elements of the Central City Redevelopment program--Retail Expansion in the CBD core and the Hotel Conference Center in the East Beach area. New retail development is aimed at enhancing the market position of the Santa Barbara Central City as the major retail center of the South Coast. Along with this expansion of retail goods and

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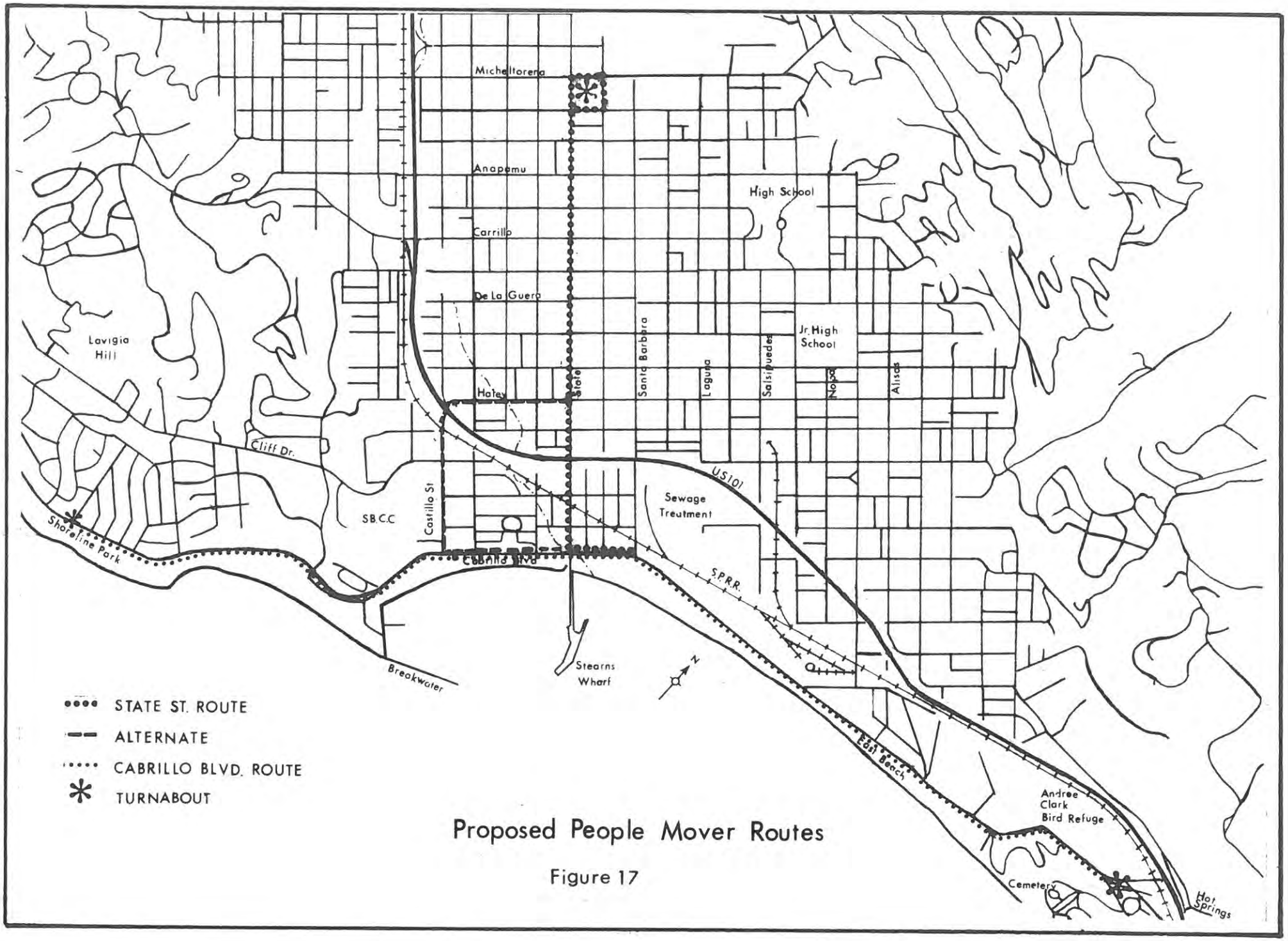
31 Ibid., Pp. 12-14.

32 The Center west of State Street would have facilities such as car pool and park and ride lots for local and regional commuters. Assuming these facilities were successful, they would generate substantial amounts of auto traffic requiring direct and convenient access to the Center.

33 Construction of the second phase of the Center would likely await stage 3 of the Crosstown Corridor project. According to the "Crosstown EIS," construction of the third stage of the Corridor Project could begin approximately five years after construction of the first stage were begun.



Proposed People Mover Routes

Figure 17

services, more auto traffic and resultant congestion could adversely affect the desired pedestrian-oriented scale of the area. The provision of localized transit service within the immediate area is intended to reduce the needs of shoppers to use their cars for relatively short intra-CBD core trips. Second, development of the Hotel Conference Center in the East Beach area would likely attract new tourists and conventioneers to the area. Some system of transit linkage between the Hotel Conference Center and the Wharf and Harbor areas (as well as to the CBD core) would be beneficial in terms of reducing these relatively short auto trips by Hotel Conference Center guests.

General Description

While there are several alternative systems being studied, the common characteristics of the People Mover would be as follows:

Type of vehicle(s):	Non-internal combustion propulsion system (electric, hydrogen-powered, or other non-air polluting system) on a small wheelbase vehicle seating 20-25 persons; vehicle would have minimum floor height at entry with open right side to facilitate access and egress;
Fare:	No charge or 10¢ charge;
Routes:	State Street from Cabrillo Boulevard to Micheltorena and Cabrillo Boulevard from Harbor area to Andre Clark Bird Refuge (see Figure 17);
Hours of Service:	State Street - 6 days per week from 9 am to 6 pm Shoreline Service- 7 days per week from 7 am to 6:30 pm
Capital Cost:	$380,000 to $450,000 (5 to 6 buses) assuming no cost for storage and maintenance facilities;
Operating Cost:	Approximately $150,000 to $200,000 per year;

Headway (Maximum Waiting Time): 5 minutes.

Conceptual People Mover Alternatives

Various alternative routes and fleet sizes are currently being investigated through a cooperative effort by the Santa Barbara Metropolitan Transit District and the Santa Barbara Redevelopment Agency. The primary differences between the alternatives is three-fold: length of routes, headways (in minutes), and equipment in service. The characteristics of each alternative are summarized in the table that follows.

Table 1

Alternative People Mover Systems

Plan	Round Trip Miles	Line Speed	Equipment in Service	Headway[1] in Minutes	Daily Mileage	Annual Mileage
A. Cabrillo-Castillo[2]-Haley-State-Micheltorena	5.30	10.6 mph	6	5	600.4	197,800
B. Cabrillo-State[3]-Micheltorena w/Existing U. S. 101	3.60	7.2 mph	6	5	416.8	130,208
C. Cabrillo-State[4]-Micheltorena w/Proposed X-Town Corridor	3.60	10.8 mph	4	5	404.8	126,452
D. State-Cota to Micheltorena	2.40	9.6 mph	3	5	274.8	85,919
E. Cabrillo-Shoreline Dr. to Bird Refuge	7.20	14.4 mph	2	15	305.2	111,690

(1) Maximum waiting time.
(2) Route travels from Palm Park parking lot along Cabrillo Boulevard to Castillo to Haley, along Haley to State, up to Micheltorena and return. This route bypasses crossing U. S. 101 at State St.
(3) Route travels from Palm Park Parking Lot to State St., up State to Micheltorena and return.
(4) Same route as alternative B but with Crosstown Transportation Corridor providing State St./ U. S. 101 grade separation.

Implementation

At the present time there are no specific plans for implementation of a full-scale People Mover system. However, discussions with the Division of Mass Transportation of the California Department of Transportation have resulted in the Santa Barbara Metropolitan Transit District (SBMTD) being encouraged to apply for a People Mover demonstration project.

A demonstration project, if approved, may have to include the following:

1. Equipment, rates, schedules, who will be served, and why.
2. Anticipated capital and operating costs.
3. Patronage - number; purpose of trip, shopper, worker, or other diverted from auto or walking.
4. Economic, social, and environmental costs and benefits.
5. Impact on traffic and parking policies and programs. Impact on vehicular movement within the people mover service area.
6. Local sources of financial support and terms under which commitments will be made in order to insure continuity of the program upon expiration of the State financial support.

CCRP ELEMENT IMPLEMENTATION SCENARIO

The sequence of implementation for the various CCRP redevelopment elements depends upon three factors. The first and primary factor is the need to create surplus tax increment funds with which to finance land acquisition, relocation, and in certain instances, site improvement costs for the various elements. This means that one or more elements generating surplus funds must precede those that do not. Elements that would generate substantial surplus funds are: Retail Expansion, Hotel Conference Center and Market Housing.

The second factor is the necessity for some elements to precede others in order that relocation space for pre-empted uses be available. An example of this is the relationship between the Market Housing and the Ocean Oriented Industry elements: Approximately 11 of the 27 businesses requiring relocation for the Housing are marine related. The land use plan of the CCRP provides that marine-related industry be located in Land Use Designator 5 (see Figure 3). Therefore, at least a portion of the Ocean Oriented Industry area must be available prior to the relocation phase of the housing element.[34]

The third factor is the construction of the Crosstown Transportation Corridor. If the corridor project were not to occur, or if it were still in doubt beyond 1980, implementation of project elements considered for the East Beach area would be affected. These elements would have to be designed around the existing track alignment to accommodate both a "no Corridor Project" and "possible Corridor Project" scenario. This circumstance would influence the size, design, and length of construction time for the project elements.

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34 Interim relocation sites could be provided if space was not available in Land Use Designator 5. However, interim relocation sites add greatly to the cost of redevelopment and should be avoided where possible.

Following is a description of a possible CCRP project implementation scenario. Each project element is described in the order it is likely to occur, and as it relates to the three factors listed above. The description is accompanied by two figures. Figure 18 is a simple flow diagram presenting the order in which the elements could occur. Figure 19 presents the relationship of the land acquisition-relocation, construction, and tax generation periods of the CCRP elements. It assumes a January 1977 adoption of the Redevelopment Plan and a commencement soon after of the land acquisition periods of the Transportation Center and Retail Expansion elements. It is also assumed that, if approved, the Crosstown Corridor land acquisition period would begin in 1980 with construction beginning on the first stages in 1982.[35]

Transportation Center

The Transportation Center is the first element shown in Figures 15 and 16. It has first priority because the imminent needs of Greyhound must be coordinated with the City's efforts to provide a multi-modal Transportation Center at State Street and U. S. 101. Coordinating Greyhound's needs with City transportation planning requires that an initial phase of the Center providing a Greyhound Terminal facility be accomplished by September 1978.[36]

Accomplishment of the remainder of the Center would have to wait until completion of the first three phases of the Crosstown Project. Figure 19 indicates this to be in 1984 or approximately five years after Corridor land acquisitions have begun. The existing freeway conditions at the signalized intersections would not provide the access needed for the large volumes of autos that could be generated by a fully developed Center.

Hotel Conference Center

Figure 19 shows this element to be the first major tax surplus generator constructed. An initial phase of the Hotel Conference Center could be constructed between the existing track alignment and Cabrillo Boulevard. Figure 19 indicates that if relocations were begun in early 1977, construction could begin in 1978, with surplus tax increment funds accruing from the project by 1980.[37] The remainder of the hotel facility could be constructed when the tracks are realigned. Figure 19 shows this to be in 1987 or approximately six years after Corridor construction begins. The hotel

35 The dates suggested in Figure 19 are used primarily as reference points for the graphic presentation of CCRP element implementation dependencies.

36 At present Greyhound must relocate by September 1978. The City has decided on a location for its multi-modal Transportation Center. In order that the Center be "multi-modal" it is essential that regional bus service (Greyhound) be located in it. Therefore, an initial phase of the Center should be implemented to accommodate Greyhound's relocation schedule. Methods of extending Greyhound's lease at its present location on Chapala and Carrillo Streets beyond 1978 are being explored. If satisfactory methods can be found, the high priority need for a first phase Transportation Center may be diminished.

37 Increased tax increment funds would actually begin flowing from the site area as soon as improvements were on the ground. However, Figure 19 indicates surplus flow only at the estimate completion date of the first phase.

FLOW DIAGRAM
IMPEMENTATION OF CCRP

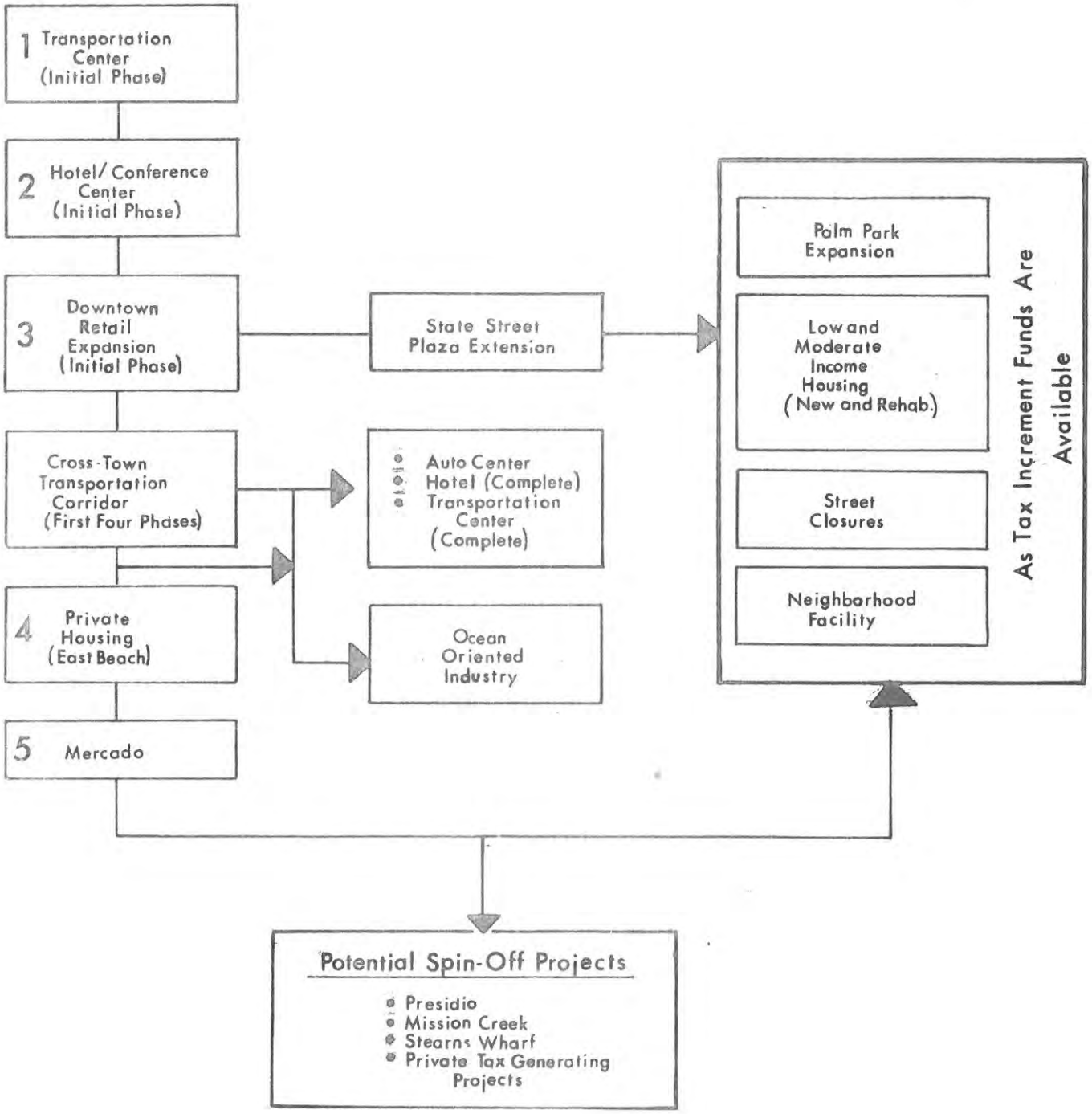
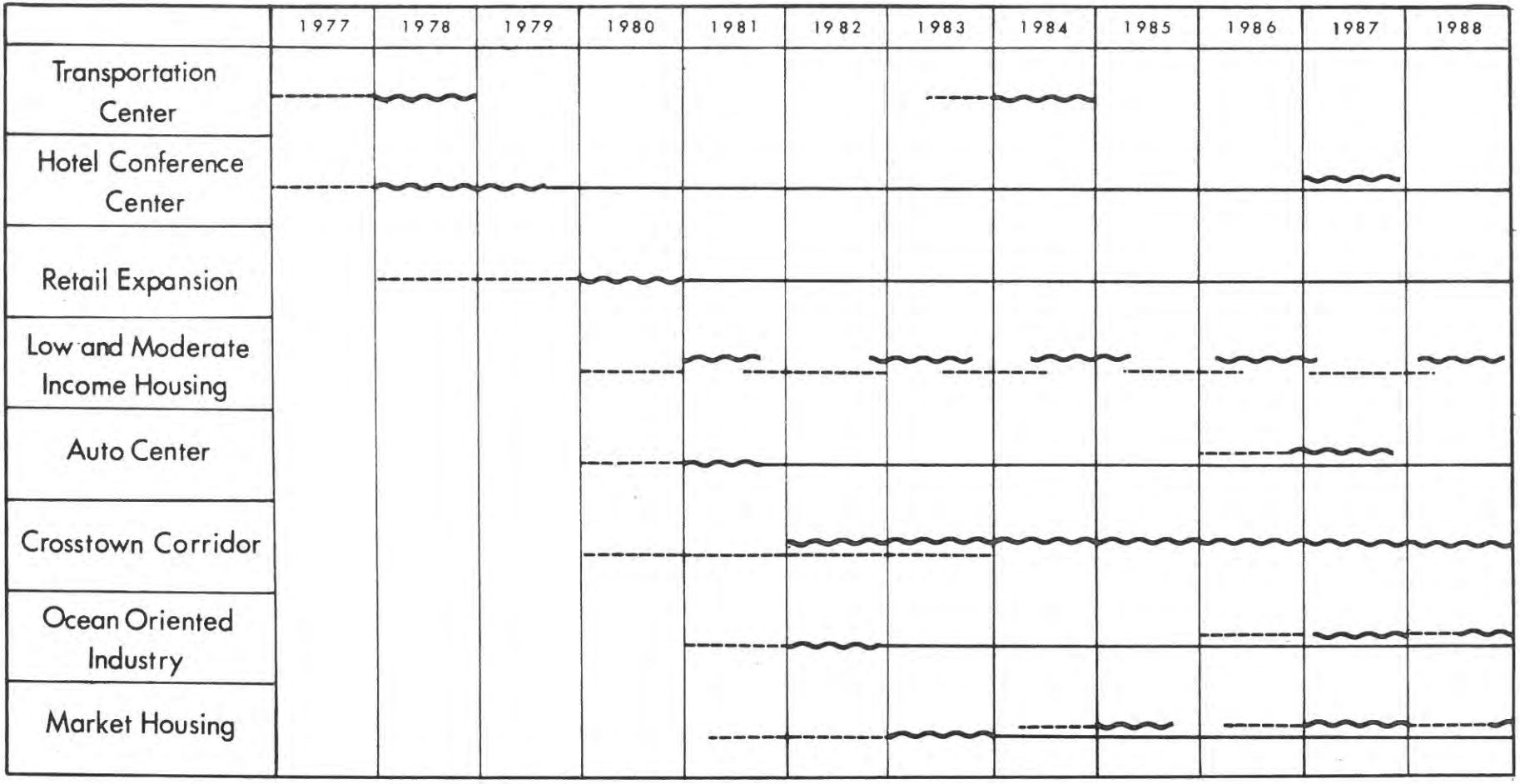


Figure 18

IMPLEMENTATION RELATIONSHIPS OF PROPOSED PROJECT ELEMENTS



Land Aquisition and Relocation

Construction

Completion and Surplus Tax Generation

Figure 19

developers could determine the feasibility of developing the area north of the existing track alignment once a firm commitment on the Crosstown Corridor project has been received from the State.

This project component could generate approximately $830,000 in annual tax increment flow once completed.

Retail Expansion

Figure 19 shows this element to be the second major surplus tax increment fund generator constructed. It is estimated that approximately $139,000 in surplus funds could be generated annually be this element. If the site selection and land acquisition process were to begin in January 1978, construction could begin by 1981 with surplus tax increment funds accruing to the Redevelopment Agency by 1982.

Land acquisition costs for this element could be financed with surplus funds generated by the Hotel Conference Center and by increment funds generated by the entire planning area since 1973. Relocation space for pre-empted uses could be provided in existing appropriately zoned areas.

Implementation of the Retail Expansion element would be independent of the Crosstown Corridor project.

Public Projects

With the surplus tax increment funds being generated at this point (1982), various public improvements could be funded. Such elements as new and rehabilitation housing, expansion of Palm Park, street closures, and the neighborhood facility could be possible. These elements would require, not generate, tax increment funds.

Low and Moderate Income Housing

New low and moderate income housing construction could begin around 1981 to prepare residential relocation opportunities for the subsequent Auto Center and possible spin-off elements of the CCRP (Figure 18). Figure 19 shows the construction of low and moderate income housing occurring in phases over the entire CCRP implementation period. This phased construction would allow the number and type of units constructed (elderly or family) to be responsive to the nature of the housing demand. Once an initial number of units were provided, land acquisition and construction for additional units could occur simultaneously at different sites.

The construction of the new housing units would be dependent on the Crosstown Corridor only to the extent that, until the Corridor project were begun, residential relocations from the Auto Center area would not occur.[38]

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38 Once the Corridor project were begun, dislocations in the Auto Center area would have to occur in order that relocation space for auto dealers dislocated by the Corridor Project could be provided.

Auto Center

Since the Auto Center would provide relocation space for four auto dealers pre-empted by the first three phases of the Crosstown Corridor, land acquisition and site preparation of at least a portion of the Center would have to precede Crosstown Corridor auto-related relocations. Surplus tax increment funds would be used to acquire and assemble land for the Auto Center. As presently considered the Auto Center would not generate surplus tax increment funds.

Land acquisition for the Auto Center could begin in 1980, or at approximately the same time land acquisition for the Crosstown Corridor would begin. The remainder of the Auto Center could be constructed in phases as auto-related relocation space became necessary.

Should the Crosstown Corridor project not occur, it is unlikely that the Auto Center as presently considered would be constructed. This is because the Center is primarily considered as a relocation site for auto dealers dislocated by the Corridor.

Crosstown Corridor Project

Ideally, construction of the first four phases of the Crosstown Corridor would begin in the early 1980's.[39] The first three phases would be influential in the nature, design, and economic potential of three subsequent CCRP elements--the Auto Center, Ocean Oriented Industry, and Market Housing.[40] The accomplishment of those phases of the Corridor would also allow the expansion of the initial phase of the Hotel Conference Center and the completion of the Transportation Center.

If the Crosstown Corridor project were not begun during this period, or if the State's intentions regarding its accomplishment were still unclear, initial phases of the other East Beach elements could still proceed. However, their size, design, and time of construction would be adversely affected (see Crosstown Corridor Relationships to the CCRP, page). Also, without at least the first three phases of the corridor project, it is unlikely that either the Auto Center or the second phase of the Transportation Center could be realized as planned.

Ocean Oriented Industry

This element would be a private development capable of producing surplus tax increment funds. It could be constructed in phases to provide major industrial and commercial relocation sites for marine related uses pre-empted

39 The assignment of 1980 as the starting date for the initial phases of land acquisition for the Corridor is an arbitrary date. Whatever the date, the Auto Center acquisition stage would correspond to provide relocation space for Crosstown pre-empted auto uses.

40 Given a "no Crosstown Corridor" scenario, a reduction in the full economic potential of East Beach projects to generate surplus increment funds may result.

by the Crosstown Corridor Project and CCRP elements (e.g., Market Housing). This is why at least a portion of the Ocean Oriented Industry area would have to precede relocations for the housing.[41]

Figure 19 shows the acquisition period for an initial phase of the Ocean Oriented Industry area beginning at approximately 1981, after surplus increment funds from the Hotel Conference Center are available. Construction could begin in 1982, with space available for East Beach relocations from the housing element by 1983, or when needed.

The ultimate design of the Ocean Oriented Industry area would be influenced by whether or not the Corridor project occurred. It is not known if the economic potential would be diminished or if the construction period could be delayed.

Market Housing

This element would be a private project capable of producing approximately $860,000 surplus tax increment dollars per annum for financing public improvements or other subsequent CCRP spinoffs. The element could be built in phases as housing demand and tax increment finances dictated. Since many of the existing uses on the site are marine related, the initial acquisition and relocation efforts would likely not occur until marine related relocation space were available in Land Use Designator 5. Acquisition for an initial phase of the element could begin in 1982, with tax increment funds being generated by mid-1983.

The ultimate design, as well as the construction period for this element would be influenced by whether or not a Crosstown Corridor project occurred. If the corridor project did not occur or was substantially delayed, housing would have to be constructed around the existing track alighment. Optimal design standards would be prohibited and land assemblage could take longer.

RELATIONSHIP OF THE CCRP TO A CROSSTOWN TRANSPORTATION CORRIDOR PROJECT[42]

A Crosstown Corridor would enable the CCRP to more fully achieve its intended local and regional socio-economic benefits. A corridor project would:

- Improve the transportation linkage between the City and U. S. 101. This could encourage visitor use of the Hotel Conference Center, Palm Park, Retail Expansion, and other possible CCRP related development, as well as Santa Barbara's existing amenities. It would also improve the efficiency of the circulation system, thereby minimizing additional automobile emissions.

41 Land Use Designator 5 would ultimately be for any marine related industries in the City regardless of whether or not they were pre-empted by CCRP elements. It is the area selected for those uses because of its close proximity to the harbor and the regional transportation routes.

42 In this analysis the term "Crosstown Corridor" does not refer specifically to the latest proposal described in the Caltrans E.I.S. It means only (1) the elimination of the at-grade intersections of Chapala, State, Anacapa, and Santa Barbara streets with U. S. 101; (2) the realignment of the railroad tracks northward to parallel U. S. 101; and (3) the provision of adequate, safe, and convenient access from U. S. 101 to the CBD and proposed multi-modal Transportation Center.

- Facilitate and improve mobility between the tourist and business centers. The linkage between these centers is presently constrained by the "barrier effect" of the U. S. 101 intersections. Free movement across U. S. 101 would enable each of the areas to realize increased benefits from the drawing power of the others.

- Increase the potential for a successful multi-modal transportation center by providing adequate commuter access to planned modal-split facilities. Without the Corridor, delay times imposed by the signals on U. S. 101 would seriously hamper commuter use of park-and-ride or car pool facilities.

- Increase the potential for a successful People Mover system (shuttle) from the beach area to the CBD. Without the Corridor a People Mover would incur long delay times at the intersections. Travelers could tend to forego the shuttle in favor of a longer (in distance), but shorter (in time) auto trip circumventing the signals. This would neutralize the benefits of the People Mover.

- Enable ocean front real estate designated in the City's General Plan for tourist and recreational use to be developed as such. This would be done by facilitating realignment of the railroad track and spurs. Optimal development of this area could not occur with the tracks in the project alignment.

- Improve the access and design capabilities of East Beach CCRP elements. The street modifications and extensions south of U. S. 101, plus the track realignment would provide better access to each of the project elements. Project planners would not have to contend with the visual, noise, and vibration problems inherent in designing projects around a railroad alignment.

Without a Crosstown Corridor, access to Santa Barbara and intra-city mobility would not be improved, and in the long run could deteriorate.[43] The effort behind the CCRP to ccordinate the City's land use with the transportation network would not realize its potential. Optimal development of Santa Barbara's beach front property would be precluded. These results would diminish the CCRP's ability to maximize its socio-economic benefits to the community.

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43 Existing data indicates a trend for the CHP to manually control the U. S. 101 signals so that increasing amounts of "green time" for through traffic are given at the expense of cross traffic "green time." During major holidays or coastal events, cross traffic delay times may reach 15 minutes, and left turns from northbound U. S. 101 to the beach are prohibited. These are also the times when the City draws its greatest number of visitors. Increasing traffic volumes will aggravate the necessity for these measures. The result would be further decreased intra-city mobility and a less attractive tourist environment. The link between the two areas would be increasingly restricted by the "barrier effect" of the signals.

Design Impacts if Crosstown Transportation Corridor Were Not Constructed

With the exception of the Auto Center and some components of the Transportation Center, all other major project elements of the CCRP could be accomplished without the realization of a Crosstown Corridor.[44] However, each of the elements would be adversely impacted to varying degrees if a Corridor were not realized. Factors such as efficient land use, visual resources, access and circulation, open space, and overall project design would be adversely affected.

Following is a preliminary analysis of the "no build" Crosstown Corridor alternative on each of the CCRP elements affected by the Corridor.

Hotel Conference Center

The presently proposed design concept includes a high level of tourist-oriented recreation amenities in the area north of the existing track alignment. The design concept seeks to: (1) allocate a maximum of open space; (2) minimize building obstruction of mountain views from Cabrillo Boulevard and the beach area; and (3) provide from between 400-500 guest rooms with a 1,000 to 1,500 seat conference center. Realization of this design concept would be more effectively accomplished with the larger site, devoid of railroad tracks.

The project design could be modified to incorporate or co-exist with the tracks. Two project modifications are possible. The first would be a project constructed on both sides of the tracks with some form of overhead pedestrian walkway connecting the two areas. The second would be a project confined south of the tracks. The latter alternative could require a decrease in the number of rooms, a possible increase in building height, less outdoor recreational amenities, and less open space.

Either of these project modifications would result in a project that would be less attractive than if the tracks were realigned. The tracks, with their related industrial activities, are uses that are basically incompatible with a hotel. The tracks would create long-term, adverse visual, noise, and vibration impacts. The restricted space of the smaller project could result in a more dense development, possibly more imposing in scale, and more obstructive of views. The project may be prevented from reaching its full economic potential if the tracks were to remain.

The continuation of the existing intersections on U. S. 101 with the long cross traffic delay times could discourage hotel visitors from using the People Mover for intra-city travel. This would frustrate the City's transportation goal of influencing a wider modal split, and would not lead to sought after decreases in parking demands and air pollution.

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44 The major elements are: Hotel Conference Center, Transportation Center, Auto Center, Market Housing, Low and Moderate Income Housing, and Retail Expansion. The Ocean Oriented Industry area is also included in this analysis because under the CCRP it would occupy a large parcel of East Beach land.

Ocean Oriented Industry

The concept under consideration for Designator 5 is a marine oriented industrial area incorporating some retail activities in a setting including water, landscaping and wildlife. The intent is to provide a tourist-related industrial area. This concept would likely be more difficult and costly to achieve with the existing track alignment. However, it would still be possible.

The existing track alginment could create access problems. Without the Corridor, access would be from Montecito Street at the north and Cabrillo Boulevard at the south. Neither of these access points would be ideal. If the Corridor were constructed, Designator 5 could be served by Salsipuedes Street on the east and Garden Street (extended) on the west. Garden Street would provide good access from and to U. S. 101, but would experience a substantial increase in traffic volume.

Palm Park Expansion

As presently considered, the expansion of Palm Park would involve the realignment of Cabrillo Boulevard to the north, thus allowing the land area gained south of the boulevard to be added to the existing park area.

If the tracks were not realigned, Cabrillo Boulevard would remain in its present alignment. Under these circumstances the park expansion would occur to the north of Cabrillo Boulevard. The expansion would not be an integral portion of the existing park area and the Boulevard would bisect the park.

The adverse impacts would be (1) automobile traffic would create a physical and visual barrier within the park and (2) the area of the park north of the Boulevard would be in close proximity to the railroad tracks. In a recreation area this situation would pose adverse aesthetic and safety impacts.

Market Housing

Construction of Market Housing could occur independently of the track realignment. The project could be designed around the existing railroad right-of-way. Adequate setbacks, sound deflecting berms, and landscaping would have to be incorporated into the design to minimize the adverse noise, vibration, and visual impacts. Design attempts to maximize the perceptions of open space within the project would have to contend with these devices. The achievement of maximum living amenities for residents and, consequently, the maximum economic potential of the project would be more difficult without the realignment.

Access and internal circulation within the project would be affected. Because of the tracks, the project could be essentially two projects with two access and circulation systems. This may be undesirable. Due to the barrier effect of U. S. 101 intersections, resident mobility to and from the CBD would be restrained.

Retail Expansion

The design concept and location of Retail Expansion is independent of a Crosstown Corridor project. The ultimate size of Retail Expansion could have some relationship to the Corridor as regards adequate access for increased traffic that may be generated. However, the initial phase of Retail Expansion would not generate additional traffic in amounts creating significant access problems.

The full realization of the potential economic benefits the expansion could receive from beach area visitors may be impeded by a "no corridor" scenario. The existing barrier effect of the intersections restricts the linkage between the beach and CBD area. It is reasonable to assume that unhindered mobility between the two activity centers would increase the economic benefits each would derive from the other's drawing capacity.

Auto Center

The Auto Center is the only CCRP project element that is solely dependent upon a Crosstown Corridor project. This is beacuse the Center would provide relocation space for auto dealers dislocated by the Corridor. Without the Corridor, no dealership relocation space would be needed.

Low and Moderate Income Housing

CCRP housing construction would be largely independent of a Corridor Project.[45] Without the Corridor Project the relocation of CCRP displaced residents would be more easily accomplished, and at less cost. This is because there would be less demand for relocation housing without the Corridor.

It is assumed that with less relocation demand the new housing considered under the CCRP would be more effective in meeting the short housing supply problem the City now faces. However, this beneficial impact may be neutralized in the long run by the failure to realize the opportunity to eliminate seriously blighted and inadequate housing from the existing stock. The Corridor Project would remove such housing and instigate the removal of additional dilapidated and substandard units in the Auto Center area. The lost opportunity to remove this units via a controlled redevelopment and relocation program would be an adverse effect of the no corridor scenario.

Agency Approvals Needed

The Central City Redevelopment Plan must proceed through several steps before it may be approved and subsequently implemented. Once this Environmental Impact Report is certified as complete and accurate by the Redevelopment Agency Board, a joint public hearing will be held by the Agency and the City Council to consider amendments to the Redevelopment Plan. Subsequent to this, the Agency will then make its recommendation to the City Council regarding the Plan. Once a recommendation has been made, the City Council can act to approve, disapprove or further amend the Redevelopment Plan.

45 If the design of various tax generating must be modified due to no crosstown corridor project, the amount of housing which could be built could be reduced.

ENVIRONMENTAL SETTING, IMPACT DELINEATION AND PROPOSED MITIGATION MEASURES

BIO-PHYSICAL CONCERNS

SEISMICITY OF THE SANTA BARBARA REGION

Historic Record[1]

Reliable accounts of California earthquakes date from about 1800. The earliest reports are found in the notes of Spanish explorers and early settlers, and in the records of the Franciscan Missions. Four of the earthquakes that affected the Santa Barbara Channel region were especially destructive.

The earliest, in 1812, destroyed Missions Santa Barbara and La Purisima Concepcion and caused a tsunami along the north coast of the channel. Reported estimates of the high-water mark of this tsunami were as much as 50 feet near Gaviota. A recent study of historic records concludes that such accounts are unsubstantiated and cannot be accepted at face value. The reported damage and other effects resemble those accompanying other California earthquakes of magnitude 7.

An earthquake on June 29, 1925, caused widespread damage in coastal communities from Pismo Beach to Ventura. Almost the entire business district of Santa Barbara was destroyed or structurally damaged. Damage was estimated a $6 million, a figure that does not include damage to residences. Mission Santa Barbara again was heavily damaged, with partial destruction of two bell towers, collapse of the front facade, and failure of some older interior adobe walls.

A third major earthquake occurred on November 11, 1927, northwest of the channel off Point Arguello. This quake, with a magnitude of 7.5, ranks as the second largest California earthquake since the San Francisco earthquake of 1906. Buildings were damaged along the coast from Cambria to Gaviota.

A fourth major regional earthquake occurred on June 30, 1941. Its magnitude was 5.9-6.0, and its epicenter was located in the channel about five miles south of the coastline between Santa Barbara and Carpinteria. Several communities along the coast were damaged.

The most recent destructive earthquake to affect the Santa Barbara region occurred on January 9, 1957. Its epicenter was on the San Andreas Fault near Fort Tejon, about 50 miles northeast of Santa Barbara. The effects of this earthquake are comparable to those of recent earthquakes of about 8.0 magnitude.

Future Earthquakes

Although the Santa Barbara Channel region is not known to have been the site of a great earthquake (magnitude greater than 8.0) the historical record shows that is has experienced several severe shocks. In addition, the

1 Adapted from R. M. Hamilton, et al, Seismicity and Associated Effects, Santa Barbara Region, 1970.

geological record shows that a high level of tectonic activity[2] has continued at least through late Tertiary and Quaternary time.[3]

The history of destructive earthquakes indicates what might happen in the future, but due to the small number of such events, the record does not provide a statistically reliable basis for prediction. In many areas, however, the number of large earthquakes that occur are related to the number of small earthquakes.

Allen and others (1965) found that for the Southern California region (Bishop to Ensenada), the smaller earthquakes provide a fairly good estimate of the rate of occurrence of the larger events. They calculated that on the average a magnitude 6.1 earthquake should occur each year in this entire region, and a magnitude 8.0 earthquake should occur once in 52 years. Such a great earthquake anywhere in Southern California would have destructive effects in the Santa Barbara Channel region. Its aftershocks, many of which also would be destructive, might be expected to occur over an area the size of Southern California. The best indicator of future activity in the channel region, then, is the historic record.

Associated Effects (See Maps in Appendix B)

The intensity of ground shaking during an earthquake depends largely on local geologic factors. Chief among these are the thickness and physical properties of the materials composing the uppermost few hundred meters beneath a site. In general, the greatest amplitudes and longest durations of ground motion have been observed on thick water-saturated unconsolidated materials. The amount of power or energy that is dissipated at a given frequency can be as much as 30 times greater on unconsolidated sediments than on bedrock.

Soil liquefaction occurs when saturated granular soils are subjected to seismic shock or prolonged groundshaking from an earthquake, and suffer a loss of bearing strength. This loss of soil strength causes building structures to differentially settle, and in some cases, overturn. Santa Barbara County's Seismic Safety Element has evaluated this soil hazard, determining that the City's Redevelopment Area has three possible liquefaction categories or ratings. The upper area is low, the middle area is low to high, and the southerly part below the U. S. 101 freeway has a moderate to high classification. Fluctuations in groundwater levels, and the nature of the underlying soils, affect the liquefaction potential of any site.

Compressible soil is another hazard that is attributable to the lower southeasterly Redevelopment Area. The soils which are subject to compression are fine-grained, cohesive clays and silts of low-strength which consolidate and cause differential settlement when surcharged with fill or structural loads. The origin of these soils is from estuary, swamp or

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2 Tectonic activity = mountain-building activity.

3 Geologic eras: Tertiary = last 70 million years
Quaternary = post-pleistoscene; i.e., last 2.5 million years.

marshy-slough environments probably from the estero or estuary of 1852-1870. Tsunamis, or sea waves, are a third hazard associated with seismic activity. Sometimes erroneously referred to as "tidal waves", tsunamis are caused by submarine or coastline earthquakes. These are relatively low and harmless in the open ocean, but can reach substantial heights when they approach shallow water depths near shore. They can travel hundreds and even thousands of miles and maintain enough energy to be destructive.

Effects of tsunami waves due to distant earthquakes have been limited to a rise of a few feet, sufficient at worst to swamp or damage small craft. Waves during local storms, or the high surf occasionally set up by waves originating in storm centers far out in the Pacific present a more serious and more frequent hazard.

On many coasts, waves of tsunami type are occasionally observed associated with moderately large earthquakes originating comparatively close to shore. While there are limited and local events, compared with the great seismic sea waves that sweep over the ocean, they may present a serious local risk.

There is one major area within the Central City Redevelopment Area which is subject to inundation by a tsunami if an earthquake were to occur offshore, this being the Santa Barbara Harbor area. This area is delineated in Appendix B.

Local Geologic Factors and Concerns of the Project Area

The two maps on the following pages indicate the approximate locations of faults which are near or within the Redevelopment Project area. In addition to the Mission Ridge and Montecito faults, the Mesa and Summerland faults are the primary hazards which could generate local seismic activity. The Southwesterly portion of the Redevelopment Area is crossed by the trace of the Mesa Fault. This fault is complicated by being mapped as a projection or inference on published geologic maps in four different locations by as many different geologists. Since no hard field evidence exists to support any one specific trace, the fault's exact location is unknown. The zone of fault traces is approximately 700 feet wide near the Harbor and, in the northwesterly section of the project area, nearly 1,600 feet wide. At the time the County's Seismic Safety Element was written, geologists at both S.B.C.C. and U.C.S.B. had postulated, from their field investigations, active creep on the Mesa Fault. Since then, these same investigators have re-evaluated their original data and concluded additional evidence was needed to sustain their original activity classification for this fault.

Geologic Impacts and Recommended Mitigation Measures

Due to the imprecise nature of the Redevelopment Plan and its contemplated elements, potential geologic and related impacts are not enumerated on a site specific basis. Given the potential for a great or near-great earthquake, the impact of intensifying some land uses in a seismically active area is deemed to be significantly adverse and to a large degree a condition which is unavoidable. For this reason, additional site specific and project

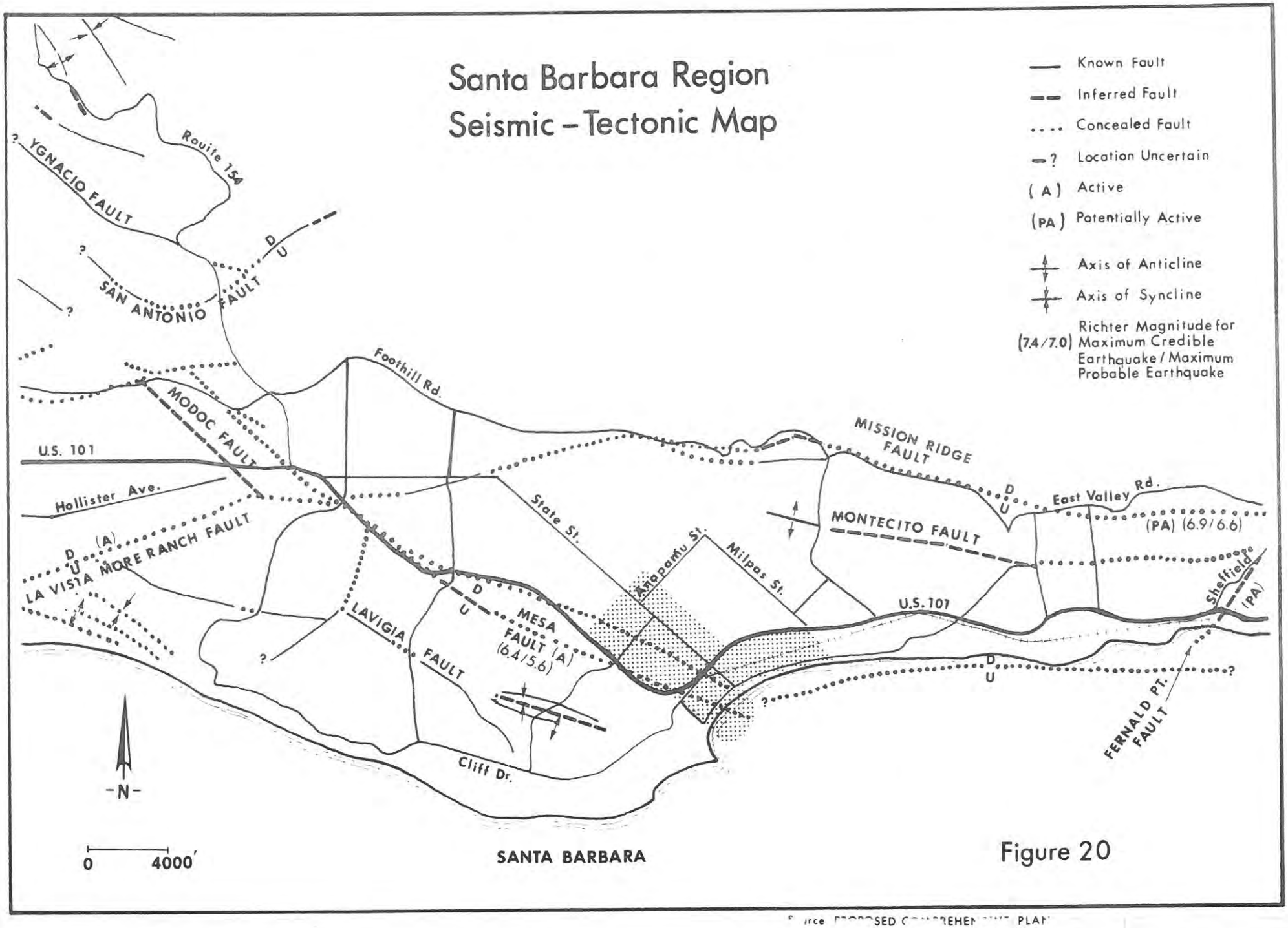
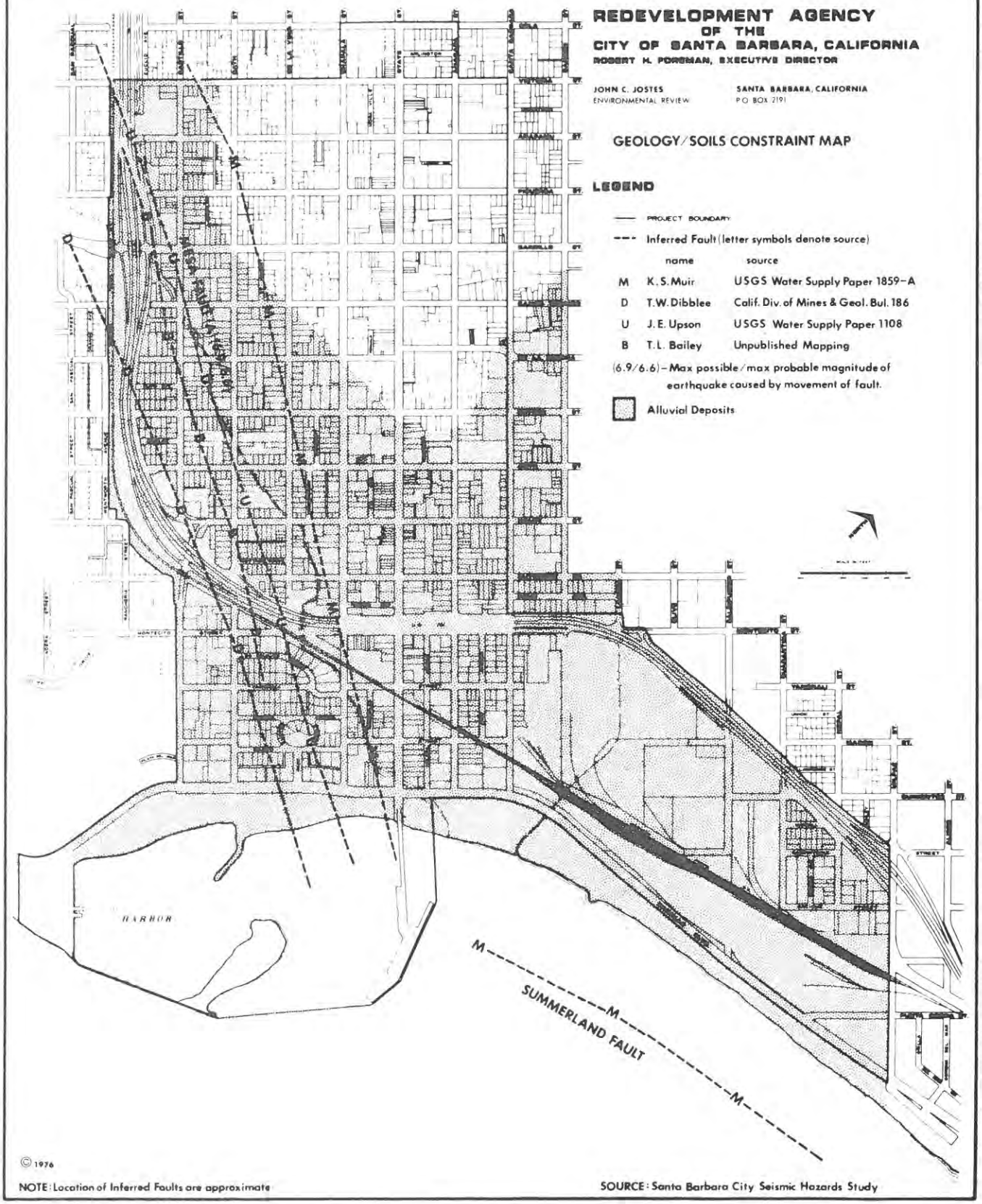


Figure 20

Source: PROPOSED COMPREHENSIVE PLAN COUNTY OF SANTA BARBARA

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



NOTE: Location of Inferred Faults are approximate

SOURCE: Santa Barbara City Seismic Hazards Study

area specific information needs to be collected and analyzed prior to any significant increase in land use intensity associated with Central City Redevelopment. While certain of the recommendations outlined below apply to various sub-areas within the project area, they should be given full consideration as methods of minimizing predictable risk and guiding site specific land use planning within the Redevelopment area:

- When the plans for development proposals are specified, a qualified geologist should be retained to determine potential site-specific hazards and constraints associated with the location of each structure, and appropriate mitigation measures and design alternatives.

- The Mesa Fault should be precisely located and its activity redefined by qualified geologists before any specific redevelopment activity is initiated.

- All sites proposed for development should be investigated for potential compressive soil hazards.

- In order to guide foundation design, all sites proposed for development, particularly multi-storied or below-ground-level, should be given deep soil investigations for liquification potential.

- Phase II of the City's Seismic Hazards Study should be completed as soon as possible.

- In planning of all coastal developments, it is recommended that a 10-foot-high sea wave be considered and that a conservative contour elevation of 40 be used as a basis for establishing the tsunami risk limit.

For additional geologic-related information, see Appendix B.

HYDROLOGY AND FLOOD HAZARD

THE HISTORY OF MISSION CREEK

Mission Creek has had an important role in the development of Santa Barbara as early as the construction of the Spanish Presidio in 1782. Presidio water was supplied by a ditch dug from the creek. When the Santa Barbara Mission was founded in 1786, Mission Creek water was used to irrigate the expanding agricultural lands surrounding the Mission. The reservoir and portions of the aqueduct built by the Indians during those years are still a part of today's Mission.

Mission Creek as it appears today bears little resemblance to the waterway that existed during the missionary days, or, for that matter, as it did just 50 years ago when steelhead trout were caught by hook and line off the Cota Street bridge. Today the creek is a seasonal drainage course. The waters lie below its bed during the summer or in tepid pools in those areas where the surface gradient is low, the water table high, and evaporation limited by shading vegetation. The change in the Creek's surface flow characteristics is due to the coastal residents' propensity to use the Creek and

the watershed it serves for agricultural or urban purposes. The Creek's water was first diverted with the Presidio; later it was dammed for reservoirs. Still later, wells were dug for fresh water supply, further lowering the water table. Once the City began to pave streets, and dwelling structures expanded outward from the City core, impervious surfaces prevented groundwater replenishment. The result was the gradual lowering of the water table to the point that waters of Mission Creek now flow significantly only after heavy periods of precipitation during the winter months. The primary use of the creek bed today is as a drainage course for portions of the South Coast watershed and as a conveyor of urban runoff.

Flooding

Mission Creek has an impressive history of flooding. Creek overflows occurring during this century are as follows:

January 1907	March 1941
January 1909	January 1943
January 1911	January 1952
January 1914	January 1967
March 1918	January 1969
March 1938	

Most of these caused flooding of some City streets. The flood of 1914 was devastating, destroying six bridges, 12 houses, several commercial establishments and a large roadway area.[4]

The January flood of 1952 flooded approximately 50 houses. In the 1967 flood, Mission Creek overflowed its banks and flooded low areas from Haley Street south to the beach, damaging several commercial blocks. Portions of Oak Park were also inundated.

The 1969 flood produced only minor flooding along Mission Creek banks because the storm that caused the flooding had its greatest intensity south of the Mission Creek drainage basin. Carpinteria and Summerland were severely damaged by those flood waters.

The small size and steepness of the Mission Creek drainage area, combined with its close proximity to the narrow coastal plain, make Mission Creek a constant flood hazard. Though there have been severe floods in the past, it can be expected that floods of greater severity will occur in the future. The reasons for this are: (1) the processes of urbanization will increase the volume of storm run-off directed into the creek channel; and (2) a brush fire that denudes the foothills of vegetation followed by an intense rainstorm which causes severe erosion is possible anywhere along the Southern California coast. Such a flood could easily be of a magnitude classified as the "Standard Project" flood, i.e., the most severe type of flood that a region would likely experience. Flood records to date do not

4 U. S. Army Corps of Engineers, "Santa Barbara Stream Group, Flood Plain Information," April 1975, p. 19.

record a Standard Project flood for Mission Creek. A severe flood of lesser magnitude would be an "Intermediate Regional" flood, i.e., a flood having a flow magnitude with a frequency occurrence of 100 years. The 100-year frequency does not mean that such a flood occurs every 100 years, but that in any given year the chance of a flood having such a flow magnitude is one percent.

The following flood hazard map delineates that area within the CCRP project area which is subject to inundation by a "100 year" flood and a "Standard Project" flood (500-year flood). Those project elements which could be inundated by such floods are:

Low and Moderate Housing
Auto Center
Transportation Center
Market Housing

The standard conditions for project approval, promulgated by the Santa Barbara County Flood Control and Water Conservation District, should be observed in order to minimize the flood hazard to those respective project elements. In particular,lot pads should have a minimum elevation of 1.5 feet above adjacent 100-year storm flow elevations, or more where deemed necessary by the Flood Control Engineer.

Raising building sites above flood levels can work very well for flood damage prevention in selected locations. However, when land use intensification is proposed for the major portion of a flood plain, it may be unfeasible to use the elevation method. There are two principal reasons for this:

1. Massive amounts of fill would be required.
2. The new fills could raise flood levels, resulting in even higher fills being required.

IMPACTS

With the possibility of creating additional impervious surfaces and increasing runoff, it may be necessary to increase channel capacity in addition to set-back requirements and implementation of the Major Creeks Open Space Element of the General Plan. Increasing the capacity of Mission Creek would require increasing the cross-sectional area by widening the channel with some protection against bank erosion at key points. At the present time, major barriers to increased channel capacity are restrictions by encroachment of urban development into creek areas, numerous inadequate bridges, and the high costs of right-of-way acquisition.

While these concerns are in no way limited to the project area or the proposed concepts to be implemented, the creation of a linear park and floodway would have to be done actively in the early phases of redevelopment. If flood elevations are not going to be lowered, all redevelopment activity could have to be designed for flood elevations higher than those that presently exist.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

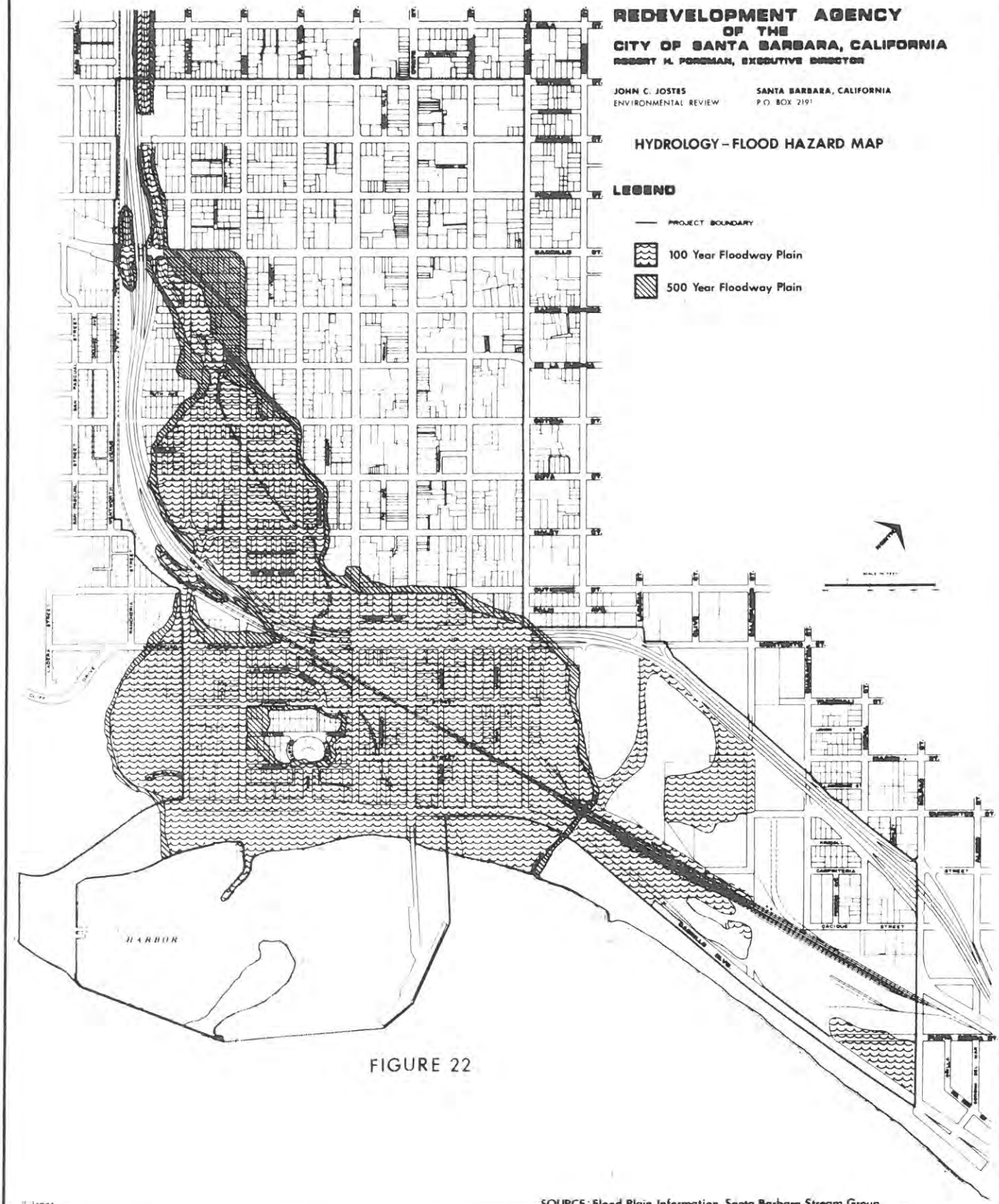


FIGURE 22

SOURCE: Flood Plain Information, Santa Barbara Stream Group
S.B. County Flood Control & Water Conservation District

11/1976

WATER QUALITY ASPECTS

Drinking water for all elements of the proposed CCRP would be provided by the City of Santa Barbara and would meet public health standards established by the State. Surface runoff from project sites would flow through existing curbs, gutters, and storm drains into the ocean. Runoff of petroleum distillates from road surfaces during the rainy season could have short-term adverse effects on the water quality of the ocean in close proximity to the Mission Creek outflow.

Sewage effluent from the project would be treated by the City of Santa Barbara and discharged from the new outfall located approximately 1½ miles from the shore.

The proposed project and its components would have no other significant effects on water quality.

BIOTIC COMMUNITIES

EXISTING CONDITIONS WITHIN THE PROJECT AREA

At the present time there is one known rare and endangered species which may be found within the Redevelopment Project area: The Least Tern, which has been observed nesting on the sandbar at the mouth of the Harbor. It is doubtful (given the existing level of human activity in and around the Harbor area) that this species would be directly affected by the proposed Redevelopment Plan or its project elements. There are no other known rare or endangered species present in the project area.

Significant specimens of flora, particularly trees, have been introduced to the area and warrant preservation. Mission Creek provides a potentially rich biotic habitat due to its riparian nature. During preparation of the Draft EIR a site survey of significant trees was conducted with the assistance of David Gress, City Arborist. This survey and accompanying map is included in this report as Appendix C. In addition to the trees noted, there are numerous others not mentioned which are of great value to the general appearance of the City.

IMPACTS AND MITIGATING MEASURES

Due to the non-specific language of the proposed Redevelopment Plan and the still changing conceptual development proposals under consideration, it is difficult to determine which trees may be removed or threatened if the Plan is adopted and subsequent development proposals are detailed in a site-specific manner. For this reason a more detailed inventory of valuable and/or significant biotic resources and associations has been determined to be inappropriate at this time. However, this should not be interpreted to mean that a full tree inventory is not needed, for the potential for significant adverse impacts associated with removal of valuable and significant trees does exist.

In order to mitigate potential adverse impacts and preserve the character of sites subject to future development potential, it is recommended that Redevelopment Agency funds be made available to finance a full-scale biotic inventory administered through the City Park and or Recreation Division in conjunction with the Audobon Society, Natural History Museum, and the Santa Barbara Botanic Gardens. This inventory should be completed prior to finalization of design plans for any specific development proposal, on a site-by-site basis.

AIR QUALITY

SUMMARY

The South Coast region of Santa Barbara County presently experiences air pollution problems in the form of oxidant, carbon monoxide, and particulate concentrations which exceed standards mandated to protect public health and well being. The existing situation is a serious one as recent oxidant episodes which exceeded health alert levels evidence. The automobile is the major source of the South Coast's air pollution problems and actions to reduce auto use are presently being studied to improve the air shed.

The major elements considered by the CCRP could generate increased vehicle miles traveled and attendant emission of problem pollutants. General ranges of emissions projections indicate that given full implementation of all major elements by 1990 the annual addition of approximately 392 to 676 tons of carbon monoxide, 62 to 106 tons of nitric oxides, and 16 to 28 tons of particulates will be made to the South Coast's pollutant load. Contributions of pollutants of this magnitude could have an extremely adverse impact on the area's future air quality.

INTRODUCTION

This section summarizes air quality conditions on the South Coast[5] and assesses the potential impacts of the CCRP. Under separate headings the following topics are addressed:

- State and Federal air quality standards and the responsibilities of the Santa Barbara Air Pollution Control District;
- Meteorologic and other factors which influence South Coast air quality;
- Local air quality problems--their sources and health hazards;
- Potential future developments;
- Impact of the CCRP; and
- Mitigation measures which could lessen the CCRP impact.

Ideally, historical monitoring data would provide the basis upon which to delineate trends in South Coast air quality. However, comparable and complete annual data from South Coast monitoring stations only extends back through 1972 (with the exception of one full year of data in 1965). Lacking a more demonstrative record of comparable data, definitive conclusions regarding trends cannot be made. The fact that air quality problems, hazardous to health and well-being, exist on the South Coast is documented by the available data. But determination as to whether the situation is worsening or improving over time cannot be supported by the data accumulated to date.

It is recommended that the reader consult the tables in Appendix D which contain air quality monitoring data to more fully understand existing conditions.

STANDARDS AND APCD

The federal government has set standards for six types of pollutants: photochemical oxidants, carbon monoxide, nitrogen dioxide, sulfur dioxide, total suspended particulates and hydrocarbons. In addition, lead and hydrogen sulfide standards have been established by the State. Table 1, Appendix D, lists these ambient air quality standards. Generally, there is little or no difference between state and federal standards. Where differences do exist, the more stringent standards apply. Ambient air quality standards represent goals established to protect public health (primary standards) and to protect the public welfare and aesthetics (secondary standards). National standards, except those with geometric or arithmetic means, are not to be exceeded more than once a year.

5 "South Coast" refers to the southern portion of Santa Barbara County and is considered to include the general urbanized Santa Barbara area.

The South Coast is within the South Central Coast Air Basin[6], which includes San Luis Obispo, Ventura, and Santa Barbara Counties.[7] Air quality monitoring (i.e., measuring concentrations of various airborne pollutants) in Santa Barbara County is conducted by the Air Pollution Control District (APCD) and the California Air Resources Board (ARB). In the South Coast portion of the County, there are four monitoring stations at which various pollutant and meteorological data is measured and recorded.

In addition to monitoring responsibilities, the APCD is responsible for issuing permits for all new stationary equipment capable of emitting or controlling air contaminants, for investigating the causes and sources of air pollution, and for enforcing compliance with air pollution control regulations relative to stationary sources (the ARB is charged with full responsibility for motor vehicle pollution control). Enforcement of regulations has generally been limited to issuing notices of violations by stationary sources.

FACTORS INFLUENCING AIR QUALITY

Air quality varies relative to the emission of pollutants and the subsequent dispersion of the pollutants into the atmosphere (a function of both weather and topography). When the rate of dispersion does not equal the rate at which pollutants are added to the atmosphere, air quality problems arise.

Dispersion of pollutants in the South Coast region of the County is inhibited by inversions. An inversion acts as a "lid" obstructing the vertical dispersion of pollutants. The inversion layer in the coastal areas of Santa Barbara County is quite persistent in trapping pollutants and "is lower than that measured to the north or to the south."[8] The winter months are apt to be accompanied by frequent surface based inversions (radiation inversion) and during the summer months inversions aloft persist (subsidence inversion).

Light wind conditions which often persist are another factor conducive to the accumulation of pollutants.[9] Light winds and inversion combine to thwart dispersion of primary pollutants. This stagnation functions to trap the primary pollutants while complex photochemical reactions take place, resulting in the production of secondary pollutants (e.g., smog). Local air quality problems are closely linked with these meteorological conditions.

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6 Air Basin = one of the 13 areas of the State (with related geographical and meteorological conditions) defined by the Air Resources Board for the purpose of regional air quality management.

7 South Central Coast Basin boundary was refined to include the entire Santa Barbara County on June 24, 1976, by Air Resources Board Resolution No. 76-29. Source: A. Reynolds letter to R. Foreman, July 27, 1976.

8 R. A. Nordsieck and A. Q. Eschenroeder, "Air Quality Impact of a Regional Transportation Plan for Santa Barbara County, California," (Preliminary Draft) p. 4.

9 December, January and February exhibit extreme surface stability with almost no mixing. Such stability is more prevalent during late evening and early morning hours.

Generally, the winds affecting the south coastal area follow a sea-land breeze pattern with the sea breeze blowing toward the land during the afternoon and early evening and the land breeze blowing toward the ocean during the night and early morning hours. The sea breezes are more intense during afternoons in the summer and drainage winds are stronger at night during the winter. On an annual basis the most frequent wind direction is west-southwesterly and the second most frequent direction is westerly.

Wind conditions may be responsible for the transport of some South Coast pollutants through mountain passes to the Lompoc/Santa Ynez area.[10] Some findings indicate that significant ozone precursors (specifically hydrocarbons and nitrogen oxides) are present in the air mass prior to its entry into the Santa Ynez Valley.[11] However, the source of these pollutants has not been authoritatively established.[12] Topographical features also affect local air ciruclation patterns and, in the case of mountain ranges, can encourage the buildup of pollutants by restricting air movement.

SOUTH COAST AIR QUALITY PROBLEMS

The air pollution problems of the South Coast are not of the severity of those experienced in large metropolitan areas like Los Angeles, but recent oxidant episodes and localized concentrations of carbon monoxide indicate that reduced visibility and serious health hazards are existent. The South Coast of Santa Barbara County has been included in a designated Air Quality Maintenance Area (AQMA) by the California Air Resources Board. An AQMA is defined as "an area with the potential for exceeding any national ambient air quality standard in the period 1975 to 1985."[13] The federal and state standards for carbon monoxide, oxidants and particulate matter are being exceeded on a regular basis.

Sensitive Receptors

Persons in the population most apt to suffer adverse health impacts associated with air pollution are those with respiratory problems, those under five years old, and those sixty-five and older. The data regarding the numbers of South Coast residents with respiratory difficulties is not available. For this reason, the seriousness of existing air quality conditions and potential future health hazards associated with respiratory problems is largely unknown. Other healthy persons in all age groups, although not especially prone to adverse health impacts due to air pollution, also have physical activities and general well being impaired by pollutants in the air.

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10 R. A. Nordsieck, A. Q. Eschenroeder, "Air Quality Impact of a Regional Transportation plan . . ." (Preliminary Draft), p. 5 & 6.

11 C. A. Terry, "A Survey of Air Pollution Damage to Santa Ynez Valley Crops in 1974," p. 10.

12 Ibid.

13 W. C. Lockett, Chief, Evaluation and Planning, Air Resources Board, memorandum to Community Development Department, June 21, 1976.

Pollutants - Local Sources

In connection with a Santa Barbara County Office of Environmental study project aimed at the development of an air quality/land-us methodology,[14] a pollutant inventory has been assembled. This i. reflects the most current data on the pollutant-load in the South Coas. Table 2, Appendix D, presents the inventory indicating the number of tons per day and tons per year of various pollutants which are emitted by stationary and mobile sources. Table 3, Appendix D, indicates the percentage contribution of each source and a particular note has been made to show the contribution of the combined vehicle (mobile) sources. Approximately 70% to 95% of the total amount of each of these air pollutants has the automobile as its source, indicating that the South Coast's existing pollutant problems are directly related to use of the automobile.

Pollutants - Carbon Monoxide (CO)

Carbon monoxide is a colorless, odorless gas which is chiefly produced by the incomplete burning of fuel in the internal combustion engine. Carbon monoxide is toxic in high concentrations. Exposure to less than toxic concentrations can be "especially dangerous for people with heart disease, anemia, emphasema, asthma and other respiratory ailments."[15] Healthy persons can experience impairment of both time and vision discrimination, and headaches due to exposure to concentrated doses of carbon monoxide.[16]

Concentrations of CO are found in relatively close proximity to heavily traveled streets and in areas where vehicles idle for prolonged periods. Levels hazardous to health can be generated in tunnels, parking lots and structures, drive-through facilities, and at congested intersections. Such areas are sometimes termed "hotspots" to indicate high levels of CO buildup. In the South Coast, carbon monoxide problems are found in downtown Santa Barbara and at scattered locations where heavy traffic congestion occurs. The data recorded at the monitoring station in downtown Santa Barbara is indicative of the carbon monoxide problem (see Table 4, Appendix D).

Carbon monoxide concentrations in excess of the standard are more apt to occur during the fall and winter months. Generally, the periods in excess of the standard occur with the beginning of the afternoon traffic period and extend into the early morning hours. The eight-hour standard for carbon monoxide is 9 parts per million (ppm). This standard was exceeded on ten days in 1972, 14 days in 1973, nine days in 1974, 12 days in 1975, and four days for the first eight months of 1976 (at the State Street location).

Pollutants - Oxidants

Photochemical oxidant is produced by complex reactions involving nitric oxides, reactive hydrocarbons, and oxygen in the presence of

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14 "Methodology Development for Coordinated Air Quality/Land Use Planning," (Draft), Office of Environmental Quality, August 1976, p. 14.

15 C. A. Terry, "A Survey of Air Pollution Damage to Santa Ynez Crops in 1974,"p. 35.

16 V. Brodine, Air Pollution, p. 20.

sunlight.[17] Nitric oxides and hydrocarbons both have vehicles as primary sources. However, concentrations of oxidants do not necessarily occur in the same locations as the vehicles which generate oxidant ingredients.

Photochemical oxidant is measured by determining the concentration of ozone. Ozone, and its attendant compounds, can reduce pulmonary function in healthy individuals, irritate the eyes, decrease lung elasticity, and aggravate chronic pulmonary diseases (e.g., asthmas, emphysema). Leaf material of some vegetables and coniferous trees can be damaged by exposure to ozone. Ozone exposure can also cause the breakdown of the chemical structure of rubber.

According to A. Q. Eschenroeder and R. A. Nordsieck, "It is now believed that the standard (for oxidants) has no margin of safety because there is no threshold below which health effects do not occur."[18]

Oxidant peaks generally occur in the Santa Barbara area between noon and six o'clock in the evening under conditions of low inversion or air stagnation. Concentrations in excess of the standard regularly occur between May and September due to meteorological conditions conducive to photochemical reactions which are prevalent during this period of the year. See Tables 5, 6, and 7 in Appendix D for record of oxidant levels and frequency of exceedances. Monitoring data indicates that the highest oxidant concentrations and number of occurrences exceeding the standard are recorded at some distance from the downtown heavily trafficked area. The East Goleta Valley ARB station at 4400 Cathedral Oaks Road recorded 112 days (497 hours) of oxidant values exceeding the standard (placed at 0.09 ppm) in 1973. In 1974, 122 days (517 hours), and 50 days (166 hours) in 1975, had values exceeding the standard. In the first eight months of 1976 in a total of 28 days, 105 hours have had values exceeding 0.09 ppm. The oxidant levels recorded at the downtown location have also exceeded the standard. In 1965 at the State Street location, the standard was exceeded on 89 days for a total of 382 hours. That record was almost equalled in 1973 when on 84 days (304 hours) the standard was exceeded. The standard was also exceeded on five days in 1972, 45 days in 1974, and nine days in 1975. In 1976 the standard has been exceeded on ten days for 86 hours during the first eight months.

Oxidant Episodes[19]

Since September 1975 the South Coast area has experienced its first oxidant episodes. Record concentrations of oxidants (indicating a first stage health alert) were reached on September 24th and 25th, 1975. At that time oxidant levels reached a maximum hourly average of .25 ppm, and ozone levels at, or above, first-stage health alert levels of .20 ppm were recorded for

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17 Readers interested in a further discussion of the photochemical processes, see V. Brodine, Air Pollution, pp. 76-79.

18 R. A. Nordsieck, A. Q. Eschenroeder, "Air Quality Impact of a Regional Transportation Plan . . .," p. 9.

19 An episode refers to a period of time during which weather conditions and emissions combine to produce relatively persistent pollutant concentrations which reach or surpass health alert levels.

five hours along the South Coast. More recently, during the period from June 24 through June 27, 1976, another oxidant episode occurred. The peak-hour concentration for this episode was .24 ppm. Though this peak did not equal the September 1975 maximum,the highest instantaneous peak reading, .32 ppm, was recorded on Friday, June 25 at 2:15 pm. The one-hour primary standard was exceeded for 42 hours during the four days of the episode.

These episodes of severe pollutant concentrations demonstrate that South Coast air pollution problems are very serious. Such deterioration of air quality conditions represent a significant health hazard to many people in the area. Although such episodes have not yet occurred with regularity, the potential for serious health alert level concentrations has been realized.

Pollutants - Oxidant Precursors

Nitrogen oxides and hydrocarbons are of interest relative to South Coast air quality because they are necessary for the formation of oxidants.

Compounds of nitrogen and oxygen are produced when fuel is burned at high temperatures in vehicle engines, industrial operation boilers and electric power plants.

The brown haze seen over urban areas can be attributed to nitric oxides. Nitrogen dioxide at the relatively low concentrations found in polluted air can cause eye, nose, and throat irritation in humans, and suppression of plant growth.

Table 8, Appendix D, displays the maximum hourly concentrations of nitrogen dioxide for recent years. The standard for nitrogen dioxide has not been exceeded.

Hydrocarbons are primary pollutants associated with the automobile which are not toxic in amounts normally found in polluted air. Hydrocarbons, in addition to vehicle sources, are released into the atmosphere by oil operations, natural oil seeps, and solvent usage. Some hydrocarbons are classified as non-reactive and do not contribute to ozone formation. The reactive hydrocarbons are those which, to varying degrees, contribute to ozone formation. In the South Coast the majority of the reactive hydrocarbons which contribute to ozone formation are produced by vehicles.

The federal standards indicate a 0.24 ppm level for reactive hydrocarbons for the specific 6 a.m. to 9 a.m. period. Measurements of reactive hydrocarbon levels have been recorded at the Goleta monitoring station for the past 1½ years. At this time, the monitored data has not yet been analyzed or assembled in a form suitable for inclusion here. The basic information, however, does indicate that reactive hydrocarbon levels have, and are, exceeding the standard.

Pollutants - Suspended Particulate Matter

Total suspended particulates range in size from microscopic particles to those particles large enough to be seen by the naked eye. Major sources include: agricultural processes, fires, power plants, and transportation.

Suspended particulates can reduce visibility, form undesirable deposits, and are carried into the lungs through breathing.

The California primary standard for suspended particulate matter over a 24 hour averaging period is 100 ug/m^3.[20] Concentrations at various South Coast locations exceeded the standard four times in 1974, three times in 1975, and nine times in the first eight months of 1976 (see Table 9, Appendix D, for a listing of exceedances).

Possible Future Trends of the South Coast Region

The quality of the South Coast air basin in the future is dependent upon a number of factors. Among these are future land use and coastal zone development patterns, the amount of total vehicle miles traveled, federal requirements related to auto emission control devices, the supply of petroleum resources, and local meteorological conditions. The latter three are beyond the control of decision makers in the region. More remote and even more difficult to project are the international trends in these variables. The subject of total vehicle miles traveled is addressed in the "Transportation" section of this report. It is sufficient to say that unless major changes in local and regional public policy are made to provide strong disincentives to the single-occupant auto trip and to promote the use of alternative modes of travel, total vehicle miles traveled will continue to rise.

There are several land uses and development patterns which may continue and result in further incremental air quality degradation. These are primarily facilities such as drive-through banks, restaurants, and other service establishments, and proliferation of decentralized land use patterns. From a stationary emissions standpoint, regional entities have been imposing increasingly strict conditions on new and expanded stationary sources of air pollutants. However, if oil production in the Santa Barbara Channel is expanded, as proposed by the federal government, it is likely that air quality in the South Coast Air Basin will be substantially degraded to the point where on-shore regulations, controls and programs designed to reduce vehicle miles traveled and stationary source emissions could have no real effect on reversing the trend toward further air quality degradation.

CCRP IMPACTS

Major elements considered by the CCRP would induce new vehicle trips and, consequently, increase auto emissions. Table summarizes the projected

20 ug/m^3 = micrograms per cubic meter.

emissions relative to various project elements (Table 10, Appendix D, lists projected emissions in more specific figures). Several factors must be considered prior to interpreting or evaluating the pollutant emissions figures shown in the tables:

1. The emission estimates are gross projections (i.e., projections were made with the non-computerized methods and available data but, given more specific parameters, more elaborate calculations could be made);

2. Projections are based on assumed descriptions of probable project elements and resultant patterns of auto use (see Appendix I and Appendix D).

3. Projections regarding future emissions are "best guesses" as they cannot be based on analyses of test results and future conditions or emission controls.

Individual Elements

The following sections summarize projected pollutant emissions for each of the major elements considered by the CCRP. The elements would not be implemented and become operational simultaneously, therefore, the vehicle emissions associated with the elements would occur in phased manner over the life of the project. It has been assumed that all elements would be operational as of 1990 and the cumulative CCRP impact is directed to that time frame. Several elements (i.e., Transportation Center, Hotel Conference Center and Retail Expansion) could be operational, at least in part, by the year 1980. For those more immediately occurring elements, emissions projections for 1980 have also been made. As most employee-newcomer impacts would accompany the elements expected by 1980, newcomer generated emissions are also viewed in that time frame.

Transportation Center

Of the total trips ultimately anticipated to be generated by this element, approximately 900 would be generated by the initial phase which could occur by 1980. The projected 1980 emissions (calculated using 1980 emission factors from Table 3.1.1-1 of EPA's AP-42) are shown below.[21]

	TRANSPORTATION CENTER - 1980 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.07 to 0.13	0.01 to 0.02	0.01 to 0.02	0.002 to 0.003
tons per year	20.3 to 40.9	2.8 to 5.3	2.8 to 5.6	0.62 to 0.94

21 Abbreviations used in emission charts: CO = Carbon Monoxide, HC = Hydrocarbons, NO_x = Nitrogen Oxides, Part. = Particulates.

By 1990 the completed Transportation Center could be anticipated to generate emissions on the order of those indicated in the following table. It should be noted that many of the vehicle trips and resultant emissions listed below would be shifted from other existing generators to take advantage of consolidated transit facilities (e.g., car pool lots, People Mover, etc.) and would generate less emissions than would occur if these facilities were not consolidated.

	TRANSPORTATION CENTER - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.12 to 0.24	0.02 to 0.03	0.02 to 0.04	0.005 to 0.01
tons per year	36.8 to 73.9	5.3 to 10.3	5.9 to 11.5	1.6 to 3.1

Hotel Conference Center

This element could be operational by 1980 and emissions projections for that time are shown below.

	HOTEL CONFERENCE CENTER - 1980 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.46 to 0.92	0.06 to 0.12	0.07 to 0.14	0.01 to 0.02
tons per year	144.1 to 287.9	19.0 to 38.0	20.0 to 40.6	3.7 to 7.5

As of 1990 this element could contribute emissions of the magnitude of those shown below. The 1990 figures are somewhat less than those projected for 1980 because technological improvements anticipated by 1990 would serve to lessen the amount of pollutants produced for each mile driven.

	HOTEL CONFERENCE CENTER - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.29 to 0.59	0.04 to 0.08	0.05 to 0.09	0.01 to 0.02
tons per year	91.7 to 183.5	13.1 to 25.9	14.4 to 28.7	3.7 to 7.5

Retail Expansion

This element is anticipated to occur in two relatively equal phases; the first phase could become operational by 1980.

	RETAIL EXPANSION - 1980 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.38 to 0.56	0.05 to 0.08	0.05 to 0.08	0.009 to 0.015
tons per year	117 to 176	15.4 to 23.4	16.5 to 24.8	2.9 to 4.7

The emissions projected for 1990 are higher than those indicated for 1980 due to the construction of an additional 220,000 sq. ft. Emissions would not be double those indicated for 1980 because of technological improvements in emissions controls which are assumed to occur by 1990.

	RETAIL EXPANSION - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.48 to 0.76	0.07 to 0.11	0.08 to 0.12	0.02 to 0.03
tons per year	148.8 to 238.3	21.2 to 33.7	23.4 to 37.4	6.2 to 10.0

Newcomers

Although not an element per se, newcomers anticipated to migrate to the area due to employment opportunities generated by CCRP elements would represent increased vehicle miles traveled and, consequently, increased emissions. Because most employment opportunities would result from the Retail Expansion and Hotel Conference Center elements, the majority of newcomer-related emissions could occur by 1980.

	NEWCOMERS - 1980 EMISSIONS			
	CO	HC	NO_X	Part.
tons per day	0.20 to 0.3	0.03 to 0.04	0.03 to 0.04	0.005 to 0.008
tons per year	61.0 to 98.0	8.1 to 13.1	8.7 to 13.7	1.6 to 2.5

The 1990 projected emissions for vehicle miles traveled by newcomer-employee households are shown below.

	NEWCOMERS - 1990 EMISSIONS			
	CO	HC	NO_X	Part.
tons per day	0.13 to 0.2	0.02 to 0.05	0.02 to 0.03	0.005 to 0.008
tons per year	39.0 to 72.7	5.3 to 8.7	6.2 to 10.0	1.56 to 2.496

1980 Cumulative Emissions Estimates

The elements which could be anticipated to be operating by 1980 and thus capable of indirectly generating pollutants could produce emissions on the order of those shown in the following chart. Yearly carbon monoxide emissions could range from approximately 342 tons to 603 tons. Annual hydrocarbon and nitrogen oxides emissions could range from 45 to 80 tons and 48 to 85 tons, respectively. Annual particulate emissions are projected to range from approximately 9 tons to 16 tons (see Table 2a).

Market Housing

It is not known at what rate this housing would be constructed and occupied. It was assumed, however, that all units would be occupied by 1990. Emissions associated with vehicle trips made by Market Housing residents are shown in the chart that follows.

	MARKET HOUSING - 1990 EMISSIONS			
	CO	HC	NO_X	Part.
tons per day	0.17 to 0.28	0.02 to 0.04	0.03 to 0.04	0.007 to 0.01
tons per year	51.8 to 86.4	7.5 to 12.2	8.1 to 13.7	2.2 to 3.4

Table 2A

CUMULATIVE 1980 PROJECTED EMISSIONS

	CO		HC		NO_X		Part.	
	Tons/Day	Tons/Year	Tons/Day	Tons/Year	Tons/Day	Tons/Year	Tons/Day	Tons/Year
Transportation Center	0.07 - 0.13	20.3 - 40.9	0.01 - 0.02	2.8 - 5.3	0.01 - 0.02	2.8 - 5.6	0.002-0.003	0.62 - 0.94
Hotel Conference Center	0.46 - 0.92	144.1-287.9	0.06 - 0.12	19.0 - 38.0	0.07 - 0.14	20.0 - 40.6	0.01 - 0.02	3.7 - 7.5
Retail Expansion	0.38 - 0.56	117.0-176.0	0.05 - 0.08	15.4 - 23.4	0.05 - 0.08	16.5 - 24.8	0.009-0.015	2.9 - 4.7
Newcomers	.2 - 0.3	61.0 - 98.0	0.03 - 0.04	8.1 - 13.1	0.03 - 0.04	8.7 - 13.7	0.005-0.008	1.6 - 2.5
TOTALS	1.11 - 1.91	342.4-602.8	0.15 - 0.25	45.3 - 79.8	0.16 - 0.28	48.0 - 84.7	0.025-0.046	8.82 - 15.64

Low and Moderate Income Housing

As with the previously discussed element, the rate at which these units would be developed is not known. It has been assumed that all would be occupied by 1990. Vehicle trips associated with this element are those which would be net new trips (i.e., those indicated by the net increase in dwelling units; trips associated with units to be used as replacement housing were assumed to currently exist and were not included in the calculation).

	LOW & MODERATE INCOME HOUSING - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.02 to 0.05	0.004 to 0.007	0.004 to 0.008	0.001 to 0.002
tons per year	7.8 to 15.6	1.2 to 2.2	1.2 to 2.5	0.3 to 0.6

Auto Center

The Auto Center would be anticipated to be developed in phases and, consequently, the net new trips associated with it would not occur simultaneously. Again, it is assumed that this element would be completely operational by 1990. Although this element would be designed to serve as a relocation site for existing businesses, it is expected that the Auto Center would induce some new trips. The emissions projected for the new trips generated are shown below.

	AUTO CENTER - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	0.05	0.007	0.008	0.002
tons per year	15.9	2.2	2.5	0.6

1990 Cumulative Emissions

The vehicle trips that could be generated by increased land use intensity resulting from full implementation of the CCRP would have the potential to generate substantial pollutant emissions. The emissions produced could add significant amounts of pollutants to South Coast pollutant load. Table 25 indicates the emissions projected for CCRP elements in 1990. The chart below presents the daily and yearly totals for the various problem pollutants considered.

	CCRP CUMULATIVE - 1990 EMISSIONS			
	CO	HC	NO_x	Part.
tons per day	1.26 to 2.17	0.18 to 0.31	0.19 to 0.340	0.05 to 0.09
tons per year	391.8-675.8	55.5 to 95.5	61.5 to 106.0	16.2 to 28.0

TABLE 2b

EMISSION ESTIMATES BY CCRP ELEMENTS IN 1990
(all figures rounded; totals reflect rounded values of more specific totals indicated in Table 10, Appendix D, and do not necessarily reflect totals of values listed on this table)

	CARBON MONOXIDE		HYDROCARBONS (Exhaust, Crankcase, Evaporation)		NITROGEN OXIDES (NO_X as NO_2		PARTICULATES (Exhaust & Tire Wear)	
TRIP GENERATOR	Tons/Day	Tons/Year	Tons/Day	Tons/Year	Tons/Day	Tons/Year	Tons/Day	Tons/Year
Transportation Center	0.12 - 0.24	36.8 - 73.9	0.02 - 0.03	5.3 - 10.3	0.02 - 0.04	5.9 - 11.5	0.005-0.01	1.6 - 3.1
Hotel Conference Center	0.29 - 0.59	91.7 - 183.5	0.04 - 0.08	13.1 - 25.9	0.05 - 0.09	14.4 - 28.7	0.01 - 0.02	3.7 - 7.5
Retail Expansion	0.48 - 0.76	148.8-238.3	0.07 - 0.11	21.2 - 33.7	0.08 - 0.12	23.4 - 37.4	0.02 - 0.03	6.2 - 10.0
Newcomers	0.13 - 0.2	39.0 - 72.7	0.02 - 0.03	5.3 - 8.7	0.02 - 0.03	6.2 - 0.10	0.005-0.008	1.6 - 2.5
Market Housing	0.17 - 0.28	51.8 - 86.4	0.02 - 0.04	7.5 - 12.2	0.03 - 0.04	8.1 - 13.7	0.007-0.01	2.2 - 3.4
Low & Moderate Income Housing	0.02 - 0.05	7.8 - 15.6	0.004-0.007	1.2 - 2.2	0.004-0.008	1.2 - 2.5	0.001-0.002	0.3 - 0.6
Auto Center	.05	15.9	0.007	2.2	0.008	2.5	0.002	0.6
TOTALS	1.26 - 2.17	391.8-675.8	0.18 - 0.31	55.5 - 95.5	0.19 - 0.34	61.5 - 106.0	0.05 - 0.09	16.2 - 28.0

Air Quality Implications

The projected emissions estimated to occur as of 1990 could have an extreme adverse impact on South Coast air quality. Projections are estimates, and, as such, are subject to substantial modification when more precise information and refined methodologies become available. Despite limitations inherent in this type of analysis, emissions approaching the magnitude of those indicated have serious implications for the maintenance of the area's air quality.

Projected CCRP emissions for 1990 should ideally be related to the total pollutant load projected for that time. Lacking a complete pollutant load projection for 1990[22] (without CCRP associated emissions), it is difficult to put CCRP emissions into perspective.

In an attempt to qualify the potential future impacts, CCRP emissions have been adjusted to facilitate comparison to the existing (1975) pollutant inventory. The results of this interpolation are presented below. This adjustment has been made strictly for the purposes of illustrating potential relative contribution of CCRP pollutants to the total pollutant load. This illustration should not be interpreted as indicative of actual future conditions due to the uncertainty of technological changes, land-use development, and other variables beyond local or regional controls. While the actual contribution of the project to future pollutant load is not known with certainty, the potential for further air quality degradation does exist. In this illustrative scenario, CCRP emissions would be the equivalent to approximately two percent to six percent of the current load for the South Coast.

	CO	HC	NO_X	Part.
1990 Projected CCRP Emissions (tons/yr)	391.8-675.8	55.5- 95.5	61.5-106.0	16.2- 28.0
Adjustment Factor	3.57	3.23	2.23	1.0
CCRP Emissions Adjusted for 1975 (tons/yr)	1,398.73 - 2,412.6	179.25 - 308.47	137.15 - 236.38	16.2- 28.0
1975 Pollutant Inventory (tons/yr)	38,266.6	6,956.9	5,256.4	669.045
Percent of CCRP Emissions (adjusted) to 1975 Pollutant Load	3.7% - 6.3%	2.6% - 4.4%	2.6% - 4.5%	2.4% - 4.2%

22 The task of projecting the pollutant load for the South Coast in 1990 has been undertaken by the Santa Barbara County Office of Environmental Quality as a part of its "Methodology Development for Coordinated Air Quality/Land Use Planning." Information relative to anticipated future tanker traffic emissions and other factors is still needed to enable realistic projections to be made.

In addition to its potential to make an adverse contribution to South Coast air quality in 1990, more localized--site specific--adverse impacts could also occur. Parking lots/structures which would accompany some of the major traffic generating elements, as well as capacity constrained intersections receiving increased traffic due to CCRP elements, could experience carbon monoxide concentrations of levels sufficient to be a health hazard for persons in the immediate vicinity. The increased intensity of land-use with accompanying traffic and emissions produced in the East Beach area could also result in relatively high levels of carbon monoxide concentrations at heavily traveled locations in that area.

In summary, the South Coast currently experiences air pollution problems in the form of concentrations of carbon monoxide, oxidant, and particulates which exceed standards, and endanger health and well being. It is likely (without a dramatic decrease in vehicle use) that the situation in 1990 could be similar to, or worse than, that which currently exists. The general emission projections[23] indicate that CCRP-induced vehicle trips have the potential for significantly adverse impacts on South Coast air quality. The impacts would be both short-term (1980 projected emissions) and long-term (1990 projections); local (carbon monoxide concentrations) and regional (oxidant precursors--hydrocarbons and nitrogen oxides). The CCRP associated emissions could aggravate existing air quality problems, rather than create new ones.

MITIGATION MEASURES

The air quality impacts indicated by projected CCRP pollutant emissions are largely unavoidable. Increased intensity of land use normally brings with it increased vehicle use and increased emissions. Within this framework there are primarily two types of measures which could mitigate adverse impact on air quality: land-use strategies and reduction of vehicle miles traveled.

The CCRP reflects built-in land-use strategies which could serve to decrease vehicle miles traveled and attendant emissions. Centralization of uses which encourage multiple-purpose trips is inherent in the Retail Expansion and Auto Center elements.[24] The location of the Hotel Conference Center, Market Housing, and Low and Moderate Income Housing elements in close proximity to the major commercial, cultural, and recreational areas of the City could minimize the travel distance to and from facilities in that area. The Transportation Center, which could ultimately encourage the reduction of single occupant auto trips, also reflects a built-in land-use strategy which, in the long run, could decrease total emissions. Because the CCRP employs land-use strategies which inherently serve to minimize emissions, no additional strategies are suggested.

Methods designed to decrease the total number of vehicle miles traveled are addressed in detail under "Mitigation Measures" in the "Transportation" section. The reader is referred to that section as those mitigations could also lessen air quality impacts.

23 Emissions projections shown in Table 2.
24 This is also a feature of the Ocean Oriented Industry element.

Other measures, inherent and recommended, could lessen CCRP air quality impacts The proposed People Mover is a significant step toward minimizing auto use and is, therefore, considered a built-in air pollution mitigation. A significant mitigation could also be provided by prohibiting any drive-through facilities as they encourage auto use and produce substantial carbon monoxide concentrations. Additional parking facilities, including customer spaces, should be minimized to discourage single-occupant auto use.

NOISE

SUMMARY

Noise pollution affects the daily lives of urban residents. The effects range from minor disturbances to physical and psychological hazards. Existing noise conditions in the Santa Barbara urban area are primarily produced by transportation (freeway and surface street traffic, and trains). The absence of baseline data and official policy regarding noise makes impact assessment difficult. However, the CCRP could produce adverse noise impacts by generating increased surface street traffic and CCRP considered housing could be adversely affected if located in close proximity to U. S. 101.

INTRODUCTION

> "Of the some 80 million people significantly affected by noise (from transportation, construction activities and other engine-powered equipment and devices), half are exposed to levels that can damage their hearing or otherwise affect their health. Noise also interferes with communication, and interrupts sleep, generally adding to the stress of modern life, with some of the resulting physiological responses apparently chronic. For the average urban dweller, the fact that noise impinges upon the quality of the environment is probably the most impelling reason for quieting things down."
>
> United States Environmental Protection Agency[25]

Noise is defined as "any sound that is undesired by the recipient." The noise level in our society has been increasing at a rate of one decibel a year over the past 25 years and America has earned the distinction of being the noisiest nation in the world.[26] Roughly, the noise level in busy urban areas is doubling every ten years.

Noise can cause hearing damage and eventual hearing loss, it can interfere with communication, physical and mental performance, and sleep. Noise is thought to be related to stress leading to headaches, nervous disorders, high blood pressure, indigestion, impaired vision and other maladies. Physiological effects of exposure to excessive noise which have been conclusively

25 Quoted in "Public Interest Report - Noise Pollution and Solutions for Silencing the Problem," Environmental Education Group, 1973.
26 Ibid.

established include: constriction of arteries, increases in heartbeat, and dilation of the pupils of the eye.[27] Noise pollution is an invasion of privacy and, in cases where noise is extreme, can cause loss of property values. At extreme levels noise can be lethal. A leading authority, Dr. Vern Knudsen, believes noise has already reached the danger point. He says, "Noise, like smog, is a slow agent of death."[28]

The intensity of noise is measured in units called decibels. The decibel measurement is logarithmic. This means that every increase of ten units of measure is a ten-time increase in the level of noise. (See Appendix E for definitions of various terms used in this section.) One decibel is approximately equal to the threshold of a person's hearing, thirty decibels is considered very quiet, at 100 decibels noise begins to be intolerable, and at 180 decibels noise is lethal. Table 3 indicates the "Approximate Sound Levels of Common Noises." A goal for maximum acceptable noise limit outside all residential units has been suggested to be 70 dBA.[29] An acceptable maximum range of 35 to 45 dBA for the interiors of apartments and houses has been suggested by Dr. Vern Knudsen.[30]

EXISTING CONDITIONS

In Santa Barbara the major sources of noise pollution are related to transportation. Residents who live along heavily traveled streets leading to the central business district have daily exposure to the almost constant noise produced by surface street traffic during peak traffic hours. The steady drone of freeway traffic can be heard, with varying degrees of clarity, throughout most of the City. The passing of freight and passenger trains is another pervasive, although sporadic, source of noise. Street, freeway, and railroad noise have varying impacts on the Santa Barbara urban environment depending upon many factors, including distance from the source of noise and individual tolerance. Generally, for residents in the Redevelopment area, surface street traffic is the most consistent and pervasive source of noise. Morning and evening peak traffic hours (approximately 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m.) produce the most intense surface street noise. Residents who live along popular commuter routes to the CBD (e.g., Bath, De la Vina, and Anacapa) experience the noise produced by steady flows of traffic during morning and evening "rush" hours.

Those who live and/or work in that portion of the Redevelopment area within 200 to 400 feet of the railroad tracks are within the 65 CNEL[31] noise contour (see Appendix E). The level of train noise becomes greater with closer proximity to the tracks and occurs approximately 14 times a day for the duration of the passing trains. The East Beach section of the Redevelopment area receives the impact from train noise and residents along the path of the train route are made acutely aware of the passing of each train.

The impacts of existing freeway traffic noise and that projected as a result of completion of the proposed Crosstown Freeway are documented in Caltrans',

27 Ibid.
28 Ibid.
29 "Motor Vehicle Noise," p. 13.
30 Ibid, C-5.
31 "CNEL" refers to Community Noise Equivalent A - Weighted Sound Level (in decibels) during a 24-hour day and adjusted for time of day. See Appendix E for a definition of this and other noise-related terms.

Table 3

Approximate Sound Levels of Common Noises

DECIBELS		
	150	Jet Plane at Takeoff - 150
	140	THRESHOLD OF PAIN
	130	Pneumatic Riveter - 130
UNCOMFORTABLY LOUD	120	
	110	Rock and Roll Band - 108-114
	100	Jet Flyover at 1,000 ft. - 103 Farm Tractor - 98 Power Mower - 96
VERY LOUD	90	Motorcycle at 25 ft. - 90 Food Blender - 88 Heavy Street Traffic at 15 ft. - 85 Diesel Truck, 40 mph at 50 ft. - 84
	80	Garbage Disposal - 80 Car, 65 mph at 25 ft. - 77
MODERATELY LOUD	70	
	60	Conversation - 60 Background music - 60
	50	Light Traffic at 100 ft. - 50
QUIET	40	Very Quiet Radio in Home - 40 Library - 35
	30	
VERY QUIET	20	Broadcasting Studio - 20
	10	Leaves Rustling - 10
	0	

Source: Appleyard and Lintell, "Environmental Quality of City Streets: The Residents' Viewpoint."

"Noise Impact Report on Route 101 Santa Barbara Co."[32] Along the existing route of U. S. 101 as it passes through the Redevelopment area, exterior levels (dBA) range from approximately 65 to 72 at distances ranging from 135 feet to 385 feet from the center line of the roadway. Readers seeking a thorough discussion of freeway noise are directed to the Caltrans report mentioned above.

Significant reductions in noise levels are projected with the construction of the Crosstown freeway due to elimination of the traffic signals, realignment of the railroad tracks, and noise attenuation devices (see Appendix E). Figure 23 shows the generalized noise contours of the proposed Crosstown freeway (contours do not account for attenuation of noise due to structures, etc.).

Two primarily residential sectors of the Redevelopment area[33] could be impacted by the proposed Crosstown freeway (i.e., predicted exterior levels could exceed the desired maximum 70 dBA level). Mitigation measures for these areas could serve to attenuate the noise to more acceptable levels. See Appendix E for "Design Noise Level/Land Use Relationships."

IMPACT OF CCRP

The land uses considered by the CCRP could be impacted by existing noise conditions and/or cause noise impacts. Short-term, construction-related noise could have an adverse impact for those persons living and/or working within close proximity to the site, and would occur during construction of the various plan elements. Because precise locational information is not available, more specific noise impact evaluation has not been performed. As site-specific construction information is developed, noise impact assessment regarding noise levels, the number of persons affected, and the duration of impact(s) should be made.

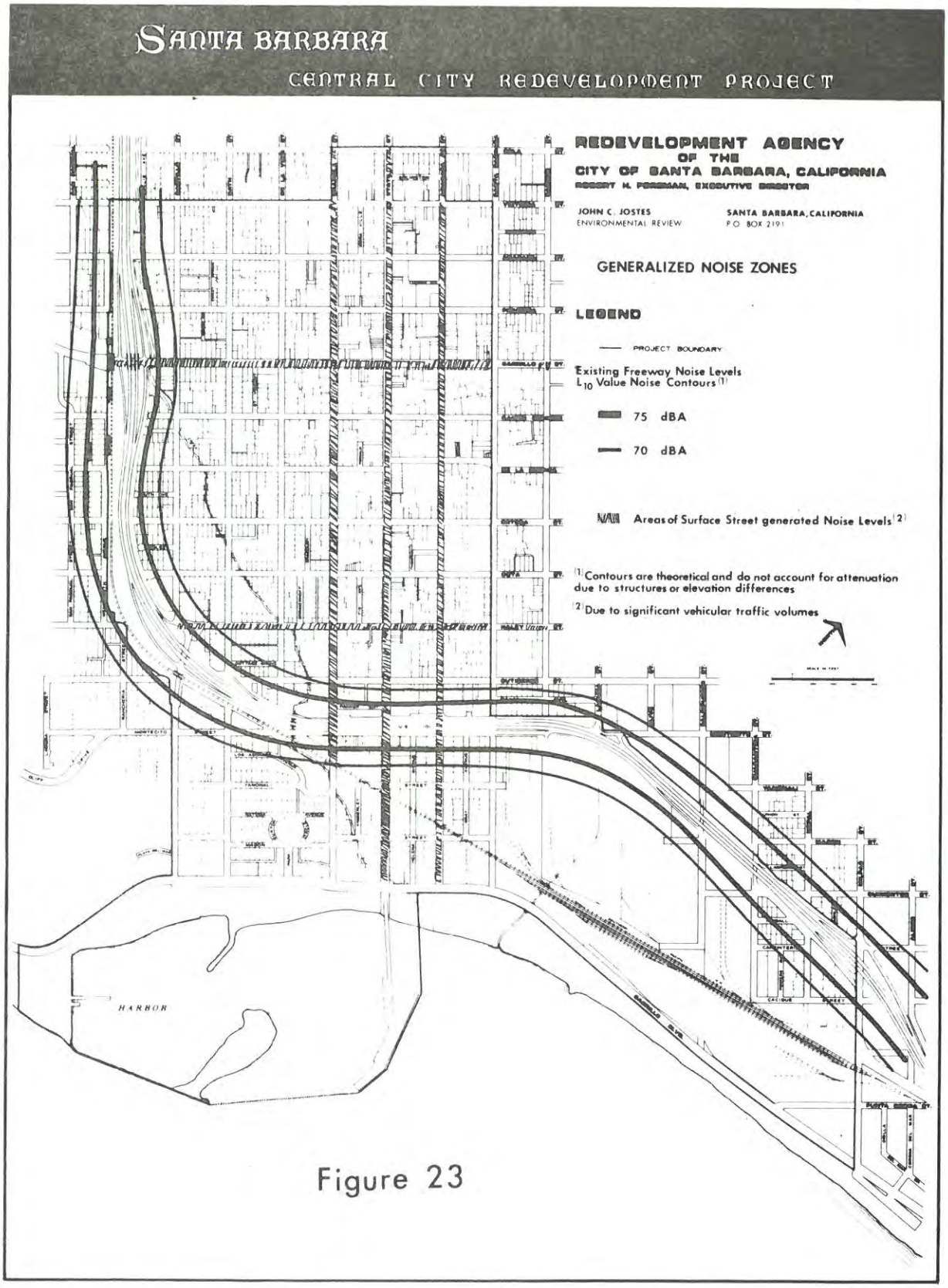
The residential and tourist related elements (e.g., Market Housing, Hotel Conference Center) considered by the CCRP that could be partially within the 65-70 CNEL contour (to approximately 360 feet) of the railroad, would need appropriate noise mitigation measures. In order to ensure that the interior noise levels would not exceed 45 dBA, sound proofing and other noise attenuation measures would be necessary. Given realignment of the railroad tracks the increased distance from the tracks to CCRP elements would result in a decrease in the anticipated impact of the railroad on those project elements.[34]

Low and moderate income housing considered by the CCRP could be located within the 70 to 75 dBA contour of the freeway and would also be subject to noise

32 June 1974 (and "Supplement," October 1974), California Department of Transportation District 5, San Luis Obispo.

33 I.e., Residences north of and adjacent to the right-of-way between De la Vina and Castillo Streets; north of and adjacent to the right-of-way between Dibblee Avenue and Canon Perdido Streets.

34 For example, the 70 CNEL contour at the station in Santa Barbara extends to 166 feet, and approximately 1500 feet away from the tracks the CNEL level is 55. Thus, elements further away from the tracks would experience significantly less noise impact.


SANTA BARBARA
CENTRAL CITY REDEVELOPMENT PROJECT
REDEVELOPMENT AGENCY
OF THE
CITY OF SANTA BARBARA, CALIFORNIA
ROBERT H. FOREMAN, EXECUTIVE DIRECTOR
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ENVIRONMENTAL REVIEW
SANTA BARBARA, CALIFORNIA
P.O. BOX 2191
GENERALIZED NOISE ZONES
LEGEND
PROJECT BOUNDARY
Existing Freeway Noise Levels
L_{10} Value Noise Contours (1)
75 dBA
70 dBA
Areas of Surface Street generated Noise Levels (2)
(1) Contours are theoretical and do not account for attenuation due to structures or elevation differences
(2) Due to significant vehicular traffic volumes
HARBOR

Figure 23

attenuation measures to appropriately reduce noise impacts. The attenuation measures which would accompany the implementation of the Crosstown Freeway project could reduce predicted exterior noise levels to acceptable levels (70 dBA or lower). Thus, noise impacts to dwelling units in close proximity to the freeway in the Redevelopment area would be generally less with the proposed freeway, due to the attenuation measures proposed, than with the existing highway. Specific analysis of noise impacts on residential elements will be possible given site location information and more definite data regarding the future of the proposed Crosstown Freeway.

Increased surface street traffic generated by implementation of the CCRP would be a source of noise impact on the community with a potential for moderate to significant adverse impact to those residing along major collectors and arterials. The City of Santa Barbara has not performed community noise level monitoring and, consequently, baseline data is nonexistent. For the purposes of this report, noise monitoring was conducted at five locations in the downtown area.[35] See Appendix E for further information regarding this monitoring.

The City of Santa Barbara has not yet begun the process of developing a noise element for the General Plan. Until specifications of this draft and adoption of such an element to the General Plan are made, no comprehensive noise planning can take place in the City. With the lack of baseline information and absence of an appropriate plan to deal with the potential noise impacts of land use planning and development, noise conditions in Santa Barbara will likely worsen regardless of implementation of the CCRP.[36] For this reason, it is recommended that the City proceed quickly and decisively to: gather existing community noise level information (i.e., monitoring), complete and adopt a Noise Element for the General Plan, and adopt a comprehensive noise ordinance aimed at achieving a more quiet urban environment. Lacking these actions, assessments of existing noise conditions and the noise impact of proposed projects are, and will continue to be, inadequate due to insufficient data and imcomplete public policy.[37]

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35 On De la Vina between Sola and Victoria Streets, and between Ortega and De la Guerra Streets; on Chapala between Canon Perdido and Carrillo Streets, and between Carrillo and Figueroa Streets; on Bath Street Between Ortega and De la Guerra Streets.

36 The asumption has been made that Santa Barbara, like other cities in the United States, has become noisier with the passing of time due to increased activity, population and technology.

37 Existing zoning ordinances regarding CX, C-2, C-M, and M-1 permitted uses included mention of prohibition of "objectionable," "Offensive," "Obnoxious" noise emissions. Only C-X has any mention of actual levels of noise. References to noise, and a general attitude favoring minimizing noise, are found in several places in the General Plan. Additionally, the City has ordinances regulating trucks, radio loud speakers and amplifiers, airport noise, disturbing the peace, and declaring sonic booms a public nuisance. To be enforceable, noise ordinances must be based on objective criteria and to be effective, they must reflect a comprehensive plan/program of noise abatement--current City regulations do neither.

MITIGATION MEASURES

The mitigation measures that follow are in addition to the recommendations made above and should be reviewed and revised on a case-by-case basis for specific projects resulting from the CCRP. The measures listed are quite general but could reduce the noise impact of project(s) on the environment or of the environment on the project elements.

Construction-Related Mitigation Measures

1. Regulate hours of operation to avoid the most sensitive hours for adjacent residents and/or businesses.

2. Use noise muffling devices.

3. Use the least noisy equipment available.

4. Use screening wherever feasible and effective.

Residential-Related

1. Employ accoustical insulation necessary to achieve a 45 dBA maximum interior noise level (relative to exterior conditions).

2. Site structures and design room layouts to achieve the most effective noise attenuation.

3. In multiple unit developments, establish and enforce reasonable "quiet hours" regulations.

4. In developments which include children, situate play areas away from areas requiring quiet.

5. Retain a qualified acoustical engineer to assess potential sites through noise monitoring to determine the nature and degree of additional noise mitigation measures needed.

The State Department of Housing and Community Development has available the most recent State guidelines for noise control, while a federal publication, The Audible Landscape: A Manual of Highway Noise, by the U. S. Dept. of Transportation, can serve to provide excellent baseline data on noise control problems and hazards.

ARCHAELOGICAL, HISTORICAL AND CULTURAL CONCERNS

HISTORICAL BACKGROUND

Santa Barbara has a rich background of historic and prehistoric activity. Its mild climate and abundance of fish and game have made it a desirable place to live. "Scientific evidence exists to show that primitive man had congregated along the Channel 8000 years before Christ."[38] When the first

38 Walter Tompkins, Santa Barbara Past and Present, p. 5.

Pacific Coast explorers came to the region, they found Chumash (or Canalino) Indians inhabiting the southerly coastline of this area.

The settlement and growth of Santa Barbara began with the first visit by land in 1769 when an expedition under Don Gaspar de Portolá, traveling from San Diego to the Bay of Francisco, entered "La Canal de Santa Barbara" on August 9th.

The Spanish period continued until 1822 when, as a consequence of the Mexican Revolution begun in 1810, Mexico achieved independence from Spain. The Mexican period saw the establishment of the large ranchos by land grants to worthy citizens of as much as 49,000 acres, and the creation of a pastoral economy. This romantic period of great cattle herds, caballeros and haciendas is the basis for such historic celebrations as the Fiesta, the Rancheros Visitadores ride, etc.

The first 75 years of the American period followed a normal course of gradual growth, introduction of technological advances in transportation, communications, building and so forth. At the start of the Twentieth Century, Santa Barbara became nationally known as a health resort. Many of the wealthy visitors who stayed at the Potter, Arlington, Miramar and San Ysidro Hotels as guests eventually decided to remain and bought or built large estates in the area. These estates were financial assets to Santa Barbara, as the new residents brought with them an appreciation of Santa Barbara's atmosphere and historic beauty, which was reflected in the Spanish and Mediterranean architecture used in their houses.

On June 29, 1925, Santa Barbara was rocked by a major earthquake. The Old Mission towers were shattered, Sheffield Reservoir was damaged, many homes, business establishments, hotels, churches, and public buildings were destroyed, and hundreds of others suffered major damage from the shock. Few brick chimneys remained standing in town. The old Courthouse, built in 1872, was damaged to such an extent that it was later demolished. Thirteen lives were lost and the total damage was estimated between $10 and $20 million. As the community turned to reconstruction, a Board of Architectural Review and an Architectural Advisory Committee were available to advise residents on the work of restoration. The Plans and Planting Branch of the Community Arts Association, under the able direction of Pearl Chase, assisted with plans and advice, and a beginning was made toward the fulfillment of the dreams of the Hoffmans--"To make Santa Barbara California's happiest weave of old Spanish traditions, modern community spirit, and progressive city building . . . refreshingly different from the typical American small city. It must be . . . not only beautiful, but distinctive." Santa Barbara, indeed, had been well on its way to becoming a "typical American small city."

In the mid-1950's the character of Santa Barbara began to change. The rate of population increase in California rose alarmingly and Santa Barbara felt the pressure. Traffic congestion and the massive building of residential, commercial and industrial buildings throughout the South Coast began to undermine the "pueblo" image of Santa Barbara. It became apparent that if the image and spirit of its cultural background were to be preserved, new and

more effective techniques of preservation must be added. Consequently, on March 8, 1960, the Council of the City of Santa Barbara enacted the "El Pueblo Viejo" Ordinance, preserving permanently all historic adobes and buildings of aesthetic significance within specifically designated areas (see Figure 24) and designating that all future building and alterations within this area be in either Hispanic, Spanish-Colonial, California-adobe, or Monterey styles of architecture.

The "El Pueblo Viejo" Ordinance represents a statement, in legislative terms, of the desire of Santa Barbara to preserve its reputation as one of the nation's most attractive historical cities.

ARCHAEOLOGICAL CONCERNS

From this historical perspective, archaeological sites must be viewed in an historic rather than prehistoric light, for potentially significant artifacts within the project area are more directly related to habitation during the 18th and 19th centuries than to habitation by the Chumash Indians.[39] For this reason areas of archaeologic/historic sensitivity are delineated by their proximity to historical structures such as the Mission, the Royal Presidio and other adobes. Appendix F contains a map and descriptions of those areas with historical sensitivity.

Other Structures of Historic or Architectural Interest

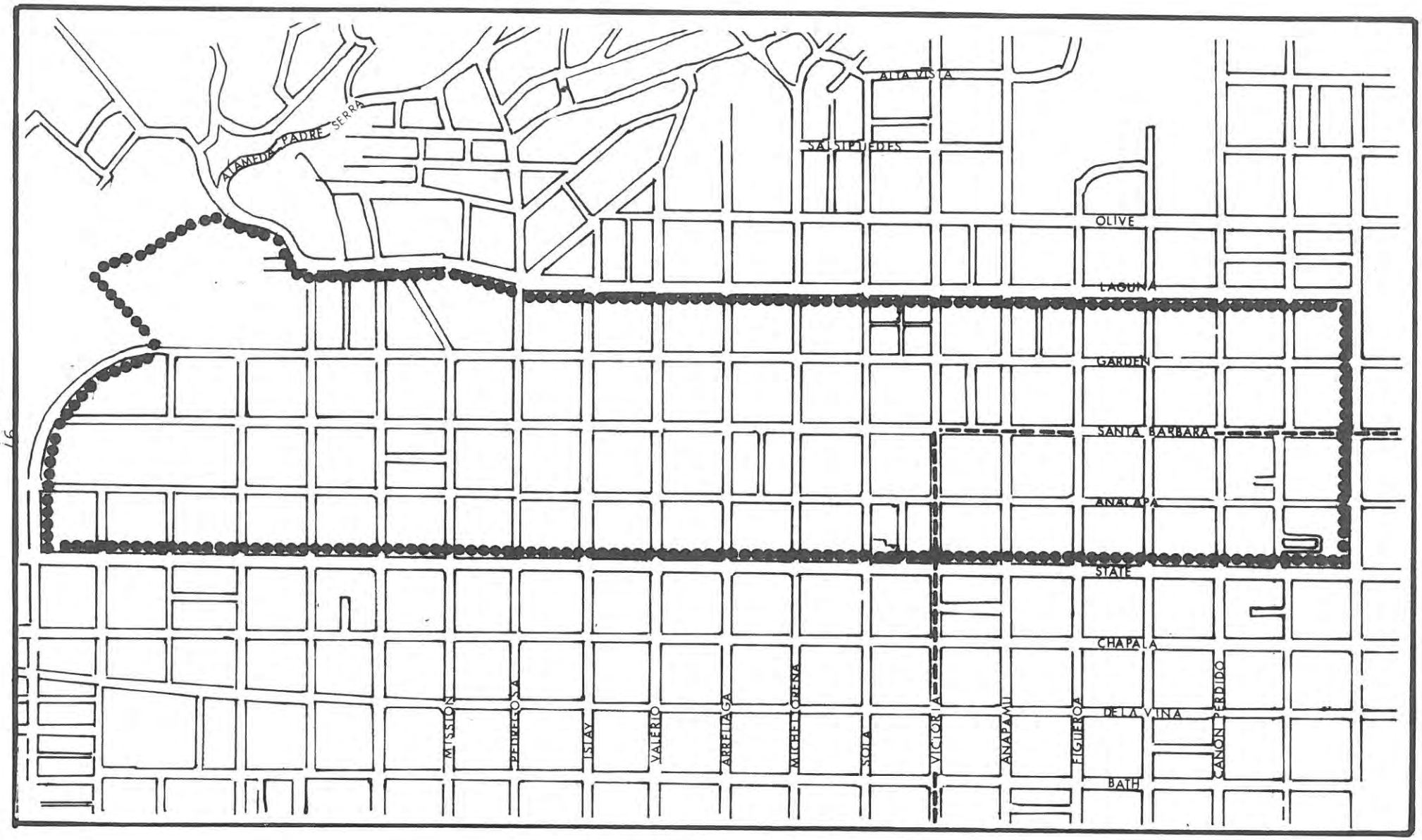
Victorian Period

Victorian architecture created one of the most exciting periods of building in history. The term "Victorian" is used here to designate the group of styles that predominates from 1830 through the 1860's and in some cases up until 1900. With the growth and urbanization of Santa Barbara came a new demand for housing and, to a lesser extent, commercial and service-oriented buildings. The Victorian design came to California with the Gold Rush. Santa Barbara still has many wood-framed Victorian houses and cottages. Within the project area, the large majority are found in the residential area west of Chapala Street. Of particular interest is a fine collection of rehabilitated and refurbished structures along Brinkerhoff Street which function both as residences and commercial establishments.

Depending on the locations of the new Low and Moderate Income Housing units proposed by the CCRP and the Auto Center, Victorian and other architecturally significant structures could be endangered. Appendix F contains a map and listing of those structures within the project area.

With the uncertainty as to specific locations of CCRP project elements, it is not presently known whether or not significant adverse impacts would occur with respect to cultural, archaeological and/or historical concerns. For this reason, it is suggested that the Redevelopment Agency, in cooperation

39 The only known significant Chumash site within the project area is the "Burton Mound," located south of U. S. 101 between Castillo and State Streets.



BOUNDARIES OF EL PUEBLO VIEJO AREA

Figure 24

Project Boundary

Boundary
El Pueblo Viejo

Scale. 1" = 1000'

with the City's Advisory Landmarks Committee, consider preparing a supplemental report to insure protection of these resources. The report should contain detailed factual information about the general historical resources which exist in the area and a field study of prehistoric, historic and cultural aspects of the project area. In that a study of this sort is beyond the scope of this report, the above mentioned bodies should considered having such a report undertaken by local qualified professionals.