SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

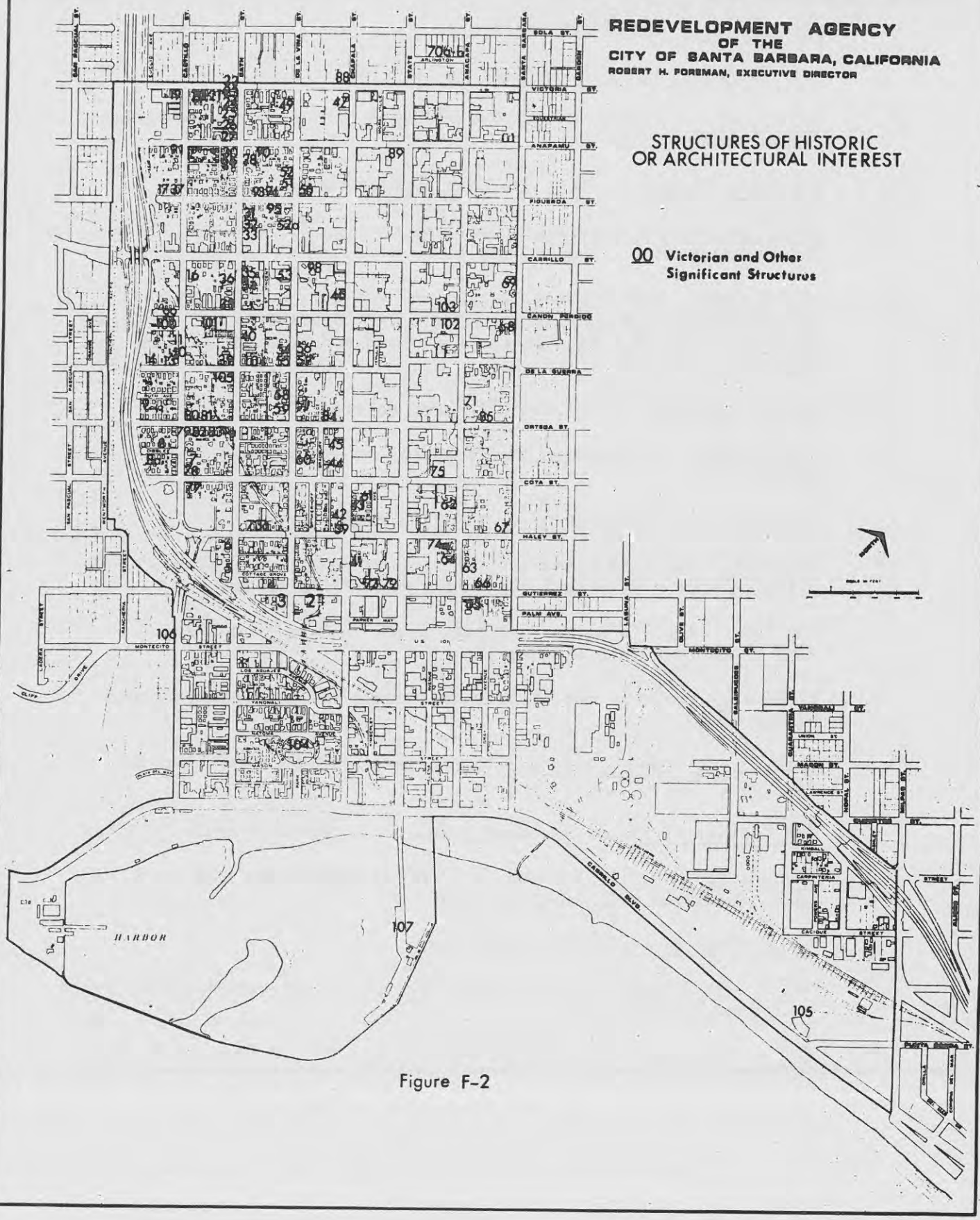

Figure F-2

Land Use Designator 1 con't.

330 Anacapa. (Circa late 1870's).

N.W. Corner E. Haley & Chapala. (Circa 1890).

71. 710 Anacapa. (Circa 1880). One of Santa Barbara's two remaining carpenter Gothic cottages.

69. 925 Santa Barbara Street. Mexican Baptist Church.

68. 829 Santa Barbara Street. Commercial uses on first floor, residential on second. Spanish style.

39. 501 Chapala. This house of the Queen Anne period has spool and spindle detail and cone-shaped tower. It is currently in commercial use. One of a kind in Santa Barbara and architecturally significant.

42. 505-509 Chapala. Victorian with good detail.

43. 518 Chapala. A two-story building done in the Spanish style with balcony.

431 Bath. This cottage has a modified front porch.

41. 424 Bath. The roof appears to be in poor condition. It has a hitching post with ring located in front of the house.

422 Bath. A white house with pink trim. A tree in the front yard could interfere with moving.

418 Bath. House is not in very good condition and perhaps could not be moved.

231 Cottage Grove. A nice little house currently used by palm reader.

228 Cottage Grove. This house needs work, possibly could be moved.

224 Cottage Grove. This well-kept house appears to have a continuous foundation and could be moved.

220 Cottage Grove. House needs work.

335 W. Gutierrez. A large house that is in poor condition and could be beyond saving.

24. W. Gutierrez. This large house, currently used as a T.V. repair shop.

Land Use Designator 1 con't.

72. 10 W. Gutierrez. House in very poor condition.

533 W. Gutierrez. (Circa 1895). Late Italianate cottage.

421 De la Vina. Bungalow.

427, 429, 431 De la Vina. Small houses.

201 W. Haley. A small house.

211, 215, 231 W. Haley. Nice cottages.

Land Use Designator 3

17. 410 W. Figueroa. This cottage has nice details.

29. 1121 Bath. This two-story, late Victorian house is in good condition. It has fish-scale decoration and has been well maintained, an impressive house.

30. 1127 Bath. Cottage with good detail.

37. 400 Figueroa. (Also has addresses 1100 & 1107 Castillo). This impressive sandstone building with open beams is both architecturally and historically significant, and was probably built by the same stonemason who built the City's first high school.

56. 810 De la Vina. Small Victorian shop probably built at the same time as 800 De la Vina. Not architecturally significant, but it has nice details over the windows.

57. 800 De la Vina. A Victorian commercial building (circa 1885), this is the only example of this type of building in the City. It has a beautiful round bay window in the second story, decorated fish-scales, sawtooth trim, and carved support. Architecturally significant and worth saving.

99. 415 W. Canon Perdido. This cottage is in excellent shape.

100. 409 W. Canon Perdido. Building is in good condition.

Others. . .

818, 816, 816-1/2 De la Vina. Three well-kept bungalows.

416 W. Canon Perdido. A one-story house with interesting porch detail.

417 W. Canon Perdido. A small, nicely maintained house.

Land Use Designator 3 con't.

415 Transfer. This small house has interesting porch details, but is not in good condition.

325 W. De La Guerra. A large and very interesting house with many details. It is not well maintained. Architecturally, it is a late version of the Queen Anne style, built approximately 1905.

720 Castillo. Small house.

413 Dibblee. Small house.

417 Dibblee. A well maintained residence.

421 Dibblee. Nice house.

611, 609, 605 Castillo. Small, one-story houses.

78a. 414 W. Cota.

417 W. Cota. Rundown house.

424, 422 W. Cota.

1123, 1131 Bath. Nice houses.

1135 Bath. A two-story house.

311 W. Anapamu. Two-story, board and batten.

1128, 1126 Curley. Cottages.

406, 410, 411, 415, 409, 407 W. Figueroa. All nice houses.

401 W. Figueroa. Two-story.

1031, 1029 Castillo. Small houses.

1025 Castillo. Large one-story house.

83. 319 W. Ortega. Two-story Victorian house which appears to need roof repaired. It has interesting cross decorative gables.

83a. 309, 311 W. Ortega. These cottages are in good shape.

Others:

Dibblee	412(9) and 416(8).
Figueroa	10 E.; 230 W. (93); 224 W. (94); 219 W (95).
Castillo	612 (7) and 922 (16); 1124 (19)
Bath	805(10), 817(11), 1229(22), 1225(24), 1215(25), 1211(26), 1205(27), 1118(28), 1030(31), 1026(32), 1022(33), 922(34), 920(35), 915(36), 901(38), 824(40), 735(105).
W. De la Guerra	422(14), 401(14a), 224(104).
W. Victoria	315(20), 311(21), 303(23), 200 (88).
Chapala	1235(47) and 911(46).
De la Vina	1219(49), 1112(50), 1115(51), 1121(52), 1021(52a), 927(53), 815(54), 817(55), 721(58), 703(59), 614(60).
W. Cota	333(77), 336(78).
W. Ortega	336(79), 333(80), 331(81), 329(82) 112(84), 117(85) 35.
W. Anapamu	227(90) and 311(91).
W. Figueroa	7(96), 230(93), 224(94), 219(95).
State	1036(97), 1300 Block, Woolworth Building(89), Mission Federal and Pier 1, Whitehouse, 527-535, Salvation Army.
W. Carrillo	125(98)
W. Canon Perdido	317(101).
Ruth	427(9).
Burton's Mound	104
Roundhouse	105
Trussell-Winchester Adobe	106
Stearn's Wharf	107

GENERAL APPEARANCE OF LAND USES IN THE PROJECT AREA

Land Use Designator 3

Designator 3 comprises one of the older residential neighborhoods within the City. Though a transition to newer, higher density housing is occurring, there are still many older wooden Victorian and architecturally significant houses remaining within the area. "The west downtown may well have a denser concentration of important structures from Santa Barbara's Yankee past than any neighborhood within the City."[1]

Since the zoning is R-4, many of the older wooden single and multiple family homes in deteriorating condition are being replaced with higher density multiple dwelling structures of "Trivial Architecture."[2] A parallel construction trend with more beneficial results, relative to preserving the area's residential character, is the renovation and conversion of the larger Victorian structures into apartments.

The condition of the housing in Designator 3 ranges from excellent to severely delapidated. The Proposed Housing Element identifies census tract #10 as a primary area of substandard housing.[3] Portions of the tract are identified as "potentially blighted."[4]

Mission Creek is a predominate natural landform running southward from west to east through Designator 3. The creek's potential for aesthetic enhancement of this residential area is great. The need is also great, for sub-area 3 has no park space to provide its residents with either recreational or visual benefits. Because of the lack of building controls in the past, development has been allowed to encroach up to and within the creek's banks. In some instances the banks have been artificially stabilized to prevent undercutting of immediately overlying foundations. Little creekside open space remains for recreation. Barring a major flood, the opportunity to remove the existing encroaching development and integrate major portions of a natural creek habitat with the residential neighborhood may not be available within the residence span of the area's present inhabitants. Under the proposed Major Creeks and Open Spaces Element of the General Plan, Mission Creek would eventually be transformed into a linear park emphasizing open space and the natural riparian habitat. The linear park may be a public improvement that could receive surplus tax increment funds from the CCRP to aid its realization.[5]

Land Use Designator 1

The Upper State Street area today is an aesthetically attractive business area designed over the years to create a pleasing environment for tourist and

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1. Impacts, page 22.2.
2. Impacts, p. 22.4
3. Proposed Housing Element, p. 9.
4. Ibid, p. 31.
5. See Mission Creek Linear Park and Flooding and Hydrology section for the future of Mission Creek.

resident pedestrians. The area is a mix of the old and new Santa Barbara fused by architectural controls that require new building construction to adhere to a Spanish revival architectural style.[6] The style is characterized by white or pale pastel stucco walls, red tile roofs with heavy timbers and lintels. Tile is profusely used, both hand painted decorative versions, intricate wood carvings on building facscias, and hand painted friezes. Stone work is elegant, usually of hand cut blocks (some persisting as street curbing to this day).[7] Newer buildings such as the Bank of America, County Bank, County Administrative Building and the Gervisoni's Florist building recently completed at 1345 State Street, add contemporary interpretations to the basic style and in some cases compliment the earlier Spanish architecture. These buildings increasingly add to the beauty and charm of the downtown area. As described in Impacts of Growth, "the result is not just a series of beautiful buildings in the downtown area, too numerous to list, but an ambience of grace, romance and charm. These qualities are found not so much on the main thoroughfares, lovely as they are, but in the off-street paseos, the internal patios and the arched colonnades."[8] In addition, renovation projects such as the recently completed Fox-Arlington Theatre and United California Bank further upgrade the overally architectural quality of Upper State Street.

The area also contains many of the major points of interest in Santa Barbara. The Casa De la Guerra, El Paseo, Museum of Art, Lobero Theatre, County Courthouse, site of the Royal Presidio, City Hall and De la Guerra Plaza, Library, and Historical Museum, and the La Arcada Plaza are within or adjacent to Upper State Street.

The major threat to the aesthetic quality of Upper State Street shopping district is the increasing volume of auto use within it boundaries. Like most modern cities designed to accommodate and encourage personal auto use, Santa Barbara is experiencing the dilemma of conflicting goals, i.e. providing adequate auto access to and through the district for shoppers and commuters, while at the same time trying to maintain a pleasant and healthy pedestrian environment free from excessive noise, visual obstruction and high street level concentrations of auto exhaust. With increasing population and/or economic activity it can generally be said that as long as personal auto use remains the heavily predominant mode of transportation that it currently is, the achievement of one of those goals will be at the expense of the other.

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6. Recent construction and renovation within the Upper State Street shopping District have deviated to varying degrees from the Revival Theme. Contemporary interpretations still complimentary to the Spanish ideal are evident in the County Administration Building. Other recent renovation projects however inject a new style not easily recognizable as in the Spanish theme. This is feared by some to be an indication of a trend away from the original architectural goals established after the 1925 earthquake.
7. Impacts of Growth, Vol. 2, p. 27.5.
8. Ibid, p. 27.5.

The buildings below Ortega Street are old and worn. Many of the lots fronting State Street are long and narrow, presenting only small, painted building facades to the State Street traveler. The architecture of stores and other structures vary widely. The remaining residences are of Spanish, Victorian, Baroque, Moorish and Mediterranean architecture. Commercial buildings like the Savoy Hotel, Park Building and the structure at 324 State Street reflect Victorian or Moorish influence. A unifying theme is absent.

Unlike the Upper State Street shopping district, there is not a profusion of arches and collonades framing engraved wooden doors, or Spanish tile, sidewalk water fountains, street furnishings and plantings, or El Paseo-like complexes. The contrast between upper and lower State Street is evident to resident and visitor alike.

It may be because of the contrast between the two areas that lower State Street is considered by many to be an unattractive downtown asset. However, inspite of, and because of its apparent age, it has a character that is absent north of Ortega Street, and it plays an important economic and social role downtown. Its many restaurants are heavily patronized at breakfast, lunch and dinner by downtown employees. These establishments are gathering places for downtown people.

East Beach

The aesthetics of the East Beach area vary as widely as does the nature of land uses that occur there. Along Cabrillo Boulevard, Palm Park, Stearns Wharf, and the view southward of the Channel Islands offer a pleasant environment and scenery to visitors and passers-by. Looking north, Santa Barbara's mountain backdrop contrasts with, yet compliments the beach environment. From the macro perspective the close proximity of beach and mountain land forms offer a visually unique setting. However, many of the commercial and industrial uses adjacent to the northern side of Cabrillo Boulevard do not compliment the setting. Though vegetative screening lines the northern edge of the boulevard, at various points the Southern Pacific tracks and industrial uses are visible. They detract visually from the overall environment and because the property is private, and utilized for non-people type uses, it plays only a minor functional role in the tourist related activities that occur in the area.

APPENDIX G

LAND USE AND HOUSING INFORMATION

Impacts on Commercial Space

Housing Overlay Zones - Concept Draft

Definitions of Housing Related Terms

Public Housing Program

Methods of Providing New Relocation Units

General Characteristics of Dislocated Residents

Method for Estimating Demands of Dislocated Households

IMPACTS ON COMMERCIAL SPACE

Planning Area North of U.S. 101

Approximately 37 acres of C-M zoned land in Designator 1 between Ortega Street and U.S. 101 would be rezoned to C-2. Existing uses allowed under the C-M designation would become non-conforming and subject to review, condition, or restriction by the Agency and other City reviewing bodies. The number of these businesses presently occupying the area is a small percentage of the total.

Approximately 30 acres of commercially zoned land (C-2) in Designator 3 west of Chapala Street would be rezoned to residential use (R-3). At present residential uses in this area predominate, though a gradual transition to commercial uses is occurring under the C-2 zoning. This transition would be arrested as a result of the rezoning.

The major dislocaters of commercial space in Designators 1 and 3 north of U.S. 101 would be the auto center and the retail expansion elements. Because the auto center location has defined boundaries, an estimate of the approximate amount of commercial space (floor area) subject to dislocation is possible for that element. The estimate is approximately 137,000 sq. ft. (floor area).

Because a location for the retail expansion element has not been determined only an assumption can be made as to the existing square footage it could pre-empt. It is assumed that 110,000 square feet or 2.5 acres (approximately one-half of a city block) of retail and commercial service space would be dislocated. This may or may not include parking.

Combined, the retail expansion and auto center elements could result in the pre-emption and relocation of approximately 247,000 square feet of existing retail and commercial-service floor area. Relocation space for the majority of these units could be found at various locations within or outside the planning area and the City.

Planning Area South of U.S. 101

The CCRP in the East Beach area would involve a restructuring of the existing land use patterns. It would also result in a net reduction of approximately 130 gross acres in the City's inventory of industrial space (space zoned C-M or M-1).

Including land that would be taken for the Crosstown Corridor, approximately 3,286,000 square feet (76 acres) of occupied East Beach industrial space would be subject to redevelopment in land use designators 2, 4, 5 and 6 (see figure 3 for Land Use Designators). Table G-1presents the amount and nature of that space along with the number of businesses and employees involved.

Table G-1

Approximate Number of Businesses, Employees and Square Feet of Occupied Space Subject to Redevelopment South of U.S. 101*

Factor	Number
Number of Businesses	190
Employees[a]	1,151
Non-structural area (sq. ft.)	2,076,177
Building Area (sq. ft.)	1,209,962
TOTAL occupied area (sq. ft.)[b]	3,286,139

*Source: Compendium of Tables 33, 34, 35 Choices for the Future.

a. Does not include seasonal employees.
b. Excludes approximately 108,000 sq. ft. of restaurant space that would remain. Does not include Transportation Center area west of State Street.

Not all of the 3,286,000 square feet of industrial space would be eliminated. The Redevelopment Land Use Plan also includes an area designated for industrial uses south of U.S. 101 (Land Use Designator 5, for Ocean Oriented Industries). This area would retain 1,315,512 square feet, or 30.2 acres of industrial zoned space. When the area of Designator 5 is subtracted from the 3,286,000 square feet, the potential loss of industrial space is 1,970,488 square feet, or 45 acres.

The loss of 45 acres of occupied industrially zoned land would be a significant modification to the land use pattern and resource within the City. However, because one of the goals of the ongoing Land Use Zones Analysis presently being performed under the aegis of the City is to determine the amount of industrial space needed given the adopted 85,000 population holding capacity, it is inappropriate at this time to classify the reduction of industrial space that could occur under redevelopment as either adverse or beneficial.[1]

1. In order to correlate Santa Barbara's quality of life desires and its resources with population demands, the City recently enacted legislation which limits its ultimate residential holding capacity to 85,000 persons. It is now necessary that the City's land resources be managed to correlate with that population. This is the purpose of the Land Use Zones Analysis. It is a study evaluating the commercial and industrial zoned lands within the City in order that they be adjusted to establish a "functional and appropriate zoning pattern" adequate for the population.

Several factors would diminish the impact of a net reduction of industrial space. One factor is that not all of the industrial space south of U.S. 101 is occupied by uses that would require either an M-1 or C-M relocation zoning. Office, retail and auto related space for example are such uses.[2] These uses presently occupy 391,619 sq. ft. (approximately 9 acres) of industrial space. This represents 20 percent of the total industrial space potentially subject to elimination.[3]

A second factor is that much of the occupied industrial area east of Santa Barbara Street is under-utilized. The relocation of existing uses in this area should require less land than they presently occupy. This and the factor listed above indicate that the City presently has a surplus of industrial space relative to demand.[4]

A third factor would be the existence of Land Use Designator 5 for the relocation of marine related uses. These uses presently occupy approximately 235,000 square feet of space (5.4 acres). This represents 12 percent of the potential net loss of industrial space, and 18 percent of the total area considered for Land Use Designator 5. In addition to providing industrial relocation space, Designator 5 would attract existing uses from other areas in the City which would free industrial or commercial space elsewhere.

A final factor would be the necessity or desire of some larger industrial land users to relocate outside the City boundaries. These would be uses which: 1) would be incompatible with existing uses adjacent to relocation sites; 2) have relocation land size requirements in excess of what is available; 3) need rail spur service that would not be available,[5] and 4) would take the opportunity provided by redevelopment to move elsewhere.

It is not possible to determine with any degree of accuracy how much these four factors would reduce the impact of the net reduction of industrial space within the City. It is felt that it would be reduced substantially. Table G-2 presents an estimate of the actual reduction of industrial space

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2. Auto related uses for example could relocate in the auto center which is zoned C-2.
3. See Table 1, Appendix G, approximate number of businesses, employees, and square feet of commercial space in the redevelopment area south of U.S. 101.
4. This indication is further substantiated by the availability of vacant industrial zoned space in the eastside industrial area.
5. Rail spur users occupy and estimated 744,000 square feet. The Crosstown Corridor project involves the re-alignment of railroad tracks and this assumes a major reduction in the availability of spur service. Uses whose operations require spur service could be forced to relocate where it is available. The availiability of such space within the City would be limited after redevelopment with the Crosstown Corridor.

after the quantifiable aspects of the four factors listed above have been subtracted from the total amount of space that could be eliminated under the Land Use Plan. The bottom line figure in Table G-2 represents what the real reduction in occupied space would be if uses subtracted from the top line do not require industrial zoned relocation space within the City. It also represents an estimate of the industrial zoned relocation space that would be needed after redevelopment South of U.S. 101.

Table G-2

Estimate of Industrial Relocation Space that would be Needed (Net Reduction of Space) After Subtraction of Relocatables.

Type Use	Square Feet
Industrial space subject to elimination[a]	1,970,488 (45 acres)
Minus:[b]	
Auto Related Uses	302,615
Office Uses	52,408
Retail Uses	36,500
Marine Related Uses	235,404
Users of Rail Spurs	744,000
Sub Total	1,370,927 (31 acres)
Actual net reduction of relocation space - estimate of industrial relocation space needed.	599,561 (14 acres)

a. Does not include area of Land Use Designator 5.
b. These are uses which would be subject to dislocation and are assumed relocatable in other areas.

Source: Compendium of data given in Tables 33, 34, 35, 36 Choices for the Future. Patterson, Langford and Stewart.

TABLE G-3

APPROXIMATE NUMBER OF BUSINESSES, EMPLOYEES AND SQUARE FEET OF COMMERCIAL SPACE IN THE REDEVELOPMENT AREA SOUTH OF U.S. 101[a]

USE	No. of Businesses	Approx. No. of Employees[b]	Approx. non-structural area	Approx. Bldg. Area	Total Occupied area Sq. Ft.
Office	11	78	9,508	42,900	52,408
Restaurant	8	187	73,068	35,004	108,072
Retail	3	12	1,250	35,250	36,500
Fish Sales & Processing	6	112	28,900	44,000	72,900
Marine Related	15	96	101,692	60,812	162,504
Auto Related	25	143	185,610	117,005	302,615
Construction, Building Materials	29	268	690,118	192,860	882,978
Food/Liquor Wholesale Distributors	8	132	172,570	150,680	323,250
Industrial Non-Manufacturing	50	305	491,820	357,255	849,075
Industrial Manufacturing	20	209	107,900	171,350	279,250
Other	5	9	85,525	12,850	98,375
Vacant	10		40,800	25,000	65,800
Non-structural area of S.B. Coastal Lemon Property			121,278		121,278
Non-structural area of shared 40,000 sq. ft. parcel			39,200		39,200
	190	1,551	2,149,239	1,244,966	3,394,205

Source: Compilation of Tables 33, 34 and 35, "Choices for the Future."

a. Does not include area of Transportation Center east of State Street.
b. Does not include seasonal employees.

CONCEPT DRAFT

HOUSING OVERLAY ZONES

D-H Downtown Housing

Legislative Intent. The purpose of this section is to make provision for market housing which will meet the needs of single persons and small families in close proximity and within a walking relationship to the central business district and to employment locations.

1. Such housing would appropriately be located anywhere within three blocks in any direction from the border of the city's central core: on the north from Victoria Street to Arrellaga Street; on the south from Cota Street to the 101 Freeway; on the east from Santa Barbara Street to Olive Street; and on the west from De la Vina Street to U.S. Highway 101.

2. In order to enable such single-person and small family housing to be produced, it is necessary to allow for higher residential densities within the area prescribed.

Density-Single Persons and Small Families. Housing produced to meet the demand of single persons and small families shall be exempt from the city-wide maximum density regulation (approximately twelve dwelling units per acre) requiring 3,500 square feet per dwelling unit and instead shall be allowed to be produced at a density based on rooms per dwelling unit.

1. Dwelling units of one room and under five hundred square feet may be produced at a density of up to twenty-five dwelling units per acre at 1,700 square feet per dwelling unit.

2. Dwelling units of two rooms between five hundred and six hundred square feet may be produced at a density of approximately thirteen dwelling units per acre at 3,000 square feet per dwelling unit.

3. Dwelling units of three rooms over six hundred square feet shall be required to meet the city-wide maximum density regulation of approximately twelve dwelling units per acre at 3,500 square feet per dwelling unit. (A room is defined as a living room, bedroom, den, or family room. The definition does not include kitchens, bathrooms, or hallways.)

Procedure.

1. Adoption of an amendment applying the provisions of this section to any property shall be accomplished only following application by the property owner in accord with the procedure established herein and, where effective, shall be indicated on the zoning map by the symbol D-H in combination with the basic zone.

2. To apply for a D.-H zone, the applicant shall file with the Community Development Department a rezoning request and fee together with a development plan as hereinafter described. After review by the Community Development Department for compliance with applicable ordinances the application shall be considered by the Planning Commission, which may approve, modify or deny the application. The procedure for filing, notices and hearings shall be as set forth in other provisions of this ordinance. Action of the Planning Commission shall be subject to appeal to the City Council in the manner set forth elsewhere in this ordinance.

DEFINITIONS

Standard condition refers to new buildings and older ones which have been adequately maintained and which exhibit no structural, plumbing, or electrical deficiencies. As of November 1, 1974, 47.7 percent (15,239 units) of the City's housing stock was classified as standard housing. Such housing is occupied primarily by moderate, middle, and higher income families and individuals. Standard housing exists community-wide.

Rehabitable units are those exhibiting structural, plumbing and/or electrical deficiencies, all of which can be repaired in conformity with current codes and ordinances for a sum not to exceed 50 percent of the value of the building and which, by such repairs, the building (with normal maintenance) can provide decent, safe, and sanitary housing for an additional 30 to 40 years. As of November 1, 1974, 40.9 percent (13,075 units) of the City's housing stock was judged to be rehabitable. Rehabitable housing is generally occupied by "low" and "moderate" income[1] families and individuals.

Substandard units are those exhibiting major structural, plumbing and/or electrical deficiencies, which to correct would cost in excess of 50 percent of the value of the building. These buildings are generally considered to have a blighting influence on the neighborhood and should be removed, except when they are of significant architectural or historic value. Substandard housing is presently occupied by "low" and "moderate" income families and individuals. It is substantially concentrated in Census Tracts 8, 9, 10, 11, and 12.01. As of November 1, 1974, they numbered 3,630 units, or approximately 11.4 percent of the housing stock.[2]

Standard and rehabitable housing is proportionately divided between owner - and renter-occupied units. Substandard housing, however, exists largely in the renter-occupied category.

"Low income" is defined by HUD as less than 50% of the median income. "Moderate income" is defined as between 51-80% of the median. Median income is based on household size. Median household income for the entire City in 1975 was $8,728. "Inadequate Living Conditions" as defined by HUD can occur from a household having any one or more of the following characteristics:

a. Households lacking some or all plumbing facilities.
b. Households in rented units paying 25% or more of income for rent.
c. Households overcrowded with more than 1.25 persons per room.
d. Households in owned units over 30 years of age with a value of under $10,000.00.

(Source: Proposed Housing Element)

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1. "Income" refers to total income or the sum of all amounts from all sources reported. "Low" income is defined as under 50% of the median income. "Moderate" income is defined as between 51-80% of the median income. "Median income" is always based on household size. That is, single person households have a different "median income" than three person households, for example.
2. Data compiled as part of Housing Assistance Plan application.

PUBLIC HOUSING PROGRAM

Local public efforts to meet Santa Barbara's present and future low and moderate income housing needs are facilitated through three major programs. 1) The construction of new public housing units; 2) rental assistance programs for leased units; and 3) rehabilitation of older, existing owner-occupied single family dwellings in order to preserve the existing housing stock. The first two programs have the affect of creating additional units for low and moderate income households. They represent a potential of 1,661 low and moderate income units. However, all those units have not yet been realized. For example, only 330 of the 730 rental assistance lease authorizations are operational. Table G-3 indicates the total number of new construction and leased units authorized and funded, and the number presently operational.

Table G-3 indicates that of the 1,661 authorized and/or funded units, 813 or 49% have yet to be realized. All of the Section 8 lease units may not be realized.

There are additional efforts being made to provide low and moderate income housing. They are: 1) A federal Block Grant Rehabilitation Program for 300 existing owner-occupied units; 2) funding applications to complete 389 of the 600 units of public housing authorized by the public in 1968 and again in 1976 - only 211 units of these have been accomplished to date;[3] 3) 68 elderly units at Pilgrim Terrace to be developed by the Community Action Commission acting as a private development corporation;[4] and 4) a 1,000 unit housing program that is part of the CCRP. The 1,000 units would be comprised of rehabilitated housing (possibly 500 units), new low and moderate income housing (250 units each), or possibly some rental assistance units. The CCRP housing program would be financed with surplus tax increment funds from major CCRP elements.[5]

If the presently authorized and funded units are added to those additional units possible given the success of the efforts listed above, a total of 2,205 public or publicly assisted units may be possible for that sector of Santa Barbara's housing stock specifically directed and serving the housing needs of low and moderate income families with inadequate housing. Table G-4 lists the sources of those units.

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3. These are included in Table G-3.
4. These would ultimately be purchase units cooperatively owned by elderly residents. Their construction is not yet certain, funding must first be obtained. It is estimated that construction may be two years away. (personal communication, Jennifer Bigelow, Community Action Commission, 10/12/76).
5. See project description, Low and Moderate Income Housing, also Implementation Scenario,

Mitigation: Possible Retail Expansion Site Selection Procedure for Minimizing Relocations.

Since a specific site has not yet been selected for the Major Retail Expansion project in Designator 1, the flexibility exists to select that site using criteria that would diminish relocations and other impacts with adverse land use effects. One possible procedure follows:

The procedure could utilize parameters such as minimal land acquisition costs, maximum availability of unbuilt land (parking lots), adequate access, business linkage potential, retention of significant architecture, etc. to identify and map several large but clearly defined appropriate areas for retail expansion). Once these areas were identified, properties and structures within them could be carefully and systematically analyzed to determine those not producing, or incapable of producing, long-term economic and/or aesthetic benefits. The properties found to be lacking in each of the larger areas could then be designated on maps for demolition, rehabilitation, or rehabilitation with expansion.

The maps could then be analyzed and compared to determine the nature of the retail expansion each of the larger areas would lend themselves to. The area(s) showing the most potential could then be selected for redevelopment.

Mitigation: Preservation and Creation of Remaining Urban Open Space.

To the extent possible, construction of new dwellings stimulated by relocation housing demands should be done in a manner to create urban open space rather than reduce the small amounts that remain. One possible way of doing this would be to interface the City's future housing program with the Mission Creek Linear Park project. The County Flood Control Department, City Department of Public Works, and the Community Development Department, could coordinate efforts to define the ultimate boundaries of the proposed park. Once this is done, residential areas within or adjacent to the boundary that would be subject to development controls outlined in the Proposed Major Creeks and Open Spaces Element should be designated as special areas subject to density bonuses or D-H overlay zones. This could provide developers with the incentive to construct private housing meeting CCRP residential relocation demands, and the housing could be integrated with the open space of the future park.

TABLE G-3

Present Supply of Operational or Authorized Public and Publicly Assisted Housing[a] (11/18/76)

Type Units	Actual Number In Operation or Under Construction	Total Number Authorized and/ or Funded
Public low rent housing authorized but not funded.		389
Public housing scattered throughout the City.	201	201
Presidio Springs Housing:[b]		
"moderate income"	156	156
"low income"	24	50
Shifco "moderate income"	107	107
Sycamore Gardens "moderate income"	20	20
Hoit Gardens "moderate income"	10	10
Publicly Assisted Units:[c]		
Section 8 leases "low and moderate income"	330	730
TOTAL	848	1,661

Source: Community Land Use Associates

a. This table does not include the 300 housing units subject to the City's Federal Block Grant Rehabilitation Program. The table is meant to show only those additional units made available for low and moderate income households.

b. At present only 180 of the 206 Presidio Springs units are either under construction or authorized to be. The remaining units may not be authorized pursuant to a recent HUD communication. The land for the additional units may be sold to private developers for construction of market family or elderly housing (personal communication, Mr. Robert Foreman, Director, Community Development Department).

c. These are federally subsidized rental assistance payments made under the Section 23, Housing Assistance Payments Program (HAPP), and Section 8 program (as of June 1977 all rental assistance payment programs will be converted to Section 8). One of the reasons why all 730 funded leases are not operational is that the rental structure within the City exceeds the maximum subsidy available per unit under the programs. Because of this it is unlikely that all 730 units would be contracted.

Table G-4

Total Existing, Authorized Funded and Probable Low and Moderate Income Housing Units Possible Through Public and Private Actions.

Total number of units presently authorized and/or funded (Table G-3)	1,248[a]
Federal Block Grant Rehabilitation Program	(300)[b]
Units Authorized by Voters but Not Yet Funded	389
Units at Pilgrim Terrace to be Developed by CAC	68
Proposed CCRP Units:	
Low income	250
Moderate income	250
Rehabilitation units	(500)[b]
TOTAL	2,205

Source: Community Land Use Associates

a. 1,272 minus 24 units that probably will not be constructed at the Presidio Springs redevelopment area.
b. These would not be actual additional public or publicly assisted units. Therefore they are not calculated in the total.

METHODS OF PROVIDING NEW RELOCATION UNITS

The provision of new public units need not be listed as a mitigation measure because it is an element of the CCRP. Possible methods of providing new private units for relocated low and moderate income households are:

1) The Redevelopment Agency should include in its relocation program a plan to provide private, cooperatively owned housing developments for relocated residents who would not desire relocation into public housing.[6] It is possible that tax increment funds could be utilized to acquire land and/or provide low or no interest construction loans for the members of the co-op.[7]

The Agency could implement this plan in-house or it could work with a private non profit development corporation such as the Community Action Commission in Santa Barbara.[8]

Cooperatively owned relocation units could be constructed to provide relocation housing for both low and moderate income renters and owner-occupiers. Under redevelopment each relocated household would receive substantial cash relocation payments from the Agency. Conceivably, displaced owner-occupiers could have enough capital that if they so desired, they could participate in cooperative low density housing developments (town houses, triplexes, fourplexes, etc.). Displaced renters would have less capital than owners, and probably less income; they could participate in higher density lower cost per unit developments. The ability of each household to participate in a cooperative venture would depend upon the capability of its income stream to pay the mortgage cost of its unit.

A major difficulty in this program is the lead time necessary to pull all the participants together in a firm commitment that may take considerable time to realize. Higher density cooperative housing could take up to two years to accomplish. Lower density projects may involve less time, but still may take 15 to 18 months.

The Agency would have to coordinate and plan its action time to include: 1) identify the redevelopment area; 2) solicit the desires of the affected households to ascertain who, how many, and how large the households are that would be interested in cooperative housing; 3) obtain commitments from those households that would participate; 4) acquire the land on which the co-op housing would be built; 5) prepare development plans and run them

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6. Under State law the Redevelopment Agency is mandated to prepare a relocation program once the CCRP is adopted.
7. Personal communication, Thomas Stone, Counsel for Redevelopment Agency, 10/13/76.
8. The Community Action Commission is presently acting as a non-profit private development corporation in attempting to construct a cooperatively owned elderly housing project at Pilgrims Terrace. Its major difficulty in this effort is securing adequate funding. Tax increment funds though the CCRP could prevent this from arising as a major problem for relocation housing.

through the local review process; and 6) finance and construct the units. Because this process would be lengthy and complicated, it should be begun as soon as, and if possible, before the land acquisition phase of a redevelopment project is begun.

2) The Agency should approach the City Council with a request that Mobilehomes (manufactured housing) should be considered as a viable interim and long-term method of providing an additional private relocation dwelling for each dislocated household that would not wish to be relocated in a public unit. If the City would allow efficient use of vacant, or under-developed land for mobile homes, private relocation housing could be provided without adversely impacting the present short market. In addition, the mobility of mobilehomes means that valuable urban land utilized to accommodate them would not be irreversibly committed to a long-term use in order to solve what are relatively short-term CCRP impacts on the housing market.

The Redevelopment Agency and the City should consider the use of mobile homes in the following ways:

a. A vacant parcel of land could be leased or purchased by the Redevelopment Agency for use as an adults only mobile home park. The City could grant the necessary zoning approvals, and establish architectural restrictions for the dwelling units. Densities in excess of 8 DU's/acre should not be allowed. The Redevelopment Agency could sell the site to a private developer who would develop the park site and lease the pads to low and moderate income elderly households at subsidized rentals. Dislocated households with substantial cash payments from the Redevelopment Agency would have the option of purchasing their own mobile home (FHA 20-year mortgages are available) and moving it into the park.

b. Mobile homes could be temporarily placed on vacant, single-family and duplex lots. Medium term leases (5 to 8 years) could be signed between property owners and the Redevelopment Agency or the dislocated household. Appropriate architectural restrictions must be imposed to control the exterior design of the mobile homes in residential areas. At the termination of each lease any one of the involved parties could dissolve the arrangement. This use of land would provide needed housing and it would provide the property owner with a source of income without the necessity of irreversibly committing his land to a long-term use that may not be the best use for the property owner or the community.

GENERAL CHARACTERISTICS OF DISLOCATED RESIDENTS

The following demographic information represents average characteristics for those Census Tracts (9 and 10) directly affected by the CCRP and is based on 1975 Special Census Data. For further information see "Demography"

Economic. Median household annual income in 1975 was $4,692.00 and approximately 42% had income less than $4,000.00. Approximately 13% are unemployed.

Age. The median age for residents is approximately 35 years old with about 23% 65 years or older.

Racial and Ethnic Characteristics. (From 1970 Federal Census) 91.8% white, 8.2% black and others; 9.9% Spanish surname.

Housing. Average number of persons per household is 1.82; median monthly rent is $135.00 and almost 8 9% rent their dwellings.

METHOD FOR ESTIMATING HOUSING DEMANDS OF DISLOCATED HOUSEHOLDS

From a study done on the housing choices of dislocated households in the Presidio Springs Project and the Santa Maria Downtown Redevelopment Project, an estimate of the number of each housing option -- purchase, rental or public assistance -- that could be chosen by those dislocated by the CCRP has been made. The Santa Maria and Presidio Springs figures were used only as a general guide. This is because the short-fall in supply of low and moderate income housing in Santa Barbara will influence a different mix of choices than that which would occur if the vacancy rates were near normal.

Estimated Housing Preferences for CCRP Dislocated Residents

	Santa Maria Redevelopment (%)	Presidio Springs Santa Barbara (%)	Estimated CCRP Choices (%)
Tenants Who Purchase	16	36	15
Tenants Who Rent on Open Market	78	42	55
Tenants Who Rent Public or Public Assistance Housing	6	22	30
	100%	100%	100%

APPENDIX H

ECONOMIC ANALYSIS

Trade Area Designations - Figure H-1

Table H-1 Household Population by Trade Areas and Income Categories: 1975

Table H-2 Average Annual Household Expenditures by Type of Good and Household Income Category

Table H-3 Primary and Secondary Trip Purposes for Going to Downtown Santa Barbara

Table H-4 Percent Redistribution of Expenditures Assuming that Expansion in Downtown Santa Barbara Increases Expenditures There

Table H-5 Annual Sales Taxes Projected

Table H-6 Bed Tax

Table H-7 City Costs and Revenues

Table H-8 School District Costs and Revenues

TRADE AREA DESIGNATIONS
WITHIN SOUTH COAST MARKET AREA

Figure H-1

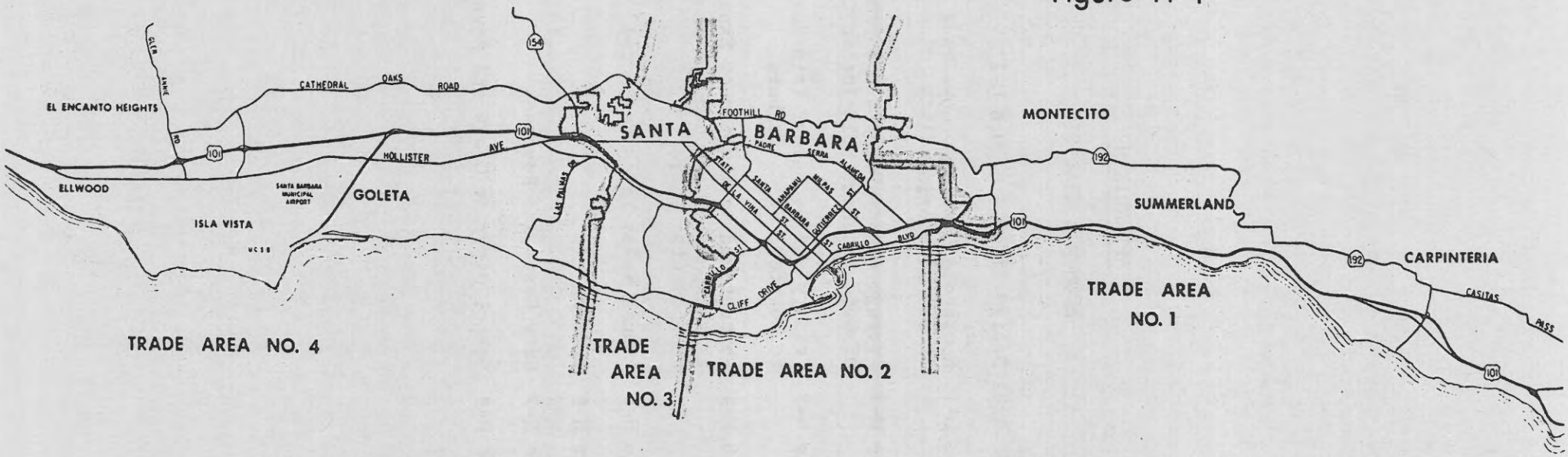

Table H-1

Household Population by Trade Areas and Income Categories: 1975

	Trade Area 1	Trade Area 2	Trade Area 3	Trade Area 4	TOTAL
Number of Households	8,121	23,347	8,743	22,287	62,498
Income Distribution (%)	%	%	%	%	%
Under $10,000	33.1	62.4	38.7	39.0	46.9
$10,000-$14,999	21.5	18.2	25.5	20.4	20.4
$15,000-$24,999	24.6	12.9	24.6	29.2	21.9
$25,000 & above	20.8	6.5	11.2	11.4	10.8
Median Household Income	$13,930	$8,013	$12,216	$12,696	$10,750
Mean Household Size	2.60	2.19	2.42	2.85	2.51

Source: 1975 Special Census, County of Santa Barbara

Table H-2

Average Annual Household Expenditures by Type of Good and Household Income Category

Household Income: 1975	Average Number of Persons per Household	Shoppers Goods[1] $	Eating & Drinking Out $	Convenience Goods[2] $
< $10,000	2.22	741.23	327.45	1,376.12
$10,000-14,999	2.78	1,484.29	496.39	2,118.11
$15,000-24,999	3.00	1,660.65	646.44	2,436.81
$25,000 & above	3.26	4,110.70	1,203.86	3,284.00

[1]Includes clothing and accessories, home furnishings and specialty items.

[2]Includes groceries and drugstore items.

Source: Gruen Gruen + Associates' based on consumer surveys, 1976 and California State Board of Equalization

Table H-3

The Primary and Secondary Trip Purposes for Going to Downtown Santa Barbara

Reason	Primary Trip Purpose		Secondary Trip Purpose		Combined Primary & Secondary	
	#	%	#	%	#	%
Shop	209	48	118	27	327	38
Work/Live	52	12	5	1	57	7
Eat/Drink	29	7	112	26	141	16
Obtain Professional Service	61	14	38	9	99	11
Browse	53	12	113	26	166	19
Other	29	7	47	11	76	9
TOTAL	433	100	433	100	866	100

Source: Gruen Gruen + Associates' Telephone Survey, 1976

Table H-4

Percentage Redistribution of Expenditures Assuming That Expansion in Downtown Santa Barbara Increases Expenditures There

Percentage of the Increase in Downtown by Where Shift Will Occur*

Shopping Locations	Trade Area 1	Trade Area 2	Trade Area 3	Trade Area 4	Overall Totals for South Coast
C - City Excluding Downtown	67%	73%	70%	55%	64%
R - County Excluding the City	13%	19%	22%	30%	23%
O - Outside the County	20%	8%	8%	15%	13%

Percentage Decrease in Present Shares to Other Shopping Locations as a Result of the Increase in Downtown**

C - City Excluding Downtown	25.6%	21.2%	2.7%	4.9%	10.1%
R - County Excluding the City	2.7%	2.0%	3.4%	2.5%	3.7%
O - Outside the County	8.6%	11.5%	2.2%	6.1%	7.4%

*For example, 67% of the increase in dollars spent downtown by residents of trade area 1 would include dollars that would be spent in the rest of the city if the present distribution of expenditures continued to apply.

**For complete information on the redistribution of expenditures, the reader should review Table 10 and the text which accompanies it. (EMAS)

Source: Gruen Gruen + Associates, based on consumer surveys, 1976

Table H-5

Annual Sales Taxes Projected

Annual Sales Taxes Generated(3)	Hotel Conference Center(1)	Major Retail Expansion	Auto Center	Major Retail Expansion Elsewhere	CBD Rehabilitation (4)
on-site	$ 47,755	$215,000	0(2)	-	90,650
off-site	59,425	N/A	-	-$223,000	
Total	$107,180				

1. Low estimate.
2. It is assumed that consolidation of dealerships will not increase sales to any significant degree.
3. To the City of Santa Barbara.
4. Assuming 10% increase in CBD taxable retail sales.

Source: Tecolote Research Inc.

Table H-6

Bed Tax

Annual Bed Tax - Hotel/Conference Center

on-site:	$277,583
off-site:	35,062
Total	$312,645

Source: Tecolote Research Inc.

Annual Bed Taxes Received

Year[1]	Amount	Yearly Increase
1971	$268,712	--
1972	309,304	40,592
1973	322,793	13,489
1974	362,273	39,480
1975	424,641	62,368

(1) Calendar Year
Source: Tax Collectors Office, City of Santa Barbara

Table H-7

City Costs and Revenues[1]

	Hotel Conference Center	Major Retail Expansion	Market Housing	Rehabilitation[5]	
				10%	25%
City Costs[2]	$113,488	$23,124	$114,800	$11,000	$26,823
City Revenues[3]	10,409	8,513	N/A[4]	4,086	9,875
Net Surplus (Deficit)	($103,079	($14,611)	($114,800)	($ 7,014)	($16,948)

1. Associated with new incoming population
2. Based on Per Capita General Fund Expenditures of $164
3. Based on new property tax revenues
4. Newcomers would reside on-site
5. Based on inmigration associated with 10% and 25% increase in CBD retail sales

Source: Tecolote Research Inc.

Table H-8

School District Costs and Revenues

	Hotel Conference Center	Retail Expansion	Market[3] Housing	Rehabilitation[4]	
				10%	25%
Elementary School District					
Costs[1]	$18,816	$15,680	-	$7,526	$18,189
Revenues	25,237	25,237	-	12,114	29,275
Net Surplus (Deficit)	6,421	9,557	-	4,588	11,086
High School District					
Costs[2]	$17,880	$14,304	-	$6,866	$16,593
Revenues	17,894	17,894	-	8,589	20,757
Net Surplus (Deficit)	14	3,590	-	1,723	4,164

1. Expenditures per A.D.A. = $1,568
2. Expenditures per ADA = $1,192
3. Project assumed to be Adults Only
4. Based on inmigration associated with 10% and 25% increase in CBD retail sales

Source: Tecolote Research Inc.

APPENDIX I

TRANSPORTATION INFORMATION

Existing Problem Areas Within or Adjacent to the Planning Area

Table I-A Volume Over Capacity Ratios at Carrillo and Haley Street Intersections

Existing Traffic Conditions Adjacent to Proposed Hotel Conference Center

Alternate Bus Routes to Greyhound Terminal

City of Santa Barbara: Transportation Goals and Objectives

Vehicle Trip Generation Assumptions

Figures:

- I-1 Average Daily Traffic Flow
- I-2 Existing Widths and Rights-of-Way of Local Streets
- I-3 Directions of Vehicle Approach to City
- I-4 Existing MTD Bus Routes
- I-5 Central Business District and Downtown
- I-6 Present Parking District Lots

Other Potential Mitigations to Reduce Auto Use

EXISTING PROBLEM AREAS WITHIN OR ADJACENT TO THE REDEVELOPMENT PLANNING AREA

There are several intersections and areas within the existing circulation system that are subject to daily peak hour or periodic traffic flow constraints. Generally, the areas of daily constraint are the major access and exit points to the central core, (e.g. Carrillo Street, Haley-Castillo, and State, Chapala and Anacapa Streets at U.S. 101). Traffic problems occur at these points during the noon hour and evening peak hour due primarily to heavy commuter travel. Areas where periodic traffic problems occur include those intersections along Cabrillo Boulevard subject to concentrations of tourist traffic during summer weekends and major holidays. Other intersections which experience periodic capacity problems are the arterials which intersect U.S. 101, i.e. Chapala, State, Anacapa and Santa Barbara Streets. The specific conditions associated with these intersections are detailed below.

Signalized Intersections of U.S. 101

The four intersections mentioned above constrain efficient movement of traffic, both on and off the freeway and north and south as well. The capacity constraint impedes traffic moving between the Central City and the beach area. The phasing of these signals (to minimize delay along U.S. 101 has resulted in substantial (5 to 15 minutes) delay time for cross traffic, creating a barrier effect to both pedestrian and vehicular movement across U.S. 101. During the midday and afternoon periods of summer and holiday weekends, California Highway Patrol Officers either manually or electrically override the normal signal phases to give even longer "green time" for U.S. 101 through traffic. At periods of extremely heavy traffic, left turns from U.S. 101 are prohibited. When these measures are instituted drivers alter their routes to either Castillo and Milpas Streets. Under these circumstances Castillo intersections and ramps become congested; Milpas Street is less affected.

Analysis of existing traffic counts indicates that traffic movement across U.S. 101 is reduced by a factor ranging from 10 to 40 percent as a result of the "barrier effect". This condition has adverse land use as well as circulation impacts.

The Southern Pacific railroad tracks cross Chapala, State, Anacapa, Santa Barbara and other lesser streets south of U.S. 101. When trains are passing or stopped at the rail terminal, north-south traffic is interrupted. The most significant interruption that occurs is during the noon hour when Amtrak stops at the terminal, causing traffic to back up considerably.

The Intersection of State Street and Cabrillo Boulevard can become congested during weekends of heavy tourist and resident beach activity. The Domingo Art Show along Palm Park also generates considerable traffic at this intersection. Future development on Stearns Wharf at the harbor, or anywhere in the beach area could increase traffic at this intersection.

The intersection of Cliff Drive, Castillo, and Montecito Streets receives heavy traffic flows during the noon and evening peak hours. Movement through this intersection can become difficult (increased delay times) during these periods. Traffic is also increased on weekends when local north-south traffic bypasses the signals at U.S. 101. According to the Transportation Division, traffic at this intersection will become increasingly congested until barrier effect at U.S. 101 is eliminated.[1]

The intersection of Milpas and Cabrillo can become a problem to drivers during periods of heavy beach traffic. The problem is not one of heavy congestion, but one of long delay periods for drivers crossing Cabrillo. To remedy this situation the City plans to install a traffic signal at the intersection.

The intersections of Haley and Castillo Streets and the Castillo-U.S. 101 interchange area are congested at the noon and evening peak hours. This is the major southwest exit for central city commuters heading west, south or north. Flows at these periods approach or exceed capacity. The situation is expected to worsen until the "barrier effect" at U.S. 101 is eliminated.[2]

The intersection of Carrillo and Castillo Streets is often congested during weekday noon and evening peak hours when commuter traffic leaves the central city primarily for residential destinations to the north and west. Carrillo Street is the major link to U.S. 101 from the north end of the central core. Its daily flow volumes have substantially increased during recent years: Present volume exceeds 19,000 in the Castillo intersection area. The City has plans to close Castillo and Bath Streets to through traffic north of Carrillo, and to install a right turn lane at the north bound U.S. 101 onramp.[3] These improvements would decrease volumes and increase capacities at the northbound ramp but would not effect near capacity constrained conditions at the south bound on and offramps of U.S. 101.

The Milpas Street-U.S. 101 interchange area is subjected to heavy traffic flows on summer and major holiday weekends when normal delay periods and turning movements at the U.S. 101 signals are manipulated by the California Highway Patrol. Because of the many turning movements and the locations of the U.S. 101 ramps, traffic movement through this area is often difficult during normal peak hours.[4]

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1. Personal communication, 12/2/76, Peter Clark, Transportation Planner, City Transportation Division.
2. Ibid.
3. The two street closures are part of several such closures proposed as part of the CCRP, for land use designator 3. These closures are discussed below as part of the "traffic characteristics in the west downtown residential area."
4. See flow and ramp volumes for Milpas interchange area in Appendix I.

The westside residential area (area of proposed Designator 3) is subjected to heavy daily traffic flows that are not related to its residential land use. The heavy flows considerably degrade the quality of the westside's residential environment. The area receives heavy traffic flows because of two primary factors: 1) It is located between the central core and U.S. 101 and its grid pattern of streets provides avenues of movement from the core to the two major U.S. 101 exchanges west of the City. At peak hours intra-city west or northbound traffic can utilize Bath or Castillo Street to bypass either the congested freeway exchanges or the major north-south arterials e.g. State or Chapala Streets. Average daily flows on Castillo and Bath Streets are approximately 3,000 vehicles each with the highest flows north of De La Guerra Street, indicating major movement west from the core along De La Guerra and Canon Perdido Streets to Bath and Castillo northward. 2) Because of its close proximity to the central city, the area is utilized as a free all day parking resource for central city employees. It is estimated that from 750 to 1,000 all day spaces are available. At the evening peak hour, considerable commuter traffic eminates from this resource and combines with incoming residential traffic to create volumes heavier than what would be expected if the free parking resource were absent.

TABLE I-A

Volume Over Capacity Ratios at
Carrillo and Haley Street Intersections

Intersection	Existing V/C[a] (Average)
Carrillo Street at:	
U.S. 101 S/B ramps	.85
U.S. 101 N/B ramps	.76
Castillo Street	.92
Chapala Street	.76
State Street	.42
Anacapa Street	.46
Santa Barbara Street	.48
Haley Street at:	
Castillo Street	.86
De la Vina Street	.49
Chapala Street	.57
State Street	.56
Anacapa Street	.70
Santa Barbara Street	.57

(a) When the V/C reaches .90, constrained traffic flow is indicated.

EXISTING TRAFFIC CONDITIONS ADJACENT TO PROPOSED HOTEL CONFERENCE CENTER

Adjacent streets report the following 1975 traffic:

Punta Gorda west of Milpas	- 1,100 per day
Milpas north of southbound on-ramp	- 7,500 per day
Milpas north of Cabrillo	- 3,500 per day
Cabrillo Blvd. west of Milpas	- 6,100 per day
east of Milpas	- 3,000 per day
west of Punta Gorda	- 7,500 per day

1973 Milpas Interchange ramp volumes reported by Caltrans are as follows:

		A.M.		P.M.		Carpinteria	
	Daily	South	North	South	North	A.M.	P.M.
Southbound off-ramp	3,150	94	208	67	313		
Northbound off-ramp	3,000	44	281	36	166	13	19
Northbound on-ramp	3,200	76	113	47	115	84	77

Southbound Approaching Intersection

A.M. 446 through + 113 = 559

P.M. 608 through + 115 = 723

Southbound Leaving Intersection

A.M. 563 through = 94 = 657

P.M. 721 through + 67 = 788

Southbound on-ramp - 4,500 ADT (Predominantly southbound on Milpas turning left. Peak hour figures not available).

ALTERNATE BUS ROUTES TO GREYHOUND TERMINAL

In the event that the Greyhound facility is located at the Transportation Center site as proposed, prohibitions of left turn movements from north bound U.S. 101 would prevent direct bus access to the Center. Greyhound drivers would have to travel alternate routes from U.S. 101 to the terminal. It is assumed that drivers would be capable of selecting alternate routes according to traffic conditions. Possible routes are:

1. Under normal conditions northbound drivers could make left turn movements from U.S. 101 at Anacapa, Chapala or State Streets. From these streets they could gain access to the terminal via Yanonali Street.

2. Under conditions where left turns from the northbound lane of U.S. 101 are prohibited, drivers could make a series of right turns forming a loop to the Center. Right turns from U.S. 101 could be made at either State or Chapala Streets, right again on Gutierrez, and right again on either State or Anacapa to cross U.S. 101 and gain access to the terminal via Yanonali Street.

3. If cross street delay periods are long and drivers do not wish to make the loop across U.S. 101, they could turn right on State or Chapala and travel west on Haley Street through the Castillo interchange south to Montecito Street and east to the Center. This is a longer route in distance but could be shorter in time during peak congestion periods.

4. Drivers could continue past the signals on U.S. 101 and exit at the Bath Street offramp to Haley and travel south through the Castillo interchange.

5. Drivers could take the Cabrillo Boulevard exit south of the signals and travel Cabrillo Boulevard along the beach to Anacapa, Helena or State Streets where they could turn north to the Center. This may be an unacceptable route on days when beach activity is high, such as Sunday during the art show or during Fiesta.

Of the 5 alternative access routes, the right turn loops across U.S. 101 would have less impact than the others. This is because the streets involved have commercial uses and substantial traffic volumes are the norm.

PROPOSED

CITY OF SANTA BARBARA
TRANSPORTATION GOALS AND OBJECTIVES

GOALS

A goal is the end toward which an effort is directed, but not necessarily reached; it is something to be sought, not necessarily achieved; it is general and timeless.

1. To accomplish the following goals without adversely affecting the environment, and where possible to enhance the quality of the environment.

2. To provide alternative modes of transportation for all trips, giving increased attention to modes other than the automobile.

3. To provide a maximum degree of safety in all transportation modes.

4. To provide an optimum degree of mobility for everyone.

5. To maintain full cooperation and coordination with all adjacent communities and transportation agencies.

6. To develop and implement an on-going transportation program that is responsive to the wants and needs of the community while adhering closely to the principles of good planning and the notion of a balanced transportation system.

7. To prepare today's plans so that we do not preclude any new transportation methods.
8. To promote a transportation system which maximizes efficiency without necessarily maximizing speed.

9. To adopt regulations which discourage the use of streets for auto storage instead of traffic movement.

OBJECTIVES

An objective is an end of action; a point to be reached. It is capable of both attainment and measurement. Objectives are successive levels of achievement in the movement toward a goal.

1. To optimize traffic flow, conserve fuel, and reduce pollution by achieving a high degree of efficiency.

2. To optimize the utilization of our existing transportation facilities.

3. To provide convenient, reliable and inexpensive transit service within a four block distance for all residents, emphasizing the State Street route (La Cumbre Road to Stearns Wharf) with 10 minute headways between 7 a.m. and 9 p.m.

4. To help keep the downtown, the business and cultural center of the South Coast area, by keeping it the viable center of all modes of transportation activity, excluding air travel.

5. To reduce the use of the automobile for daily commuter trips.

6. To coordinate transportation planning with current and long range land use planning, with capital improvement programs, and all other City agencies.

7. To minimize automobile intrusion into established residential neighborhoods.

8. To only consider street widening projects for increased capacity after it has been shown that all reasonable alternatives will not be adequate.

9. To recognize the direct relationshop between the City's circulation system and the City's living environment, and take steps to insure that the circulation system does not contribute to the deterioration of the quality of life in Santa Barbara.

10. To adequately maintain the existing streets and transportation facilities.

11. To continue to search for innovative solutions for our transportation problems and encourage implementation.

12. To be responsive to the public on all transportation and traffic wants and needs.

13. To conserve fossil fuel as well as all materials and other resources required for the implementation of a transportation system.

14. To provide the following minimum levels of service on the following types of streets:

	Minimum Level of Service
Freeway, Type 1	D
Arterial, Type 4 - non freeway	D
Local Arterial	C
Primary Collector	C
Minor, Residential only and all others	B

15. To provide secure bicycle parking facilities at all public places and encourage it at all private businesses.

16. To increase the person per vehicle occupancy rate (during peak hours) downtown as follows:

1975	1980	1985
1.26	1.50	1.75

To accomplish this by providing parking lots for carpooling employees and eliminate free all day parking in the downtown area.

17. To cause the following modal split in the downtown to occur by:

	1975	1980	1985
Auto Driver	75%	63%	50%
Auto Passenger	21%	29.5%	38%
Transit	1.5%	3.0%	5.0%
Bicycle	1.5%	3.0%	5.0%
Other	1.0%	1.5%	2.0%

18. To discourage the development of "drive-in" facilities.

19. To encourage tourist use of trains for trips to and from Los Angeles area.

20. To require new developments in the City to contribute toward the attainment of these goals and objectives.

21. To encourage neighboring communities to contribute toward the attainment of these goals and objectives where possible.

22. To contribute to the maintenance of established air quality standards in all transportation planning.

23. To develop a system of transportation signs consistent with Santa Barbara standards of scale and design as well as State and Federal sign standards.

24. To encourage the development of pedestrian zones in key areas throughout the City such as downtown (paseos), along the shoreline, in the foothills, and along creeks.

25. To promote alternative solutions to problems traditionally solved by the creation of parking facilities; also, to develop appropriate incentives and disincentives to promote reduction of auto use.

26. To require adequate off-street parking so it is not necessary for the adjacent street to be used as vehicle storage space.

27. To coordinate efforts with programs aimed at closing selected low-use streets for other more appropriate uses (e.g., "Play street," open space, etc.).

28. To rate community interest and values higher than projected traffic demands when determining a course of action in all transportation planning involving possible freeway or circulation system expansion.

29. To re-evaluate parking requirements to reflect the implementation of the above objectives.

VEHICLE TRIP GENERATION ASSUMPTIONS

Transportation Center

Phase I:

Assumptions:
- annual patronage level for bus service would be 350,000 persons, or approximately 1,000 per day (present level is 250,000 per annum).
- Daily patronage for Amtrak would be 350 per day.

Based on the following Table it is estimated that 50% of persons using Greyhound would come by taxi or be dropped off by others. An additional 15% would drive their own vehicles and park.

Mode of Travel by Arriving and Departing Passengers at Existing Greyhound and Amtrak Facilities

	Percent of Passengers	
	Greyhound	Amtrak
Drive Own Car	12.4	11.3
Dropped off by Car	36.1	73.6
By MTD Bus	23.7	5.7
By Taxi	11.7	5.7
Walked or Bicycled	16.0	3.8

Source: Survey performed by Santa Barbara Transportation Division, DPW 12/75.

Therefore:

Greyhound arrivals as taxi or auto passengers	1,000 (1,000 x 50% = 500 x 2 trips*)
Arrivals in personal auto	150 (1,000 x 15% = 150 trips)
Other personal auto arrivals	150
Greyhound bus trips	70
Charter bus and related auto trips	500 (maximum, 200 minimum)
Sub Total	1,870
Minus trips from existing uses	1,000
Total new trips (Phase I)	870 (900)

Phase II.

Amtrak arrivals and departures by taxi or auto passengers	554	(350 x 79% = 277 x 2 trips)
Amtrak arrivals and departures by personal auto	40	(350 x .113% = 40 trips)
450 carpool spaces	765	(450 spaces x 1.7 trips per space)
Other possible uses for existing depot	500	
Total new trips (Phase II)	1,859	(1,860)

New trips, Phase I and II=2,760

*Persons arriving and departing as taxi or auto passengers would generate one trip per arrival or departure, hence: 2 trips per day.

Hotel Conference Center

Hotel - 500 rooms x 8 trips per day = 4,000 trips per day

P.M. Outbound 0.4 x 500 = 200

P.M. Inbound 0.4 x 500 = 200

Restaurant - 250 seats x 2/3 outside x 4 turnover x 2 trips

per person x $\frac{1}{2.2}$ car occupancy = 606 trips per day

P.M. Outbound - Negligible

P.M. Inbound - 250 x 0.1 x $\frac{1}{2.2}$ = 11

Bar - 200 Outsiders x 2 x $\frac{1}{1.6}$ car occupancy = 250 trips per day

P.M. Outbound - Negligible

P.M. Inbound - 40 trips

Conference Center - Assume 50% non-residents and 2.2 car occupancy.

1,500 x 0.5 x $\frac{1}{2.2}$ x 2 trips per person = 680 trips per day.

P.M. Outbound - 100

Note: Conference Center traffic will be predominantly on weekdays except for evening banquets or other special affairs.

SUMMARY OF HOTEL-CONFERENCE CENTER TRIP GENERATION

	Daily	P.M. Peak In	P.M. Peak Out	P.M. Peak Total
Hotel	4,000	200	200	400
Restaurant	600	-	10	10
Bar	250	40	-	40
Conference Center	680	-	100	100
Total Trips	5,535	240	310	550

New regional trips are estimated at:

Daily 5,535 x .90 = 4,980

P.M. peak out 310 x .90 = 280

P.M. peak in 240 x .90 = 215

Retail Expansion

Phase I:

Assuming 220,000 square feet of retail space at 35 vehicle trips per day/1,000 square feet = 7,700 daily trips.

40 percent or 3,100 would be new trips.

60 percent trips diverted from outer downtown locations.

Outbound peak hours trips = 1.8/1,000 square feet = 396 (400)trips.

Phase II:

Identical calculations as for Phase I.

Low and Moderate Income Housing

250 elderly units at 3 trips/day

250 family units at 6 trips/day

500 new units 9 trips/day divided by 2 = 4.5 trips/day (av.)
-320 existing units

180 new new trips x 4.5 trips = 810 daily trips

Market Housing

400 dwelling units x 6 trips per day/unit = 2,400 daily trips minus 600 trips (existing uses) = 1,800 net new daily trips.

PHT = 10% of 1,800 = 180

Auto Center

4 to 7 dealerships at 24,000 square feet of floor area x 10 daily trips per 1,000 square feet = 1,680 daily trips maximum (7x24x10).

Peak hour trips would be 2 per 1,000 square feet = 336 (2x24x7).

Approximately 30% of total trips would be new .30 x 1,680 = 504 (500)

Peak hour: .30 x 336 = 108 (100)

Newcomer Households

97 renter households x 4 trips/unit = 388 trips
115 buyer households x 9 trips/unit = 1,035 trips
Total 1,423 (1,420 trips)
Peak hour = 10% of 1,420 = 140 PHT

WALLEN ASSOCIATES
Transportation Consultants
Suite 103
1830 West Olympic Boulevard
Los Angeles, California 90006
(213) 385-7567

DATE: NOVEMBER 19, 1976

cc: R. Foreman
R. Puddicombe
D. Bishop
J. Jostes

TO: LYLE STEWART

FROM: MARTIN WALLEN

SUBJ: SANTA BARBARA CENTER CITY EIR -- MITIGATING MEASURES TO REDUCE ADVERSE TRANSPORTATION RELATED IMPACTS

There are some mitigating measures that can be taken in conjunction with implementation of the Central City Plan. The significance of these measures, such as changes in parking supply, rates and operation; expanded regional transit; and intra-central city transit should be considered in the light of external factors impacting Santa Barbara transportation characteristics. It is possible that changes in transportation policy and direction at the federal, state, and regional level could have a greater mitigating impact upon local transportation than any possible local action.

Historically, the major criteria describing "adverse transportation impacts" was inadequate street and parking capacity. The remedial measures were to construct freeways, widen streets and make other improvements to the systems for auto movement and storage. Financing for the highway element was readily available from gasoline and motor vehicle taxes. Parking capital and operating costs have been subsidized by business and the consumer, as a necessary charge for doing business

and for the convenience of having the use of an auto for personal transport.

Within the past decade, society has become sensitive to other aspects of the almost exclusive dependency on auto transport. The most prominent of these new considerations are the following:

1. Freeway Impact On Cities and People.

   This awareness is reflected in the question of whether the impact of these facilities and the traffic thereon is worth the benefit to the community as a whole and the individuals impacted by construction.

2. Motor Vehicle Impact On Air Quality And Personal Health.

   Starting in the 1950's, it was recognized that motor vehicle exhaust was having a serious damaging effect on man, animals, and plants. This, plus the known problems of air contamination from stationary sources, led to the passage of major federal and California legislation directed at the improvement of air quality. An important aspect of this situation was the awareness that needed relief could not be achieved by technology alone but required implementation of techniques to reduce motor vehicle usage. The Santa Monica Diamond Lane was originally conceived as an operational strategy to reduce auto usage and thereby improve air quality.

3. Inability To Finance All Desired Transportation Improvements.

Starting in the late 1960's, the cost of transportation improvements began to exceed available financing. Contributing to the increased costs were changes in design and location to include greater consideration of environmental factors, proper relocation of displaced business and people and the desire to finance transit as an alternative to the dependency on the automobile.

4. Dependency On Foregin Oil -- Unreliability Of Supply And Impact On Balance Of Payments.

The OPEC petroleum embargo of 1973-74 focused attention on the increasing U.S. dependency on foreign oil and the unreliability of this source of supply. The more important long range impact of the action of 1973 was the dramatic price increase and very serious damage to the economy of most industrial and developing nations. The U.S. will have a 1976 outflow of over 25 billion dollars for foreign oil which has a major negative influence on the national economy and the ability of the U.S. to provide needed jobs, goods and services.

As transportation utilizes about 60% of the imported petroleum, any changes in transportation technology or policy which would reduce petroleum consumption are a high national priority.

The foregoing is the basis for the suggestion that the combination of factors, the quality of urban living, environmental concern, and consequences of dependence on foreign oil, will result in major transportation changes that will mitigate the present negative aspects of new development in Central Santa Barbara. The total of mitigating measures are those that will result from action at the federal, state and regional level in addition to those that are part of project implementation.

A. Federal Influence on Transportation

Action at this level will be directed at vehicle technology, transportation systems, and financial support for capital and operating costs of transit improvements.

1. Technology.

   (a) Alternates to internal combustion engine. Battery, hydrogen, and other propulsion sources. Major impact on air quality and some use of fuels other than petroleum.

   (b) Improvements to internal combustion engine. Major improvements in fuel efficiency and some accompanying improvement in air quality.

   (c) Transit vehicles. Possible new vehicle systems utilizing new propulsion sources, greater capacity and range in vehicle selection.

2. Transportation Systems.

   Programs to obtain greater return from investments in

highways and autos. The federal role will be largely research and encouragement to implement programs to get higher capacity from existing highways and to substantially increase auto occupancy. Included will be consideration of different forms of car sharing which adds the auto to the range of transit alternatives.

3. Financial Incentives.

   Use of financial support to encourage local agency implementation of fuel conservation and environmentally sensitive programs.

B. State Influence on Transportation

The role of the State will in some respects parallel that of the federal government but will include direct responsibility for the "new perspective" in the operation of freeways and other state highways. The State of California will have an increasing role in the formulation and execution of local transit programs because of the significant State role in the financial support for local transit. It is possible that in Santa Barbara the State will play a major role in the implementation of any form of intra-central city circulation system.

C. Regional Influence on Mitigating Measures

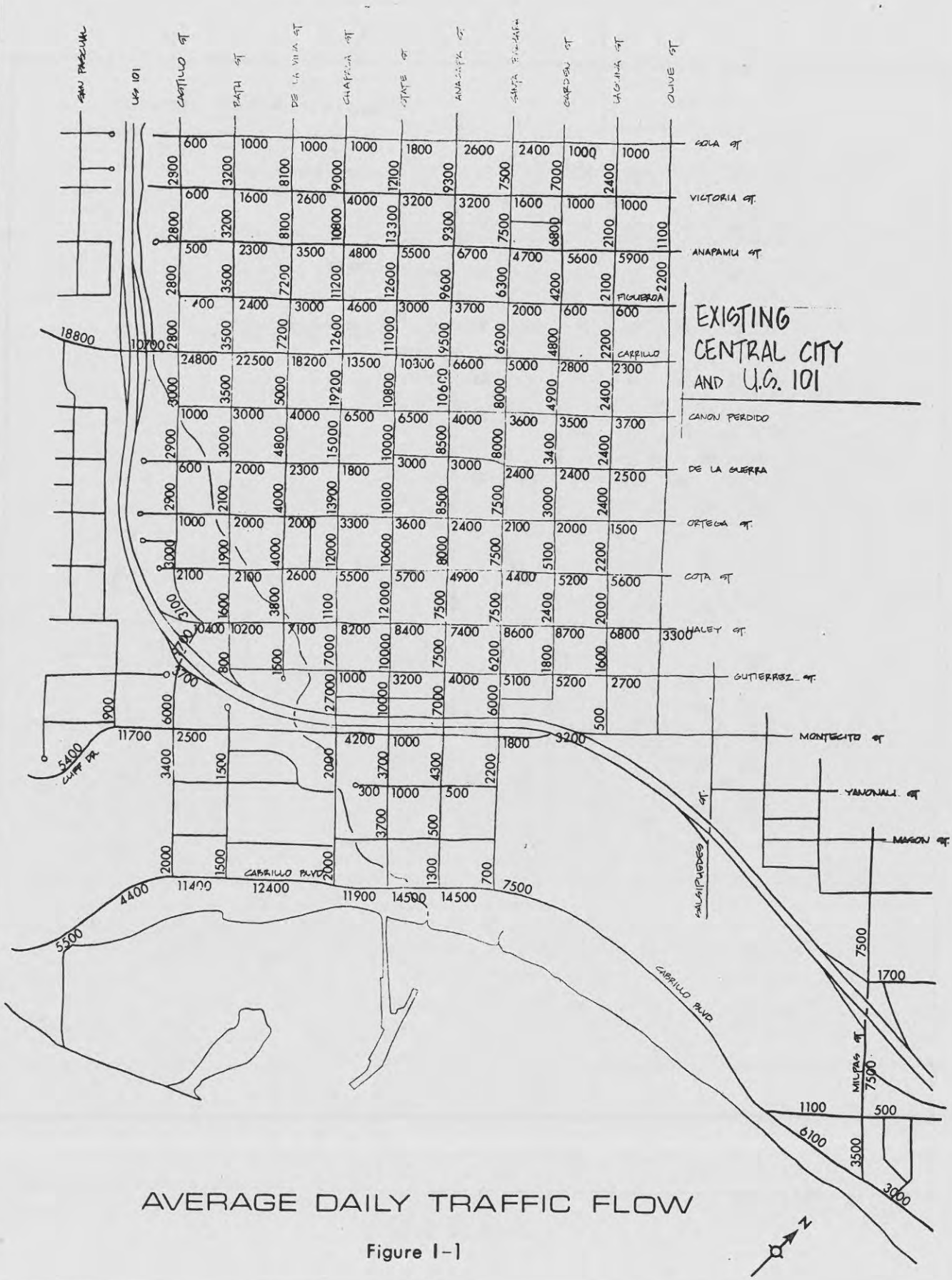
The regional role has been fairly well defined as that relating to coordination, regional planning and the implementation of federal and state policies. The regional agencies will be

major factors in assuring local implementation of programs to minimize the use of low occupancy autos as a major mode of local transportation.

As applied to Santa Barbara, the output of the many "external factors" could result in the following:

1. A 14 to 28 percent reduction in central city traffic due to increased auto occupancy.
2. A 20 to 60 percent reduction in air pollution due to the automobile from the introduction of alternate forms of propulsion and improvements to the internal combustion engine.
3. A reduction in the ratio of peak hour to off peak travel due to ramp metering of U.S. 101 and other measures to reduce the demand for road improvements to accommodate short term peak requirements.
4. A greater utilization of alternate forms of transit for access and circulation within Central City.

It is possible that over the next 10 to 15 years the net effect of the external mitigating measures will exceed the impact of programs conceived at the local level which cannot affect the major variables relating to auto usage. This is not to imply that the various local measures that have been derived should not be implemented. So as to avoid redundancy, they are not repeated in this paper.



AVERAGE DAILY TRAFFIC FLOW

Figure I-1

EXISTING WIDTHS AND RIGHTS-OF-WAY OF LOCAL STREETS

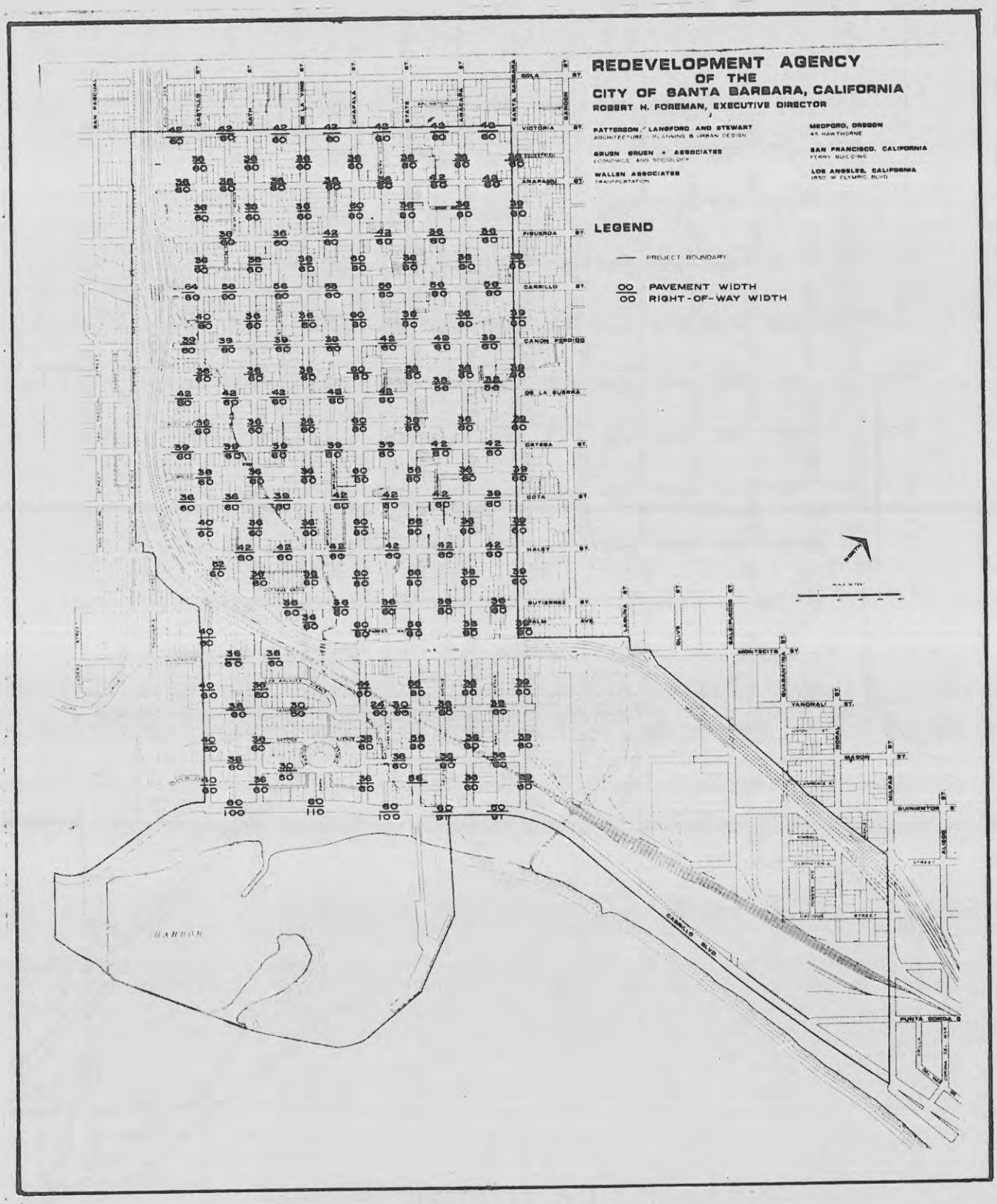
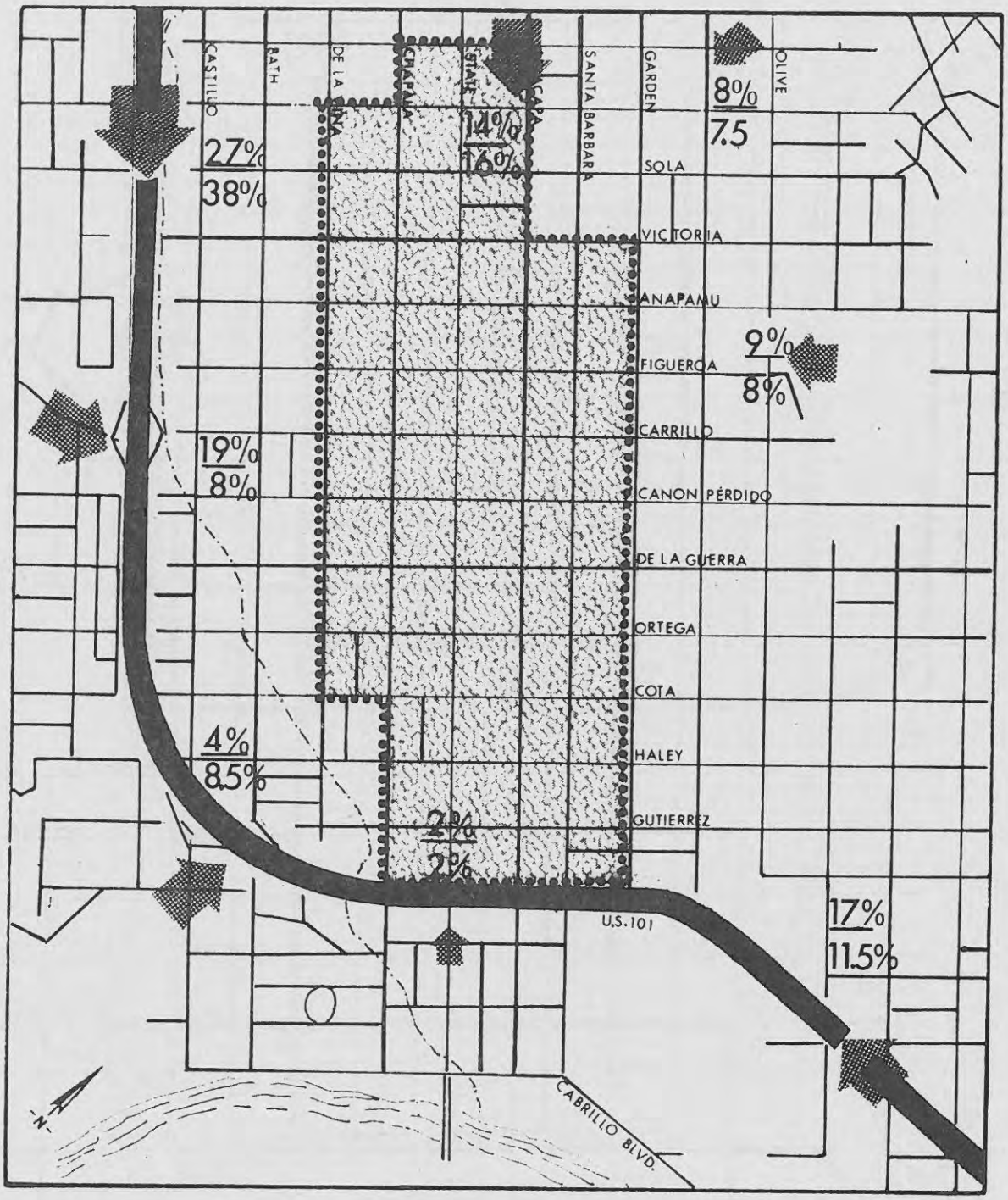


Figure 1-2

DIRECTION OF APPROACH



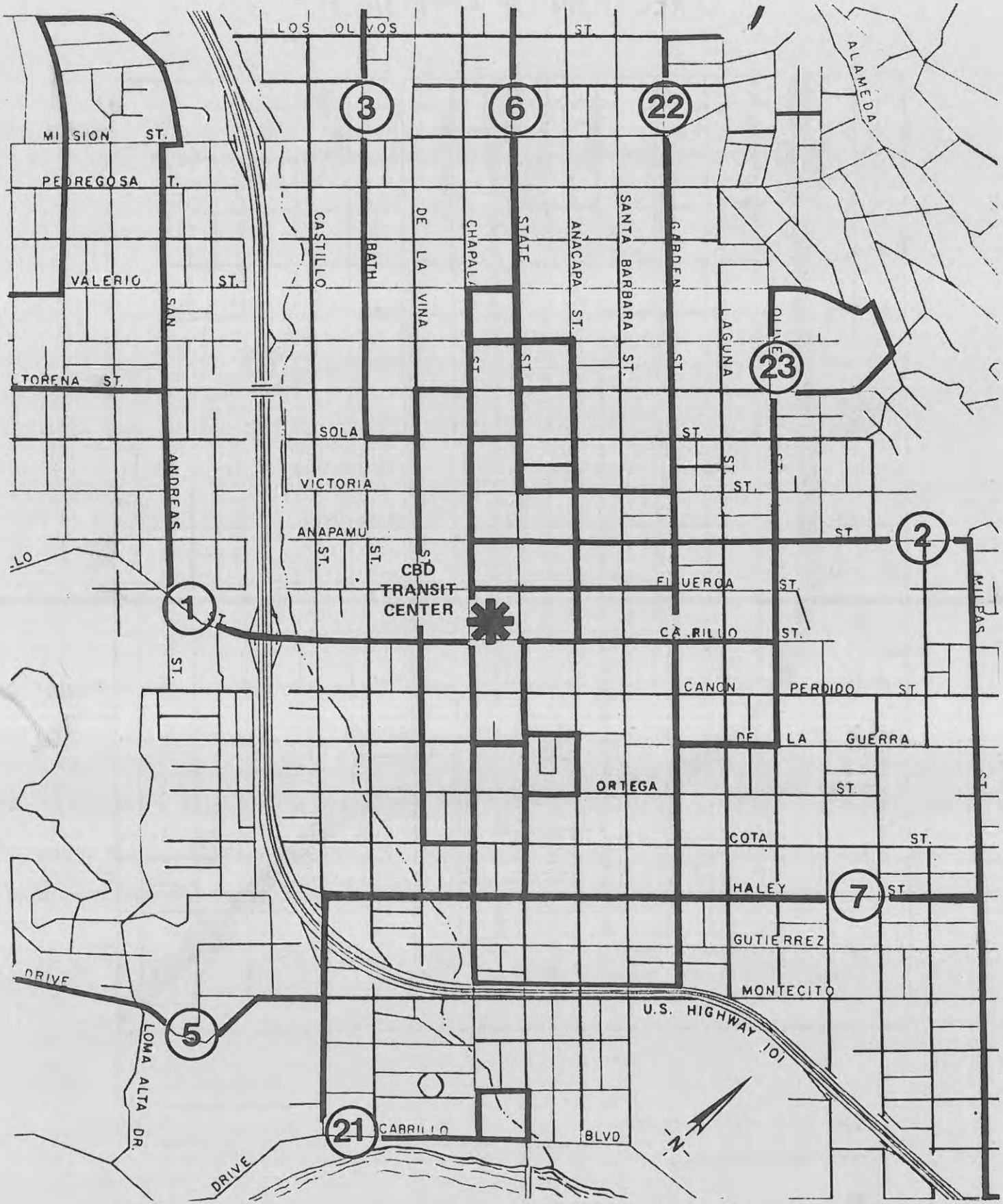
00% Non-Work Purpose

00% Work Purpose

Central Bu iness District

0 1500′

Figure I-3

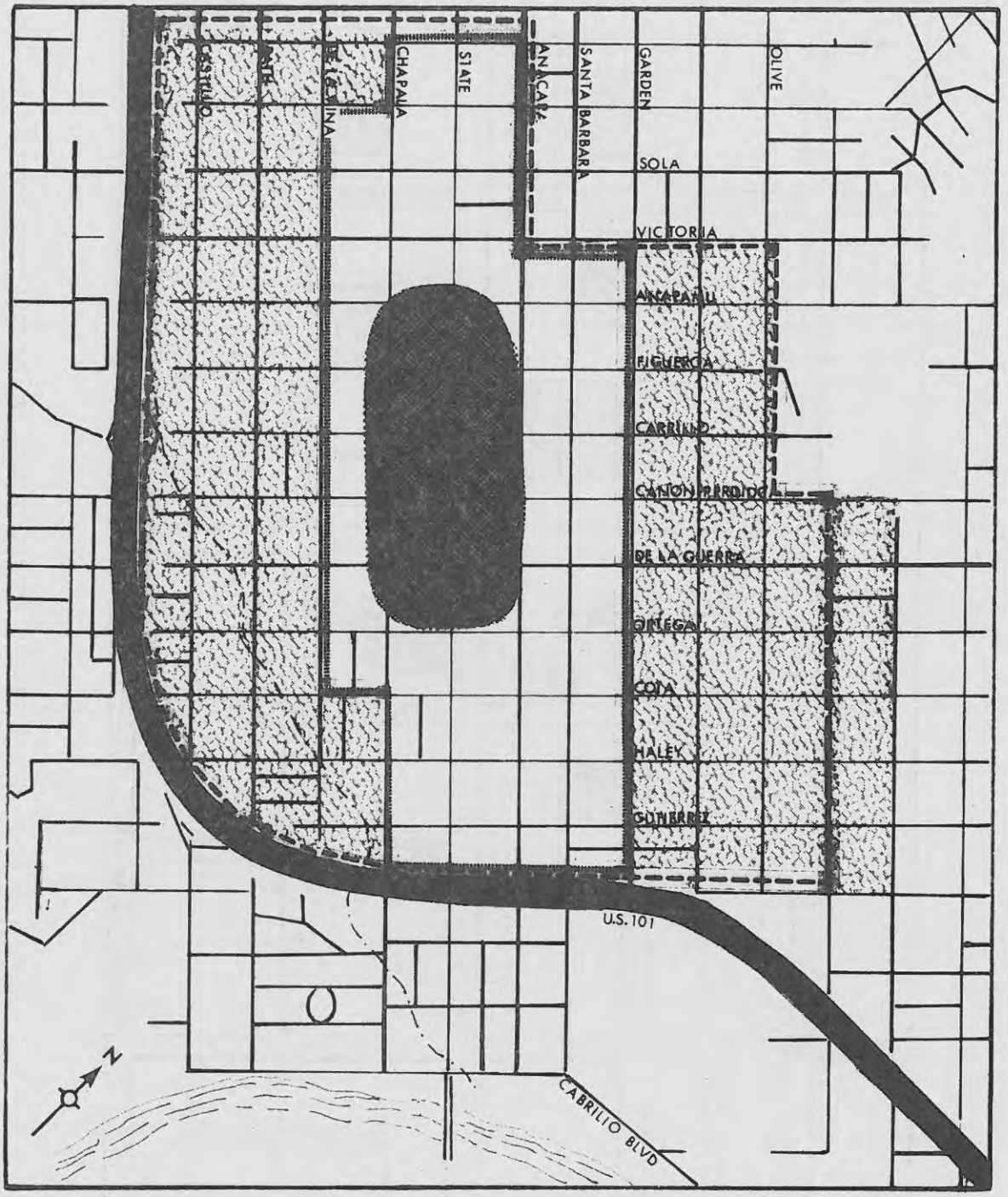


0 500'

XI TING BUS POUTES

FIGURE I-4

CENTRAL BUSINESS DISTRICT STUDY AREA



Downtown

CBD Core

Major Commercial Area

Unrestricted Parking

0 1500'

Figure I-5

PRESENT PUBLIC PARKING

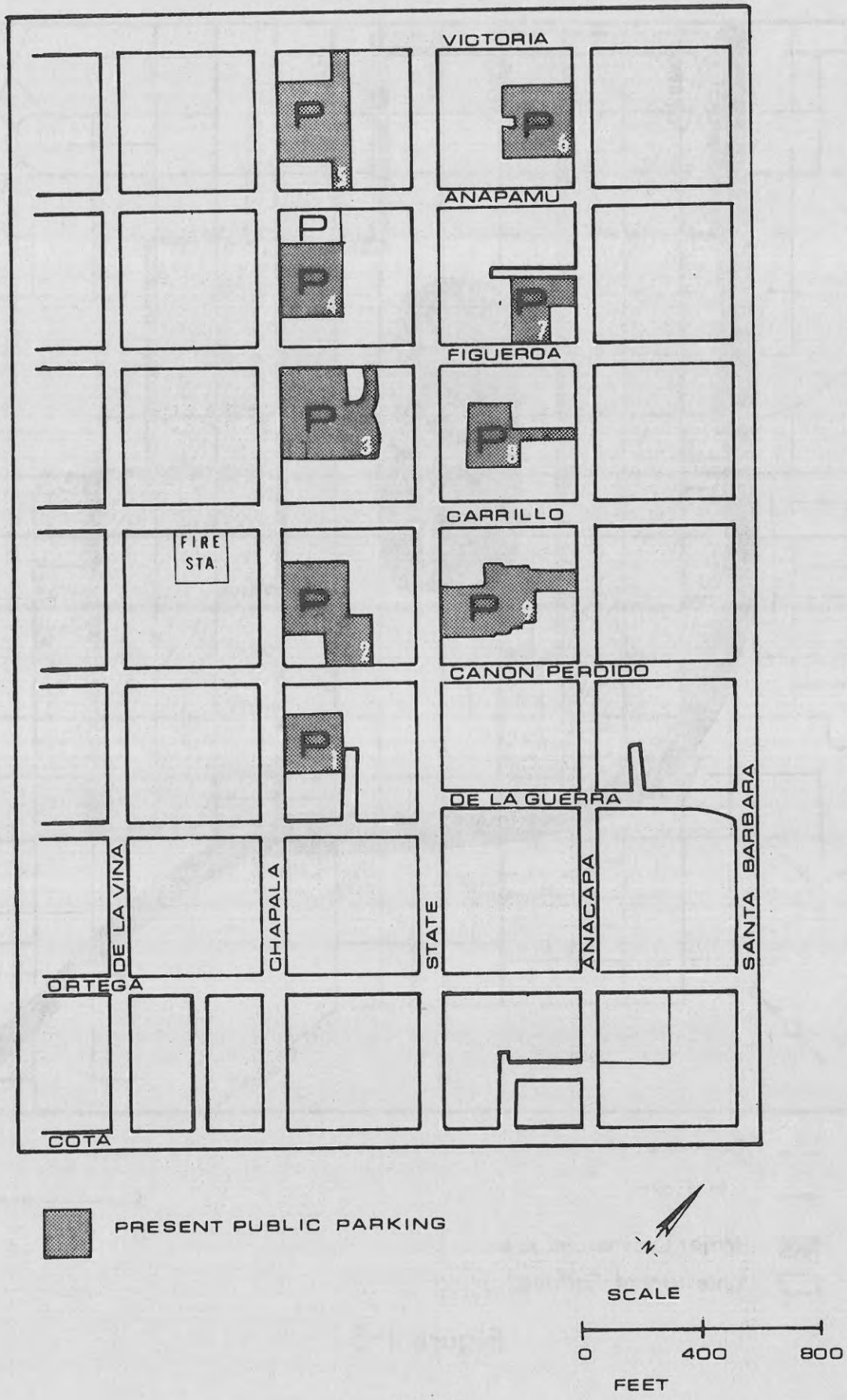


Figure 1–6

OTHER POTENTIAL MITIGATIONS TO REDUCE AUTO USE

Methodology for Prohibiting All-Day Employee Parking in the Residential Fringe.

A ban on all-day, on-street parking. This would prohibit on-street parking within the CBD residential fringe, where no parking restrictions now exist, from the hours 8:30 a.m. to 9:30 a.m. Residents of these areas could be given window decals to permit them to park. The recommended area in which the ban would occur is the 72-block area bounded by Sola, Cota, Castillo and Olive Streets. Approximately 750 all-day parkers would be forced into either alternative transportation modes or paid, all-day, off-street parking facilities. If the paid rates are high enough, these parkers may be encouraged to join a carpool.

Conjunctive Use of Employee and Shopper Parking Supplies During Peak Seasonal Parking Demand Periods.

During peak demand periods, employee parking supplies should be connected to shopper parking. At these times, employees could either use public transit, carpools, or have employers provide van pooling service.

Reverse Parking Rate Schedule

Implement a reverse parking rate schedule to induce the shoppers to stay longer in one lot and accomplish more downtown business without reparking. A parking charge rate such as the following could be implemented for test and evaluation.

Time	Parking Charge
Less than 30 minutes	$1.00
From 30 minutes to 1 hour	.75
From 1 hour to 1 hour 30 minutes	.45
From 1 hr. 30 min. to 1 hr. 45 min.	0
From 1 hr. 45 min. to 2 hours	1.00
Each additional 1/2 hour	.50

Such a parking rate would encourage the shopper to plan downtown trips in advance and accomplish many items of business on each trip. An adjustment in the time limits of on-street spaces may be deemed necessary for those persons who must be in the CBD for a short period on business. Perhaps a number of existing 1 hour spaces could be converted to 30-minute spaces.

APPENDIX J

EMPLOYMENT

Table J-1 Labor Force, Unemployment, and Rate January - July 1976

Table J-2 Labor Force, Unemployment, and Rate 1973 - 1975

Table J-3 Labor Force, Unemployment, and Rate 1970 - 1972

Table J-4 Telephone Survey - Unemployment in Selected Trades

Employment Estimation Methodology

Non-Basic Employment

TABLE J-3

TOTAL CIVILIAN LABOR FORCE, UNEMPLOYMENT, AND RATE BY PLACE OF RESIDENCY
SANTA BARBARA COUNTY
1970 - 1972

ITEM	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	AVG.
1972													
Civilian Labor Force	104,750	105,850	108,050	107,000	106,650	109,100	107,500	106,600	106,150	104,500	103,100	103,900	106,100
Unemployment	6,150	6,350	6,750	5,800	5,250	6,500	6,100	5,600	5,450	5,400	5,700	5,600	5,900
Unemp. Rate Seas. Adj.	5.4	5.1	6.0	5.6	5.5	5.6	5.6	5.5	5.5	5.7	5.8	5.4	
Unemp. rate	5.9	6.0	6.2	5.4	4.9	6.0	5.7	5.3	5.1	5.2	5.5	5.4	5.6
Total Civilian Employment	98,600	99,500	101,300	101,200	101,400	102,600	101,400	101,000	100,700	99,100	97,400	98,300	100,200
1971													
Civilian Labor Force	98,800	101,550	102,850	103,750	103,950	106,550	105,550	104,550	104,450	104,650	104,500	105,500	103,900
Unemployment	6,600	7,450	6,950	6,450	6,350	7,850	6,650	6,350	6,050	5,950	5,700	5,800	6,500
Unemp. Rate Seas. Adj.	6.2	6.3	6.5	6.5	6.7	6.8	6.3	6.3	6.3	6.2	5.7	5.6	
Unemp. Rate	6.7	7.3	6.8	6.2	6.1	7.4	6.3	6.1	5.8	5.7	5.5	5.5	6.3
Total Civilian Employment	92,200	94,100	95,900	97,300	97,600	98,700	98,900	98,200	98,400	98,700	98,800	99,700	97,400
1970													
Civilian Labor Force	96,450	98,400	98,350	98,600	98,500	100,800	97,750	96,950	97,300	100,400	100,600	101,250	98,800
Unemployment	4,450	5,100	4,550	4,300	4,400	5,800	5,350	5,650	5,400	5,500	5,900	6,050	5,200
Unemp. Rate Seas. Adj.	4.3	4.5	4.4	4.6	4.9	5.3	5.4	6.0	6.0	6.0	6.2	6.1	
Unemp. Rate	4.6	5.2	4.6	4.4	4.5	5.8	5.5	5.8	5.6	5.5	5.9	6.0	5.3
Total Civilian Employment	92,000	93,300	93,800	94,300	94,100	95,000	92,400	91,300	91,900	94,900	94,700	95,200	93,600

Source: Southern California Employment Data and Research, "Area Manpower Review, Santa Barbara-Santa Maria-Lompoc SMSA", April 1976, pp. 10 and 11.

TABLE J-2

TOTAL CIVILIAN LABOR FORCE, UNEMPLOYMENT, AND RATE BY PLACE OF RESIDENCY
SANTA BARBARA COUNTY
1973-1975

ITEM	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	AVG.
1975													
Civilian Labor Force	111,400	113,600	113,400	114,700	115,400	115,200	113,350	111,700	112,400	112,500	113,950	115,000	113,600
Unemployment	8,400	9,400	7,800	7,700	7,600	8,000	8,750	7,400	8,400	7,700	7,750	7,900	8,100
Unemp. Rate Seas. Adj.	6.7	6.9	6.6	6.9	7.4	6.9	7.6	7.2	7.9	7.5	7.1	6.7	-
Unemp. Rate	7.5	8.3	6.9	6.7	6.6	6.9	7.7	6.6	7.5	6.8	6.8	6.9	7.1
Total Civilian Employment	103,000	104,200	105,600	107,000	107,800	107,200	104,600	104,300	104,000	104,800	106,200	107,100	105,500
1974													
Civilian Labor Force	108,000	109,700	111,750	112,500	113,500	115,150	113,400	112,500	113,000	113,400	114,850	114,600	112,700
Unemployment	7,600	7,200	6,450	6,400	5,400	6,450	6,700	5,900	6,700	6,300	7,850	8,000	6,700
Unemp. Rate Seas. Adj.	6.3	5.5	5.6	5.9	5.3	5.5	5.8	5.7	6.3	6.1	7.1	6.9	-
Unemp. Rate	7.0	6.6	5.8	5.7	4.8	5.6	5.9	5.2	5.9	5.6	6.8	7.0	5.9
Total Civilian Employment	100,400	102,500	105,300	106,100	108,100	108,700	106,700	106,600	106,300	107,100	107,000	106,600	106,000
1973													
Civilian Labor Force	104,400	104,800	106,700	106,050	107,000	108,900	108,350	107,850	106,750	107,700	109,250	109,050	107,200
Unemployment	7,100	7,900	6,800	5,750	5,600	6,500	6,350	6,150	5,450	5,600	6,050	6,450	6,300
Unemp. Rate Seas. Adj.	6.2	6.4	6.1	5.6	5.8	5.7	5.8	6.1	5.4	5.7	5.8	5.8	-
Unemp. Rate	6.8	7.5	6.4	5.4	5.2	6.0	5.9	5.7	5.1	5.2	5.5	5.9	5.9
Total Civilian Employment	97,300	96,900	99,900	100,300	101,400	102,400	102,000	101,700	101,300	102,100	103,200	102,600	100,900

Source: Southern California Employment Data and Research, "Area Manpower Review, Santa Barbara-Santa Maria-Lompoc SMSA", April 1976, pp. 10 and 11.

TABLE J-1

Total Civilian Labor Force, Unemployment, and Rate
Santa Barbara County
January - July 1976

ITEM	JAN.	FEB.	MARCH	APRIL	MAY	JUNE	JULY
Civilian Labor Force	111,900	116,200	117,300	117,700	117,600	118,300	118,600
Unemployed	8,500	10,800	9,500	8,900	8,300	9,000	8,900
Unemp. Rate Seas. Adj.	6.9	8.1	7.8	7.8	8.0	7.6	7.3
Unadjusted Rate	7.6	9.3	8.1	7.6	7.1	7.6	7.5
Total Civilian Employment	103,400	105,400	107,800	108,800	109,300	109,300	109,700

Source: January through May from: Southern California Employment Data and Research,"Santa Barbara County Labor Market Bulletin", May 1976. June and July: personal communication with Sam Eriz, Employment Development Department, Santa Barbara.

TABLE J-4

"Telephone Survey - Unemployment in Selected Trades"
Source: COMMUNITY LAND USE ASSOCIATES

TRADE	TOTAL MEMBERSHIP	REGISTERED AS UNEMPLOYED	PERCENT UNEMPLOYED
1st survey (conducted in February - March 1976)			
Electricians	485	285	59%
Plasterers and Cement Masons	250	125	50%
Painters	145	52	36%
Plumbers	500	50	10%
Laborers	650	260	40%
Sheet Metal Workers	232	37	16%
Carpenters	700	76	11%
TOTAL	2,962	885	Average 31.7%
2nd survey (conducted in August-September 1976)			
Electricians	430	180	42%
Plasterers and Cement Masons	350	120	34
Painters	150	40	27%
Plumbers	450	120	27%
Laborers	341	80	23%
Sheet Metal Workers	230	35	15%
Carpenters	700 - 750	75 - 100	11% - 13%
TOTAL	2,651 - 2,701	650 - 675	Average 26%

Methodology - Selected trade unions were asked to give the current total active membership and the current number of members registered as unemployed. Some of the responses were based on actual numbers from their files, others are approximate and accurate to ±5%.

Employment Estimation Methodology

Construction Related Opportunities

All construction related employment estimates are based on the assumption that opportunities are proportional to the market value of projects considered. Additionally, the ratio of cost to opportunities indicated for the Hotel Conference Center is used as the rule of thumb (i.e. 200 to 300 worker opportunities, 1975 market value $28,309,886).

Hotel Conference Center

200 to 300 opportunities based on estimate by American Communities/Southern Pacific/Hyatt Regency Hotel Conference Center EIR. (1972).

CBD Retail Expansion

400,000 sq. ft. option	200 to 300
220,000 sq. ft. option	100 to 150

Renovation - the number of construction opportunities would vary relative to: the square footage involved, the type of work necessary, and the cost. Because parameters of the variables are not available, construction employment estimates are not appropriate at this time. The secretary of Housing and Urban Development estimates "that 85 hours of labor are needed for every $1,000 value of rehabilitation construction."(source: Los Angeles Times, August 13, 1976). Such a rule of thumb could be used to estimate opportunities when costs are known.

Market Housing

Assuming 400 units and cost of construction of $23,808,000, construction related employment opportunities could be 175 to 250.

Low and Moderate Income Housing

Assuming 500 units (50% family units and 50% elderly units), and construction cost of about $31,000 per unit, approximately 110 to 165 opportunities could be generated.

Rehabilitation of Existing Units

Loans made available for rehabilitation of owner-occupied units would generate opportunities for construction related workers. The type of work and the total costs involved is not known. If 500 loans of $5,000 each were granted, between 20 and 35 opportunities would be generated (assuming the cost-opportunity ratio).

Transportation Center

Because cost information is not available estimate of construction employment has not been made.

Note: The estimates indicated could be changed substantially given construction specifics. Also, the duration of the opportunities could vary the number of opportunities (e.g. a project could involve fewer workers and a longer period of construction, or more workers and a shorter construction period).

In addition to those opportunities related to construction of new structures and/or rehabilitation of old structures, opportunities for those involved in demolition could be generated. The number of such opportunities would be determined by the number and types of structures to be removed. Because this information is not available, estimates of demolition related opportunities have not been made.

Direct Full-Time Opportunities

CBD Retail Expansion

Estimates are based on a rule-of-thumb of one employee per every 400 square feet of shopper goods space[1] and one employee for every 200 square feet of restaurant space.

Options Considered:

Option	Number of Opportunities: All square feet for Shopper Goods	Number of Opportunities: If 10% to 20% Restaurant
400,000	1,000	1,100 - 1,200 (avg. 1,150)
220,000	550	605 - 660 (avg. 633)
Renovation*	300 to 725 (avg. 512)	**

** (No assumption relative to mix of shopper goods and restaurant space).

*Employment opportunities due to renovation assume that the increased sales generated would generate new job opportunities. Approximately 26 new jobs would be created per million dollars of retail sales.[2] On this basis, the increased sales estimated by Gruen and Gruen[3] to occur due to renovation would cause the generation of from approximately 300 to 725 new jobs (average 512).

Auto Center

Assumed to be relocation facilities for existing auto dealerships and as such would not generate new employment opportunities.

Neighborhood Convenience Center

It was assumed that a center of this type would employ a number of persons comparable to the shopping center at 2840 De la Vina (Alpha Beta Shopping Center). A telephone survey was conducted in February and September 1976 to determine the appropriate number of full-time employees at each establishment. In some cases (i.e. liquor store and laundromat), information was unavailable for the Alpha Beta Shopping Center and averages were determined by consulting with several similar establishments.

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1. Rule of thumb from Gruen and Gruen, personal communication.
2. See "Fiscal Impact Analysis of Alternative Central City Redevelopment Proposals", Tecolote Research, Inc., p. 60, for explanation of this assumption.
3. Gruen and Gruen, "EMAS", July, 1976.

Store (type)	Number Full-Time Employees
Supermarket	57
Cleaners	8
Pharmacy	2-3
Liquor Store	5
Laundromat	1-2
Donut Shop	1-2
Fast Food (2)*	2-4
Music Store	7
Restaurant	11-14
Chiropractor	1
TOTAL	95-103

*No response could be obtained from one of these and an employment rate equal to the other was assumed.

Source: CLUA phone survey in February and September 1976.

Mercado

Because this considered element has no precise information regarding the types and sizes of shops that could be included, two assumptions were assessed:

Assumption 1 - Employment opportunities at a rate similar to general shopper goods space (i.e. 1 employee per every 400 sq. ft. of retail space), and approximately 87,900 sq. ft. of space. Employment opportunities = 220.

Assumption 2 - Employment opportunities at a rate similar to that of Piccadilly Square.
Piccadilly Square = 40-45 employees (not including part-time), 25,000 sq. ft.

Source: Ron Murrell, Piccadilly Square, personal communication.

Piccadilly reflects an employment rate of one worker for every 555 to 625 sq. ft. (Many of these persons are also the shop proprietors). At such rates approximately 140 to 160 opportunities could be generated.

Taking an average of these two assumption-based estimates, the Mercado could generate approximately 185 employment opportunities (range 140-220).

Market Housing

It was assumed that regardless of the precise nature of this element, opportunities would exist for a manager, maintenance and security personnel. The Bonnymede condominiums were used as the base from which estimates were derived. A multiplication factor (1.8) was used when size would increase employment to reflect the larger size of the CCRP considered element.

Job Type	Bonnymede	Multiplication Factor	Potential for Considered Element
Guard	8	1.8	14
Gardener	5	1.8	9
Painter	1	1.8	2
Manager	1	-	1
		TOTAL	26

Source: Personal communication with Colonel Gran, Manager, Bonnymeade

Low and Moderate Income Housing

Because the number of units per location and the number of locations is not established, no estimates regarding potential employment opportunities relative to this considered element were made. Opportunities could reasonably be assumed to include manager(s) and maintenance personnel.

Neighborhood Social Facility

It was assumed that this considered element could employ persons at a rate approximately one-half that of the existing Franklin Neighborhood Facility Center.

Franklin Center is staffed by approximately 23 persons from a variety of agencies and involved in a variety of duties (primarily social welfare and office personnel). Approximately 12 to 13 employment opportunities could result from implementation of this considered element.

Hotel Conference Center

It was assumed that estimates for employment opportunities would be directly comparable to estimates given for the Hyatt Regency Conference Center (proposed in 1972). The Hyatt Regency proposal envisioned 500 guest rooms and 1,500 seat conference facility. In addition to the opportunities listed in the table below, banquet help, amounting to approximately 99 to 125 persons could be employed on an occasional basis. The availability of local young people (e.g. at U.C.S.B. and S.B.C.C.) indicates that a sufficient supply of potential workers exists to satisfy this need. For the purposes of further analysis it has been assumed that the average 108 part-time positions would be the equivalent of 54 full-time jobs.

Hotel/Conference Center	Proposed Hyatt Regency Hotel - 1972	Housekeeping	60
		Laundry	8
		Maintenance	8
		Groundskeeper	2
		Front Desk	30
		Waiter	80
		Cook	17
		Kitchen Help	51
		Hostesses & Stewards	9
		Cashier	9
		Bartender & related	10
		Room Service Clerks	4
		Personnel	3
		Sales & Adminis.	20
		Accounting & Related	8
		Executive Offices	10
		Security	2
		Misc., (lifeguard, Concessionaires)	3
			330
		Part Time +	54
		TOTAL	384

Ocean Oriented Industry

Lack of precise information relative to the sizes and number of establishments that could be included within this considered element precluded estimation of potential opportunities. The concept that this considered element could serve as a relocation site for marine related uses dislocated by other CCRP related elements further thwarted employment projections. If one assumes that this would serve as a relocation site only, then no new employment opportunities would be apt to result from implementation. It is more reasonable to assume the generation of some new opportunities but the nature and extent of such opportunities is not known.

Transportation Center

It was assumed that existing Greyhound and train depot personnel would staff such a center and result in no new opportunities. M.T.D. bus service could be staffed at a rate comparable to the M.T.D. terminal on Chapala Street, (1 full-time, 6 part-time), approximately 3 to 4 employees. Additional opportunities for groundskeeper, maintenance and similar personnel could exist in the range of 3 to 10 opportunities.

Palm Park Expansion

Assuming that provision of maintenance personnel at the current rate for maintained parks (1 person per 20 acres), 1 or 2 maintenance personnel could be required. If special gardens, facilities and/or concessionaires were established, several additional opportunities could also result. An approximate total estimate would be from 2 to 5 opportunities.

Non-Basic Employment

The "basic" jobs created by the Hotel Conference Center would number approximately 384. The ratio of "basic" jobs to "non-basic" (or indirect jobs) varies. Ratios used in this analysis: 1 "basic" to 1 "non-basic", and 1 "basic" to 2 "non-basic". Underlying these ratios is the premise that each new "basic" job, in turn, acts to create another job (i.e. "non-basic"), in the community.

Non-basic jobs resulting from this "spin-off" phenomena would range from 384 (384 x 1 = 384), to 768 (384 x 2 = 768).

Other ratios which could be considered and the number of estimated "non-basic" jobs are: 0.5 to 1 (194 x 1) = 192 jobs.
0.89 to 1 (342 x 1) = 342 jobs.

Other elements considered by the CCRP are not considered "basic" as they would serve existing markets and not generate new revenues from outside the existing market. Thus, only the Hotel Conference Center is assumed to have the potential to generate "non-basic" employment opportunities.

The range of non-basic employment opportunities could be from 192 to 768. The nature of the basic jobs that would be generated by the hotel conference center lead to the judgment that an estimate of approximately 350 to 400 non-basic jobs would be the most likely situation.

APPENDIX K

Market Housing Growth Inducing Potential

Table K-1 Market Housing - Occupancy/Growth Impact

Tourist Growth Impact

Table K-2 Newcomer Estimates

Market Housing Growth Inducing Potential

Implementation of the considered Market Housing element could create approximately 170 to 500 housing units. The conceptual nature of this element (see "Project Description - Market Housing"), does not specify the probable mix of units or a precise total number of units. The following have been assumed for the purposes of this analysis:

- Given 172 total units, all would be family type housing;
- Given 500 total units, two scenarios could be likely - 100 elderly units and 400 family units or 200 elderly units and 300 family units;
- Given 400 units, 100 units would be for the elderly and 300 would be family units;
- A vacancy rate for family units at 3.88%[1] and 0.0% for the elderly units;
- 40% of the family units and 10% of the elderly units would be occupied by newcomers;

Table K-1 displays the population potentials indicated by calculations made using the assumptions listed above.

1. Vacancy rate for City as per County Planning Department's "Abstract" of 1975 Special Census data which does not subtract out for miscellaneous units, units held for occasional use, etc. This 3.88% vacancy rate is considered approximate for expensive units.

Table K-1

Market Housing - Occupancy/Growth Impact

Variables	Number of Units[d]			
	172 units	500 units (80/20 split)	500 units (60/40 split)	400 units (75/25 split)
Mix - Family units	172	400	300	300
Elderly units	0	100	200	100
Population/unit - family[a]	2.24	2.24	2.24	2.24
elderly	-	1.1	1.1	1.1
Total population (unadjusted)	385	1,006	892	682
Vacancy rate[b] -% (Family units only)	3.88	3.88	3.88	3.88
Number vacant units (Family units only)	7 (16 persons)	16 (36 persons)	12 (27 persons)	12 (27 persons)
Population adjusted for vacancy rate	369	970	880	655
Newcomer Potential[c]				
For unadjusted population				
40% of family units	154	358	269	269
10% of elderly units	-	11	20	11
Total	154	369	289	280
For Adjusted Population				
40% of family units	148	344	258	258
10% of elderly units	-	11	20	11
Total	148	355	278	269

(a) population per unit: 2.24 persons/family unit = average household size in Santa Barbara as per 1975 Special Census; 1.1 persons/elderly unit = population/unit as per elderly housing (Housing Authority);
(b) Vacancy rate 3.88 = the vacancy rate in the City for all types of units, as per 1975 Special Census;
(c) Assumed 40% newcomers in family units and 10% newcomers in elderly units;
(d) "Splits" indicate assumed ratios of family units to elderly units.

Tourist Growth Impact

Tourist growth is calculated on the basis of occupancy of the Hotel Conference Center. It has been assumed that these new tourists would not visit Santa Barbara without the presence of the Hotel Conference Center. Calculations of the estimates listed in Table K-2 assume 1.6 persons per room at an average occupancy rate of 65%, and 400 guest rooms for the lower estimate and 500 guest rooms for the greater estimate. Our best estimate reflects the smaller size facility based on our opinion that a 400 room hotel is the most likely case.

The population growth impact of the CCRP with tourists included as part of the effective population is reflected by Table K-2.

TABLE K-2

Newcomer Estimates
(in number of persons)

Source	Range	Our Best Estimates
Employment Opportunities	119 to 1,231	282 to 430
Market Housing Opportunities	150 to 370	150 to 370
Additional Tourists	415 to 520	415
Sub-Totals	684 to 2,121	847 to 1,215
City of S.B. Population 1975 (including average 12,603 daily toursit population)	84,841	84,841
Total - CCRP - induced and 1975 population	85,525 to 86,962	85,688 to 86,056

APPENDIX L

PUBLIC SERVICES

Table L-1 City of Santa Barbara Water Sources and Amounts

Table L-2 Area Water Supply - 1973 Firm and Total Yield

Water Demand Estimates

Table L-3 Water Demand: Market Housing

Table L-4 Low and Moderate Housing Water Demand Estimates

Table L-5 Gross Water Requirement - Hotel Conference Center

Table L-6 Welfare Caseload - Most of Southern Santa Barbara County

Table L-7 City Welfare Caseload

Sewage Demand Approximations

TABLE L-1

City of Santa Barbara
Water Sources and Amounts

(Acre-Feet/Year)

SOURCE	PERIOD 1975-80	1980-85	1985-90	1990-95	1995-2000
Mission Tunnel/Juncal	1,000	1,000	1,000	1,000	1,000
Gibraltar/Groundwater 1/	7,000	7,000	7,000	8,000 2/	8,000 2/
Cachuma Contractual Entitlement	6,800	7,900	8,950	8,950	8,950
Cachuma Surplus 3/	2,150	1,050	0	0	0
TOTALS	16,950	16,950	16,950	17,950	17,950

1/ Based upon conjunctive operation of Gibraltar with Santa Barbara groundwater and seven active wells production capability.

2/ Increased conjunctive yield is dependent upon ability to artifically recharge groundwater supplies, or upon increase of the natural recharge above that assumed in this report.

3/ City entitled to 36.18% of surplus. If no surplus, groundwater basin is full and management plan is to use additional groundwater to provide storage space in groundwater basin.

Source: "Optimum Water Use Study", Don Owen & Associates, August 1976. Table 2-1, p. 2.15.

TABLE L-2

Area Water Supply - 1973
Firm and Total Yields

Source	Available Water Supply - 1973 (acre-feet/year)					
	Santa Barbara	Goleta	Carpinteria	Montecito	Summerland	South Coast Total
Cachuma Reservoir [a]	8,300	9,000	3,000	2,200	400	22,900
Gibraltar Reservoir[b]	2,500					2,500
Jameson Lake[c]	300			1,000		1,300
Fox Creek[a]				0		0
Subtotal - Surface Water	11,100	9,000	3,000	3,200	400	26,700
Ground Water[e]	2,100[i]	5,800[j]	3,400[k]	1,300[l]		12,500
Mission Tunnel	1,100[l]					1,100
Doulton Tunnel[d]				200		200
Subtotal - All Sources	14,200	14,800	6,400	4,700	400	40,500
Cachuma Reservoir[f]	800	900	300	200	-100	2,100
Total - Firm Yield[g]	15,000[m]	15,700	6,700	4,900	300	42,600
Net Conjunctive Yield [h]	-200	2,200	-100	600	-100	2,400
Total Yield [1]	14,800[m]	17,900	6,600	5,500	200	45,000

[a]Based on 1973-74 maximum allocation of project yield of 27,800 acre-feet/year with a maximum entitlement of 4,879 acre-feet/year for SYRWCD; includes third period entitlements plus current SBCWA interpretation of surplus allocation, and includes Tecolote Tunnel infiltration.

[b]Firm yield under critical supply conditions; based on usable storage capacity of 8,600 acre-feet as determined by City of Santa Barbara 1969 siltation survey.

[c]Existing safe yield is 1,330 acre-feet/year [10]; MCWD must provide 300 acre-feet/year to Santa Barbara.

[d]Average inflow is estimated to be 150 acre-feet/year, but MCWD assumes no supply available under critical conditions.

[e]Safe yield of ground water basin.

[f]Additional yield based on 1973-74 maximum allocation of project yield of 27,800 acre-feet/year with a maximum entitlement of 2,850 acre-feet/year for SYRWCD, including third period entitlement plus CCRB interpretation of surplus allocation (under potential litigation), less yield defined in footnote "a," above.

[g]Firm yield, plus net conjunctive yield allocated such that total yield equals present water requirements for each service area.

[h]Current net conjunctive yield of local supplies; difference between total conjunctive yield of Gibraltar Reservoir as currently developed, and presently unused firm yield of local supplies.

[i]Brown and Caldwell [2].

[j]Includes 3,700 acre-feet/year safe yield available to GCWD, and 2,100 acre-feet/year for private pumping.

[k]Montgomery [9].

[l]Reliable safe yield estimated by MCWD; includes 1,000 acre-feet/year available to MCWD, and 300 acre-feet/year for private pumping. MCWD plans to expand ground water pumping capabilities from present 150 acre-feet/year to 1,000 acre-feet/year by 1978.

[m]Excludes nominal supply from Cold Springs Tunnel.

Source: Toups Corporation, "Water Resource Management Study", July 1974, Table 3-18, p. 42.

Water Demand Estimates

Assumptions

1. All dislocated uses would relocate within City service boundaries, thus new uses indicate both net and gross demands.

2. In the case of residential development to serve as relocation site(s) for residents, the net gain in dwelling units determines net water demand for that use.

3. Residential demand is based on the rule of thumb of 186 gpd/person. This rate of demand reflects dry conditions (the "worst case" situation). Source of rule of thumb: R.W. Puddicombe, Director, Public Works Dept. in letter to John C. Jostes, August 2, 1976.

4. Commercial demands of shopper-goods retail space based on rule of thumb of 1.0 af/yr/ac to 3.0 af/yr/ac (average 2.0 af/yr/ac). Suggested rate for "strip and commercial business" - source: J.R. Cofer, Senior Program Manager, Don Owen & Associates, in letter to M. Getches, Jan. 28, 1976.

   Restaurant and Office Space Demand is based on 1.0 af/yr/ac. This estimate is based on the water usage rate for "strip and central business", source: J.R. Cofer. A more specific rule of thumb for estimates based on area for these uses is not available.

   Hotel demand is based on the assumption of a range of usage from 100 gpd/guest to 170 gpd/guest and 150 gpd/guest considered to be a "most likely" situation.

   Public establishment demand is based on the rule of thumb of 1.8 af/yr/gross acre. Source: Table 3-2, page 28, "Water Resources Management Study", Toups Corp., July, 1974.

Project Demand Estimates

The projected demand estimates are based on the assumptions listed above and the formulas indicated below. In all cases more precise estimates could be achieved with more specific project information but the formulas used would be essentially the same.

CBD Retail Expansion

Formula: ac x af/yr/ac = acre feet/year
where: ac = estimated number of acres considered and af/yr/ac = rule of thumb for commercial demand

It should be noted that conversion from square footage to acres is necessary for this formula (43,560 sq. ft. = 1 acre). Also, the "usable" area (as opposed to gross acre), should be used.

(As usuable area could not be differentiated from the gross area, the gross area was used in our projections).

Percentages that follow estimates indicate what portion of the current unused water supply (2,650 af/yr) would be required by the demand.

400,000 sq. ft. option (400,000 sq. ft. = 9.18 acres)

Low Estimate: 9.18 ac x 1.0 af/yr/ac = 9.18 af/yr (.35%)
Average Estimate: 9.18 ac x 2.0 af/yr/ac = 18.36 af/yr (.69%)
High Estimate: 9.18 ac x 3.0 af/yr/ac - 27.54 af/yr (1.04%)

220,000 sq. ft. option (220,000 sq. ft. = 5.05 acres)

Low Estimate: 5.05 acres x 1.0 af/yr/ac = 5.05 af/yr (.19%)
Average Estimate: 5.05 acres x 2.0 af/yr/ac = 10.1 af/yr (.38%)
High Estimate: 5.05 acres x 3.0 af/yr/ac = 15.15 af/yr. (.57%)

Renovation Option

The potential square footage of renovated space that could be indicative of new demand is unspecified. Assuming that the renovation option would involve the creation of additional commercial space currently not available the standard formula would apply. For every 20,000 square feet (approximately 0.46 acres) of new space created by renovation, 0.46 af/yr (.02%) to 1.38 af/yr (.05%) would be the range of the water demand (average estimate 0.92 af/yr, .03%).

Alternative "H"

(1) 468,500 sq. ft. of commercial (retail) space = 10.76 acres

Low Estimate: 10.76 ac x 1.0 af/yr/ac = 10.76 af/yr (.41%)
Average Estimate: 10.76 ac x 2.0 af/yr/ac = 21.52 af/yr (.81%)
High Estimate: 10.76 ac x 3.0 af/yr/ac = 32.28 af/yr (1.22%)

(2) 137,925 square feet of office/restaurant space = 3.17 acres
Median usage rates for both office and restaurant is approximately 0.7 ac/yr. The median was judged most applicable as it could be indicative of both types of use.

Median estimate = 3.17 acres x 0.7 af/yr/ac = 2.22 af/yr (.08%)

Totals - Retail estimate and office/restaurant estimate

Low Estimate: 10.76 + 2.22 = 12.98 af/yr (.49%)
Average Estimate: 21.52 + 2.22 = 23.74 af/yr (.90%)
High Estimate: 32.28 + 2.22 = 34.50 af/yr (1.30%)

Auto Center

Assuming: 5 dealerships and 1.1 to 1.6 acre feet per year per dealership (1.5 af/yr/dealership = median). Source of usage rates: J.R. Cofer, Don Owen & Associates, letter to M. Getches, January 28, 1976.

Formula: No. of dealerships x af/yr./dealership = total af/yr for auto center.

low estimate = 5 x 1.1 af/dealership = 5.5 af/yr.
high estimate = 5 x 1.6 af/dealership = 8.0 af/yr.
median estimate = 5 x 1.5 af/dealership = 7.5 af/yr.

Residential uses

Formula:

$$\frac{\text{d.u.x pers./d.u. x 186 gpd/pers. x 365 days/yr}}{\text{325,900 gal/ac. ft.}} = \text{acre feet/year}$$

where: d.u. = number of dwelling units
pers./d.u. = average number of person per dwelling unit
gpd/pers = residential use rule of thumb (gallons per day for each person)
days/yrs = conversion from daily to annual
gal./ac. ft. = conversion from gallons to acre feet.

Market Housing

Assuming the following parameters:

- 500 units maximum
- 172 units minimum
- 400 units average
- occupancy 2.24 persons/unit - family units
- occupancy 1.1 persons/unit - elderly units

Table L-3 indicates the results of calculations based on the above parameters.

Low and Moderate Income Housing

Assuming the following parameters:

- a 50/50 split of housing type (i.e. 50% moderate income units, 50% low income units)

- a 50/50 split in rate of occupancy (i.e. 50% occupied at an average of 1.1 persons, 50% occupied at an average of 2.4 persons/d.u.[1]

1. These figures reflect the average number of persons per dwelling unit for elderly units and family units respectively, according to the Housing Authority.

TABLE L-3

Water Demand: Market Housing

	Number of Units			
	172	500 (80/20 split)	500 (60/40 split)	400 (75/25 split)
Mix				
# Family Units	172	400	300	300
# Elderly Units	0	100	200	100
Population/Unit				
Family	2.24	2.24	2.24	2.24
Elderly	-	1.1	1.1	1.1
Total Potential Population	385	1,006	892	682
Water Demand in acre feet/ year (at .208 af/yr/person)	80.08	209.25	185.54	141.86
% of unused supply	3.0	7.9	7.0	5.4

- 54 net units minimum

- 180 net units maximum

- 117 net units average

Table L-4 indicates the results of calculations based on the above parameters.

Table L-4

Low and Moderate Income Housing Water Demand Estimates

	180 units	117 units	54 units
Population (at average of 2.6 persons/ d.u. to reflect 50/50 assumption)	468	304	140
Demand (af/yr)	97.49	63.33	29.16
% of unused supply	3.7%	2.4%	1.1%

Newcomers

Assuming: demand at a rate of 186 gpd/person, 365 days/year, or approximately 0.208 af/yr/person, and the newcomer - employee and family size variables discussed in the "Employment" and "Growth Inducing Impact" sections.

Only employee-newcomer households are included in this estimate as newcomers related to Market Housing opportunities and tourists have been included in other estimates.

Number of Newcomers*		Demand	% of Current Unused Supply
Range	119	24.75	.9
	1,231	256.05	9.7
Best	282	58.66	2.2
Estimate	430	89.44	3.4

*Only employee newcomers; numbers reflect assumptions regarding employment, inmigration potential, household size and rate of consumption made previously.

Hotel/Conference Center

Assuming the following parameters:

- maximum per capita guest usage = 170 gpd.
- minimum per capita guest usage - 100 gpd.
- most likely per capita guest usage = 150 gpd.
- size consideration, largest = 500 guest rooms, smallest 400 guest rooms
- range of average occupancy considered is 60%, 75%, 95% at both 1 and 2 persons/room.

Table L-5 indicates demand estimates relative to the various sets of parameters listed above.

In addition to the estimates shown in Table L- 5 a six acre lake would require approximately 48 acre feet to fill and 5.7 af/yr to refill. See explanation which follows:

LAKE REFILL REQUIREMENT CALCULATION

Assuming lake will be allowed to rise resulting from precipitation, and fall from evapo-transpiration, the lake would experience the following estimated gains and losses computed by calculating the potential evapo-transpiration based on the Thornwaite Method: [2]

Month	Water in Acre-Feet
January	+0.8
February	+1.1
March	+0.1
April	-1.2
May	-1.5
June	-1.7
July	-1.9
August	-1.8
September	-1.6
October	-1.2
November	+1.3
December	+1.6
Annual Net	-5.7

Annual net loss that would be compensated by City water supply would be approximately 5.7 acre feet per year.

2. Source: J. Dozier, Hydrologist, UCSB (Geography Dept.).

TABLE L-#5

Gross Water Requirement - Hotel/Conference Center

		OCCUPANCY RATE					
		60%		75%		95%	
		1 Person/ Room	2 Persons/ Room	1 Person/ Room	2 Persons/ Room	1 Person/ Room	2 Persons/ Room
400 Guest Room Facility	No. of Persons	240	480	300	600	380	760
	100 gpd/Person	24,000	48,000	30,000	60,000	38,000	76,000
	Gallons/Year	8,760,000	17,520,000	10,950,000	21,900,000	13,870,000	27,740,000
	Acre Feet/Year	26.879	53.758	33.599	67.198	42.559	85.118
	% of Current Use	0.19	0.38	0.23	0.46	0.30	0.60
	% of Unused Supply	1.0	2.0	1.27	2.54	1.6	3.2
	150 gpd/Person	36,000	72,000	45,000	90,000	57,000	114,000
	Gallons/Year	13,140,000	26,280,000	16,425,000	32,850,000	20,805,000	41,610,000
	Acre Feet/Year	40.319	80.630	50.390	100.797	63.830	127.675
	% of Current Use	0.28	0.56	0.35	0.70	0.45	0.89
	% of Unused Supply	1.52	3.04	1.90	3.80	2.40	4.82
	170 gpd/Person	40,800	81,600	51,000	102,000	64,600	129,200
	Gallons/Year	14,892,000	29,784,000	18,615,000	37,230,000	23,579,000	47,158,000
	Acre Feet/Year	45.694	91.389	57.118	114.237	72.350	144.701
	% of Current Use	0.32	0.64	0.40	0.80	0.51	1.01
	% of Unused Supply	1.72	3.45	2.16	4.31	2.73	5.46
500 Guest Room Facility	No. of Persons	300	600	375	750	475	950
	100 gpd/Person	30,000	60,000	37,500	75,000	47,500	95,000
	Gallons/Year	10,950,000	21,900,000	13,687,500	27,375,000	17,337,500	34,675,000
	Acre Feet/Year	33.599	67.198	41.999	83.998	53.198	106.397
	% of Current Use	0.23	0.47	0.29	0.59	0.37	0.74
	% of Unused Supply	1.27	2.54	1.58	3.17	2.01	4.01
	150 gpd/Person	45,000	90,000	56,260	112,500	68,250	136,500
	Gallons/Year	16,425,000	32,850,000	20,534,900	41,062,500	24,911,250	49,822,500
	Acre Feet/Year	50.398	100.797	63.009	125.997	76.438	152.876
	% of Current Use	0.35	0.71	0.44	0.88	0.53	1.07
	% of Unused Supply	1.90	3.80	2.38	4.75	2.88	5.77
	170 gpd/Person	51,000	102,000	63,750	127,500	80,750	161,500
	Gallons/Year	18,615,000	37,230,000	23,268,750	46,537,500	29,473,750	58,947,500
	Acre Feet/Year	57.118	114.236	71.398	142.796	90.438	180.876
	% of Current Use	0.40	0.80	0.50	1.0	0.63	1.26
	% of Unused Supply	2.16	4.31	2.69	5.39	3.41	6.83

Transportation Center

Formula:

ac x af/yr/gross = acre feet/yr
where: ac= estimated number of acres considered
af/yr/gross ac. = rule of thumb for public use in acre feet per year per gross acre (i.e. 1.8 af/yr/gross acre)

8 ac. x 1.8 af/yr/gross ac. = 14.4 af/yr.
(.54% of unused supply)

TABLE **L-6**

Welfare Caseload
Most of Southern Santa Barbara County*

Zip Codes (Approx.)	Food Stamps	Medical Care	AFDC	AFDC (Unemployed Fathers)	Boarding Homes Children AFDC	General Relief	Totals	% of Total
93013 (Carpinteria)	146	71	147	27	13	2	406	5.9
93017 (Goleta, I.V. Gaviota)	993	286	363	38	38	7	1725	25.2
93018 (Ellwood)	0	3	0	0	0	0	3	.04
93023 (Ojai)	0	0	1	0	0	0	1	.02
93030 (Oxnard-part)	0	2	4	0	1	0	7	.1
93063 (Solvang)	0	0	0	0	1	0	1	.02
93065 (Simi Valley)	0	0	0	0	1	0	1	.02
93067 (Summerland)	0	19	24	0	0	25	68	.9
93101 (Central S.B.)	758	523	560	62	17	18	1938	28.3
93102 (P. O. Boxes)	17	7	8	1	2	0	35	.5
93103 (East Side)	308	230	363	42	32	8	983	14.3
93104 (Central City)	2	1	0	0	0	0	3	.04
93105 (San Roque	185	264	128	16	14	4	611	8.9
93106 (UCSB)	0	1	0	1	0	0	2	.03
93107 (P.O.B., UCSB)	21	6	4	0	0	0	31	.5
93108 (Montecito)	66	42	31	3	8	0	150	2.2
93109 (Mesa)	147	81	85	3	11	2	329	4.8
93110 (Hope Ranch)	121	99	56	9	7	2	294	4.3
93111 (Goleta)	86	116	47	5	12	1	267	3.9
TOTAL	2850	1751	1821	207	156	69	6854	99.97**

* Source: Santa Barbara County Welfare Department data as of February 1976.
** Not 100% due to rounding error.

TABLE L-7

City Welfare Caseload*
(By Zip Code & Census Tract)

Zip Code Numbers**	Census Tract Numbers	Totals No.	Totals % of Total	Food Stamps	AFDC	Boarding Homes	Medical Care	General Relief
93101, 93104 (July 1974)	Parts of 3, 4, 8, 9, 11, 12.01, 13.02, all of 10	1903	48.6	800	659	31	394	19
(Feb. 1976)		1941	44.7	760	622	17	524	18
93102 (July 1974)	P. O. Boxes	28	.7	6	12	3	6	1
(Feb. 1976)		35	.8	17	9	2	7	0
93103 (July 1974)	Parts of 4, 5.01, 7, 9, all of 6	932	23.8	337	418	28	139	10
(Feb. 1976)		983	22.6	308	405	32	230	8
93105 (July 1974)	Parts of 1.02, 2, 3, 4, 5.01, 13.01, 13.02	480	12.3	228	160	24	67	1
(Feb. 1974)		611	14.1	185	144	14	264	4
93108 (July 1974)	Parts of 7, 8, all of 14	142	3.6	76	28	7	27	4
(Feb. 1976)		150	3.4	66	34	8	42	0
93109 (July 1974)	Parts of 11, 12.01, 13.01, 13.02, 30.02, all of 12.02	256	6.5	112	105	8	30	1
(Feb. 1976)		329	7.6	147	88	11	81	2
93110 (July 1974)	Parts of 1.02, 2, 30.02, all of 1.01	178	4.5	83	73	6	15	1
(Feb. 1976)		294	6.8	121	65	7	99	2
TOTAL CITY (July 1974)		3919	100.0	1642	1455	107	678	37
(Feb. 1976)		4343	100.0	1604	1367	91	1247	34
Change from July 1974)		+10.8%		-2.3%	-6.0%	-14.9%	+83.9%	-8.1%

* Source: Santa Barbara County Welfare Department (2/28/76 figures) and Table 42 of Community Development Program, Existing Conditions Data, compiled by Patterson, Langford and Stewart, January 1975.

** Caseload data is broken down by zip code by the Welfare Department. Data was interpolated into Census Tract boundaries for the Patterson, Langford and Stewart compilation cited above as source. Data with with reference Census Tracts are estimates.

SEWAGE DEMAND APPROXIMATIONS

The conceptional nature of considered project elements precludes precise evaluation of sewage disposal demands but the following calculations yield the approximate range of potential demands. It has been assumed that existing uses would relocate within the City service area and thus demands are considered net increases.

Per Capita Consideration

100 to 150 gallons per day per person (gpd/person) is used to calculate residential demand. For resort-hotel demand 125 gpd/person is the rule of thumb and 45 gpd/employee is used to estimate commercial requirements. These rules-of-thumb were suggested by Mike Hopkins, Chief Superintendent/ Assistant Manager, Water Resources Division of the Department of Public Works.

Auto Center

Because the Auto Center would serve as a relocation site for existing auto dealerships, there would be no net new demand on sewage disposal facilities.

Retail Expansion

At 45 gpd/employee this considered element could have sewage disposal demand in the range of 9,000 gallons per day[1] (0.45% of the new facility's unused capacity[2]) to 54,000 gallons per day[3] (2.7% of the new facility's unused supply).

Low and Moderate Income Housing

Assuming an average occupancy of 2.6 persons per unit (which reflects a 50:50 assumption regarding elderly and family units) and a range of total units from 54 to 180 the following demand is estimated.

14,000 to 21,000 gpd (0.7% to 1.1% unused capacity) for 54 units.
30,400 to 45,600 gpd (1.5% to 2.3% unused capacity) for 117 units.
46,800 to 70,200 gpd (2.3% to 3.5% unused capacity) for 180 units.

Market Housing

The parameters assumed regarding the number of units and persons per unit are the same as those used to calculate water demand (in this Appendix). Sewage disposal could be from 38,500 to 57,750 gpd (1.9% to 2.9% of the

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1. Based on a low estimate of 200 employees.
2. Based on 2 MGD unused capacity (see "Sewage Disposal Planned Capacity" in text).
3. Based on a high estimate of 1,200 employees.

unused capacity), to 100,600 to 150,900 gpd (0.5% to 7.5% of the unused capacity).

Hotel Conference Center

See Table L-4 in this Appendix for number of persons at various sizes and rates of occupancy.

Low estimate (240 persons/day) = 30,000 gpd (1.5% unused capacity).
Most likely[4] (520 persons/day) = 65,000 gpd (3.3% unused capacity).
High estimate (950 persons/day) = 118,750 gpd (5.9% unused capacity).

Newcomer-Employee Households

Assuming 430 to 800 newcomers (see "Employment" section), the sewage disposal demand could be as follows:

43,000 to 64,500 gpd (430 persons); 2.2% to 3.2% unused capacity.
80,000 to 120,000 gpd (800 persons); 4.0% to 6.0% unused capacity.

Cumulative Demand

The table which follows indicates the approximate range of sewage disposal demand for those major elements which have described sufficiently to make calculations.

Cumulative Sewage Disposal Demand

Element	Gallons Per Day			% of unused capacity		
	Low	Average*	High	Low	Average	High
Retail Expansion	9,000	31,500	54,000	0.45	1.6	2.7
Low & Mod. Inc. Hsing.	14,000	38,000	70,200	0.7	1.9	3.5
Market Housing	38,500	86,938	150,900	1.9	4.3	7.5
Hotel Conf. Center	30,000	65,000	118,750	1.5	3.3	5.9
Newcomer Households	43,000	76,875	120,000	2.2	3.8	6.0
TOTALS	134,500	298,313	513,850	6.7	14.9	25.7

* Average of range or "most likely" demand

The potential cumulative demand could range from 6.7% to 25.7% of the 2 million gallon per day unused capacity of the soon to be completed facility.

4. Based on 1.6 persons per room, 500 rooms, and 65% average occupancy.

Responses to these concerns are found in the Implementation portion of the Project Description.

People Mover

Comments regarding the People Mover system were submitted by the City's Planning Division, the Santa Barbara Metropolitan Transit District, the Committee for Santa Barbara, and the Santa Barbara City Planning Commission. These comments were primarily concerned with the System's relationship to the Central Business District, Beach Area and Crosstown Transportation Corridor; the operational characteristics of the system; and its influence on reducing parking demands and vehicle activity.

Plan H and Plan X

Several concerns were voiced by the County Office of Environmental Quality, City Planning Division and Larry Thompson. These centered around the merits of redevelopment versus rehabilitation, design modification suggested by Plan X, and suggestions for a scaled-down version of Plan H. See "Introduction" and "Project Description".

Geology

Comments regarding the completeness and accuracy of the Geology-Soils Section of the Draft EIR were submitted by the County Department of Public Works (N.H. Caldwell, R. M. Coudray) and the County Office of Environmental Quality (A.F. Reynolds). The issues raised provided additional insight into the nature of the mappings of the Mesa Fault, potential soil liquefaction hazards, compressible soils hazards and tsunami hazard/influence on the lower Santa Barbara City basin area, as well as the need for a more regional approach to the faults and fault traces outside the Project Area. In addition, maps illustrating the above-mentioned hazards and concerns were also included. Responses to the issues raised are found within the body of the Geology-Soils section and in Appendix B.

Flood Control

Comments directed at flood hazard and flood control were received from Caltrans District 5 (D.A. Bishop), Santa Barbara County Flood Control and Water Conservation District (J.M. Stubchaer), Department of Public Works, Santa Barbara County Office of Environmental Quality, and Santa Barbara Audobon Society (M.E. Goodwin). The "Hydrology and Flood Hazard" and "Public Services - Flood Control" sections addresses the problems of redevelopment in the flood plain and how such hazards could be mitigated.

Biotic Communities

David R. Gress, City Arborist, commented that a detailed inventory of trees in the redevelopment area be compiled. Such an inventory would be very beneficial and is also recommended by the report writers (see "Biotic Communities" section).

The Planning Division of the Community Development Department noted that the Least Tern is recognized as an endangered species. The Least Tern is mentioned in this regard in the "Biotic Communities" section.

Air Quality

Comments regarding the adequacy of the methodology used to calculate projected auto emissions were received from: the Foothill Preservation League, League of Women Voters, Caltrans District 5 (D.A. Bishop), Santa Barbara County Office of Environmental Quality (A.F. Reynolds), Santa Barbara County Air Pollution Control (J.B. English), Santa Barbara Audobon Society (M.E. Goodwin), Environmental Quality Advisory Board (Joan Kerns), SCOTS (G.R. Lorden), and Santa Barbara City Public Works Department (R.W. Puddicombe). See "Air Quality" and "Transportation" sections, and Appendices D and I.

Comments specific to designations and figures used in tables, text, and calculations were received from: Caltrans District 5 (D.A. Bishop), Santa Barbara County Office of Environmental Quality (A.F. Reynolds), Santa Barbara County Air Pollution Control (J.B. English), Santa Barbara City Public Works Department (R.W. Puddicombe), Environmental Quality Advisory Board (Joan Kerns), SCOTS (G.R. Lorden). See "Air Quality" section and Appendix D.

Air quality conditions given "no project" were commented upon by the Santa Barbara County Office of Environmental Quality (A.F. Reynolds), Santa Barbara City Public Works Department (R.W. Puddicombe), Environmental Quality Advisory Board (Joan Kerns). See "Air Quality" and "Transportation" sections.

Noise

Comments related to the existing noise conditions and CCRP-related impacts were submitted by Caltrans District 4 (D.A. Bishop), the Santa Barbara County Planning Department (K. Reinertson), the Santa Barbara City Environmental Quality Advisory Board (R.H. Rowland), and the Committee for Santa Barbara (P. Relis and P. Knowles). Issues raised included the accuracy of noise contours projected for the U.S. 101 freeway, the location of low and moderate income public housing in close proximity to U.S. 101, the definition of decibel levels, noise impact from the railroad, the assumptions upon which impact qualification was made, construction-related noise impacts, and further consideration of mitigation measures to reduce adverse noise impacts. Where appropriate, these concerns have been integrated into an expanded "Noise" section.

Aesthetics (Archaeological, Historical and Cultural Concerns)

Comments regarding potential loss of street and specimen trees were received from: Santa Barbara Audobon Society (M.E. Goodwin), Santa Barbara Transportation Department (L.R. Steward), J.D. Orias and the Foothill Preservation League. See "Biotic Communities" section and Appendix C. A complete inventory of trees in the redevelopment area is strongly recommended by the report writers.

Problems of identifying, and the potential loss of Victorian and other significant structures were addressed in comments received from: the Foothill Preservation League, Caltrans District 5 (D.A. Bishop), Planning Division of the Community Development Department (B.N. Thompson), and J.D. Orias. See "Archaeological, Historical and Cultural Concerns" section and Appendices F and C. A survey to identify significant structures and assessment of their movability is recommended by the report writers.

Other comments regarding the impact of specific project elements on the character, appearance, and reputation of Santa Barbara were also submitted by the Foothill Preservation League and J.D. Orias.

Land Use

M.L. Grant submitted comments regarding zoning changes and resultant impacts. See "Land Use" and Appendices A and G for description of the types and magnitude of zoning changes associated with the implementation of the CCRP.

Area Plans and Policies (Land Use and Transportation)

Comments regarding the CCRP's conformancy with area general plans, coastal plans, and transportation plans were submitted by the Foothill Preservation League, the League of Women Voters, the Santa Barbara City Department of Public Works, the Goleta County Water District, and the Santa Barbara Metropolitan Transit District. These comments included concerns regarding the conformancy of the proposed Auto Center with the City's General Plan, consistency of the Redevelopment Plan with the proposed California Coastal Plan, water supply and vehicular access relationships to the Coastal zone, and CCRP-related issues of the Regional Transportation Plan. Relationships between the CCRP and other plans and policies are found in the "Land Use" and"Transportation" sections of this Report.

Dislocations (Industrial and Commercial)

Comments on the impact of industrial and commercial dislocation and subsequent relocation were received from Caltrans District 5 (D.A. Bishop), and the Goleta Valley General Plan Advisory Committee (W.B. Wallace), Save Old Santa Barbara (M.E. Cohen), and the Goleta County Water District. See "Land Use" section and Appendix G.

Housing

Comments concerning the number, location, cost, and/or timing of development of publically subsidized housing were received from: the League of Women Voters, Caltrans District 5 (D.A. Bishop), Santa Barbara County Office of Environmental Quality (A.F. Reynolds), Environmental Quality Advisory Board, City of Santa Barbara Planning Commission, Goleta Valley General Plan Advisory Committee, and the Community Action Commission. See "Housing" and "Description of the Plan" (Low and Moderate Income Housing), and Appendix G for discussion of the trade-offs involved in the development of public housing.

The impacts of residential dislocations and existing housing conditions were commented upon by the League of Women Voters, Caltrans District 5, Santa Barbara County Water Agency, Planning Division of the Community Development Department and the Community Action Commission. See "Housing" section and Appendix G.

Comments relative to impacts on private housing were submitted by the Community Action Commission, City of Santa Barbara Planning Commission and the League of Women Voters. See "Housing" section.

Economics

Comments regarding the impact of CCRP implementation and tax increment financing on the tax base, tax revenues, and general economic health of the area were submitted by the following: Caltrans District 5 (D.A. Bishop), Foothill Preservation League, Santa Barbara County Office of Environmental Quality (A.F. Reynolds), Santa Barbara County Auditor-Controller (W.L. Parsons), Santa Barbara County Planning Department (K. Reinertson), SCOTS (G.R. Lorden), Citizens for Tax Reform (Art Clemens), Irene Franotovich, Committee for Santa Barbara (P. Knowles, P. Relis), Paul Broeker, M.L. Grant, L.P. Scharfeld, Community Action Commission, Mike Dunn, Santa Barbara Chamber of Commerce (J.W. Beaver), Lesley Alexander, M. Stackpoole, W.K. Wittausch, Lynn Kinsky. The "Economic and Fiscal Concerns" section and Appendix H addresses the economic concerns which were not included in the Draft EIR.

In addition, EMAS (Gruen Gruen & Associates), and "Fiscal Impact Analysis of Alternative Central City Redevelopment Proposals" (Tecolote Research, Inc.) also provides economic information.

Transportation

A number of persons/agencies made comments centering around transportation issues: The League of Women Voters, California Department of Transportation (Caltrans), the Santa Barbara County Department of Transportation (L. Steward) and Department of Public Works, the City Department of Public Works, the City's Environmental Quality Advisory Board, the Santa Barbara Metropolitan Transit District, the Audobon Society (M. Goodwin) and the South Coast Transportation Study (G.R. Lorden). Among those comments were the following major issues: the cumulative traffic impact of newcomers to the area; unapproved private projects and approved yet unconstructed public projects; the significance of air quality implications of increased vehicular activity; relationships between the supply of parking and vehicular activity; the practicality and costs of more fully developing alternative transportation modes; the locational traffic impacts of specific development proposals; access problems associated with proposed street closures and other public improvements; the need for dynamic versus static projections of future traffic; disincentives to auto use; consideration of van-pooling as a mitigation measure; factors influencing acceptance of mass transit; trade-offs between the costs of parking versus the cost of mass transit; and the social, economic and environmental trade-offs of proposed mitigation measures. See "Transportation" section.

Parking

Comments concerning the completeness and accuracy of the section dealing with Parking were submitted by: Caltrans, the County Department of Transportation, the City Department of Public Works, the City's Planning Division, the Santa Barbara Metropolitan Transit District, the Audobon Society and the Committee for Santa Barbara. Issues centered around supply and demand for parking space, trade-offs involved in current use and future restrictions of supply, carpool parking lots, reverse parking charges, trip generation of parking spaces and potential for multiple use of parking area. See "Transportation" section.

Demographic (social) Issues

The social impacts relative to increased density (population per acre), size of residential elements, and loss of residential uses in commercial areas were commented upon by the Foothill Preservation League, and Caltrans District 5 (D.A. Bishop). See "Land Use", "Housing", "Public Services - Police Protection", and "Description of the Plan" sections. Revision of the sections noted responds to many of the concerns except those which can not be assessed in greater detail due to the conceptual nature of the Redevelopment Plan.

Comment regarding income figures used was received from the Santa Barbara County Planning Department (K. Reinertson). See "Demography" section.

Growth Inducing Impact

The impact of CCRP implementation population growth was commented upon by Caltrans District 5 (D.A. Bishop), Santa Barbara County Office of Environmental Quality (A.F. Reynolds), and the Goleta County Water District (W.B. Wallace). See "Growth Inducing Impact", and "Employment sections", and Appendix K. The population growth implications are presented in more dynamic terms of growth over time relative to the implementation of major considered project elements.

Public Services

Comments requesting use of refined water supply figures (i.e. those from the "Optimum Water Use Study") were received from the Leagure of Women Voters, Foothill Preservation League, Environmental Quality Advisory Board, and the Committee for Santa Barbara. The refined information has been included, see "Public Services - Water".

The following commented on the regional implications of water demand relative to CCRP implementation; Goleta County Water District, and the Santa Barbara County Water Agency. An expanded "Regional Implications" section is included in the "Water" portion of the "Public Services" section.

Comments regarding water demand estimations were submitted by Caltrans District 5, Santa Barbara County Office of Environmental Quality, and Santa Barbara County Water Agency. Revised water demand estimates are included in the

"Public Services - Water" section and Appendix L.

Concerns regarding water demand mitigations were noted by the Goleta County Water District. Measures to mitigate projected water demand are included in the "Public Services" section.

The County Transportation Department expressed concern that overnight camping facilities included in a listing of possible facilities for an expanded Palm Park would be incompatible with the urban nature of the project area. Specific facilities have not yet been proposed for an expanded Palm Park (the listing was illustrative of the types of facilities that could be considered). A modified list of possible facilities is included in Appendix A, "Summary Description of Minor/Spin Off Elements".

Energy Conservation

The Environmental Quality Advisory Board commented on the draft section regarding energy conservation. The EQAB points out that a) solar space heating is not yet economically justifiable on the South Coast; b) transportation energy demand is much greater than heating and cooling demands; c) the use of low energy content materials should be emphasized and d) energy issues are not treated in greath depth. For further information see "Energy Conservation", "Transportation" and Appendix I.

Miscellaneous

The County Transportation Department, Larry Thompson, and Gilbert Barry, suggested further study of the location and/or design for the retail expansion element.

Various points of clarification were submitted by the Planning Division of the Community Development Department, the City Public Works Department, Caltrans District 5, Community Action Commission, City Planning Commission, Santa Barbara Metropolitan Transit District, SCOTS, Judith Orias, and the Parks Division of the Community Services Department.