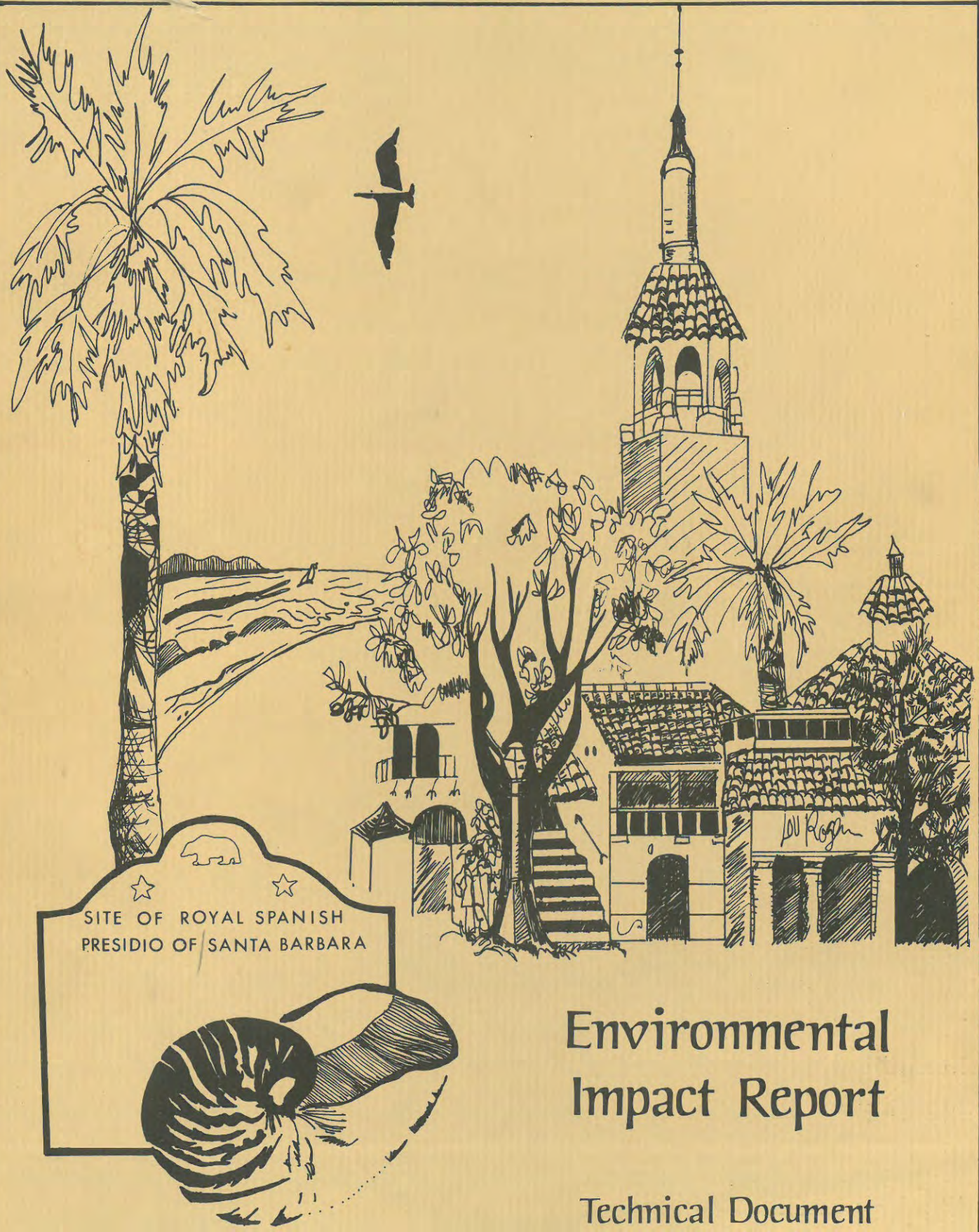
CENTRAL CITY REDEVELOPMENT



Environmental Impact Report

Technical Document

DRAFT

ENVIRONMENTAL IMPACT REPORT

for the

CENTRAL CITY REDEVELOPMENT PLAN

as proposed by

the

Redevelopment Agency of the City of Santa Barbara

Volume II Technical Document

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NOTE TO THE READER OF THIS TECHNICAL VOLUME

This document is part of a two-volume set consisting of a Summary Document and a Technical Document. Each is designed to supplement the other. The Technical Document forms the basis for the findings outlined in the Summary Document. For this reason, the reader is advised to consult both prior to reaching conclusions concerning the beneficial and adverse effects associated with the Central City Revelopment Plan and its Project Components.

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INTRODUCTION

INTRODUCTION

Purpose and Intent of the Technical Document

The purpose and intent of the Technical Document is:

1. To provide a full disclosure of the significant environmental variables, conditions and impacts resulting from the modification of existing environmental conditions by the Central City Redevelopment Plan and its project components;

2. To provide an information base for the project area to enable City staff and decision makers to evaluate the potential environmental impacts of other projects proposed within the Central City;

3. To point out feasible mitigation measures and alternatives for the proposed project which are consistent with the goals and objectives of Central City revitalization and redevelopment; and

4. To alert both decision makers and the general public to potential environmental effects which could adversely affect the preservation, enhancement and restoration of the natural and manmade resources of the City and its environs.

Organization of the Technical Document

The "technical document" is divided into five major sections. The "DESCRIPTION OF THE PROPOSED CENTRAL CITY REDEVELOPMENT PLAN AND ITS ELEMENTS" describes the plan and its components in terms of location, purpose, concept, description specifics and construction period. In addition, the present uses of the site, existing zoning and land use, and surrounding zoning and land use are outlined in a description of the present environment.

The "ENVIRONMENTAL SETTING AND IMPACT DELINEATION" section is organized in two parts: "Bio-Physical Considerations," and "Socio-Economic Concerns." "Bio-Physical Considerations" include pertinent information on Geology, Soils, Hydrology, Biotic Resources, Air Quality, Noise, and Archaeologic-Historic-Cultural subject areas and are analyzed in terms of potential impacts. These impact predictions are supplemented with Constraint Maps which indicate areas of potential sensitivity to development. "Socio-Economic Concerns" include sections on Land Use, Housing, Coastal Zone Resources, Transportation, Employment/Demography, Growth Inducement and Public Services. In each of these respective sections baseline data, direct and indirect relationships and project impacts are presented in depth. In both parts of the "Environmental Setting and Impact Delineation" section, mitigating measures are outlined where appropriate.

Under "DESIGN MODIFICATIONS PROPOSED TO REDUCE ADVERSE IMPACTS," comprehensive mitigating measures, energy conservation measures and alternatives to the plan and its project components are presented. These are presented as feasible changes in the project which are consistent with the goals and objectives of the plan itself.

The "REFERENCES AND SOURCES" section lists all persons, organizations and public agencies contacted during the report preparation process, as well as the reference documents which were used.

The "APPENDICES" section presents technical background material which supplements the text of the report, but which is inappropriate to the body of the report.

DESCRIPTION OF THE PLAN AND PROJECT COMPONENTS

DESCRIPTION OF THE CENTRAL CITY REDEVELOPMENT PLAN

Project Location

The Central City Redevelopment Plan (CCRP) applies to that portion of the City of Santa Barbara which is bounded by Victoria and Sola Streets on the northwest, the Southern Pacific Railroad right-of-way, Castillo Street and the Harbor on the southwest, the shoreline on the southeast, and Milpas Street, the Crosstown Transportation Corridor and Santa Barbara Street on the northeast (see Figure 2). Within this area lies the central downtown area of the City as well as the Harbor, Stearns Wharf and related tourist-oriented uses, and residential land uses.

Purpose and Intent of the Plan

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

(1) to encourage harmonious, environmentally compatible and economically efficient land uses throughout the Project Area, thereby achieving functional, economic and visual order;

(2) to coordinate such land uses and the accompanying standards, controls and regulations with those land uses which lie outside the Redevelopment Project Boundary; and

(3) to create an attractive and pleasant environment within the Project Area.

In addition, land use designators and their accompanying standards, controls and regulations are proposed to provide developers and redevelopers with a wide range of opportunities for variety, flexibility and creativity within the historical tradition and scale of the City of Santa Barbara. As stated in the draft of the First Amended Redevelopment Plan for the City of Santa Barbara, it is also the intent of the redevelopment Agency and the City "to plan, design and execute such activities so that the area's future will be a reflection of its rich history with a full and complete respect for the vital economic and service role which the area performs for the entire City and South Coast Region of Santa Barbara County."

Description of the Proposed Redevelopment Plan

Being a policy guide rather than a set of specific development and redevelopment proposals, the CCRP is described in terms of land use designations. These designations are broken down into six general areas. Within each of these areas the plan lists those generalized uses which are permitted within each designated area. Those permitted uses are organized under the general subject areas listed below:

1. Residential Uses
2. Housing - Public or Private
3. Business Establishments

REGIONAL MAP

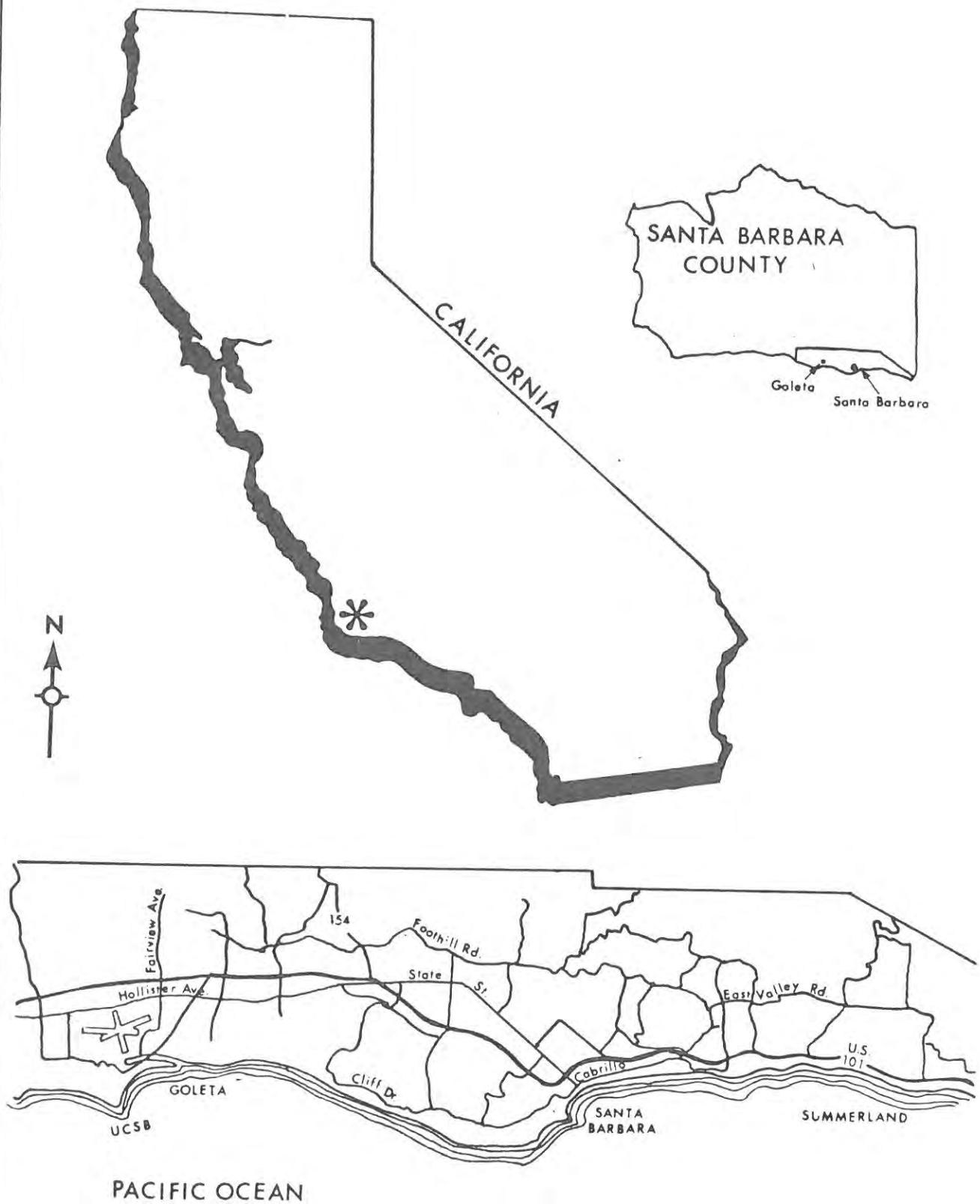


Figure 1

PROJECT AREA MAP

Project Boundary

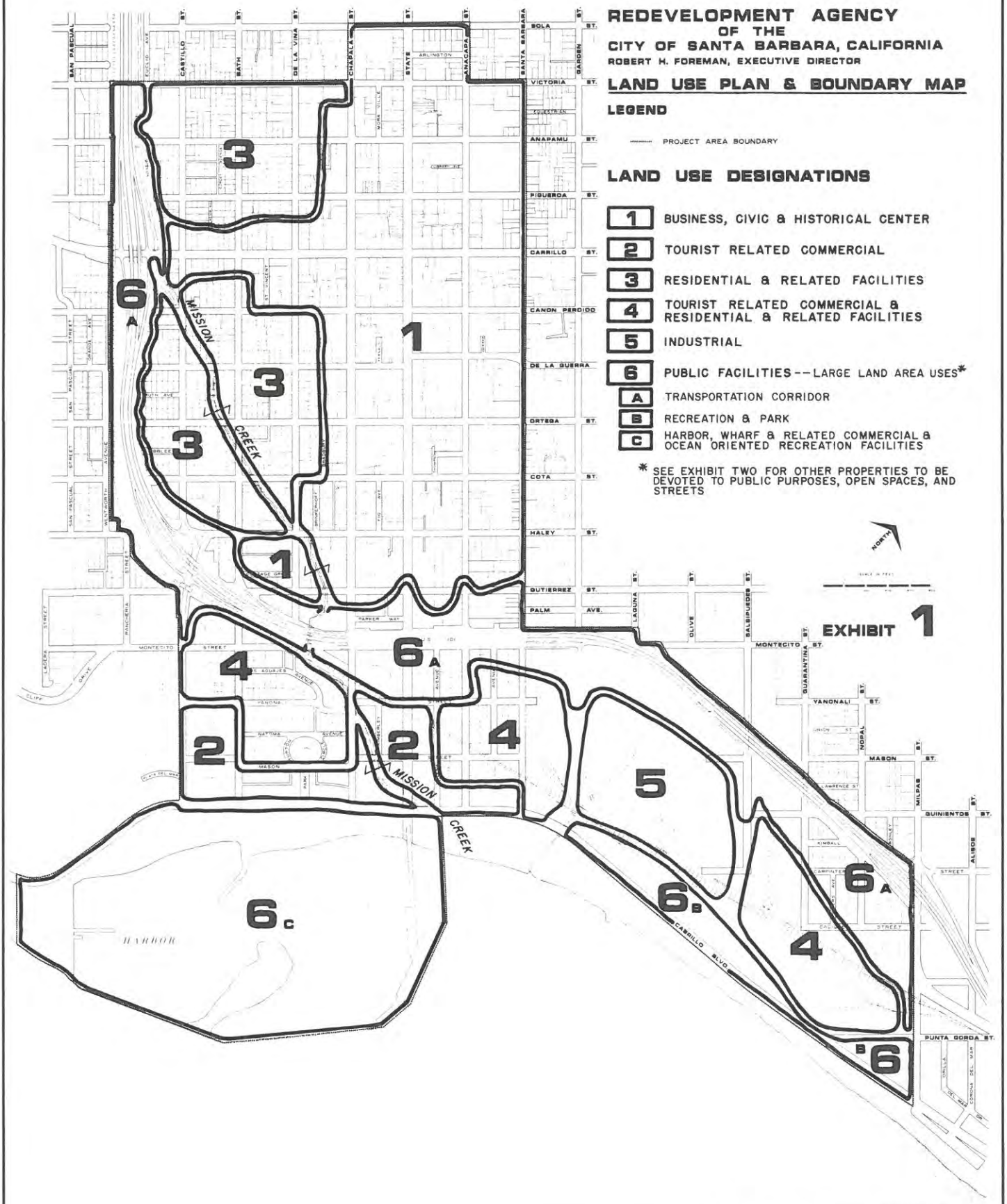
Project Area

1" = 24000'

Figure 2

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



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

For a full description of uses permitted, the reader is referred to Section 500 of the First Amended Redevelopment Plan for the City of Santa Barbara, Land Uses in the Project Area.

Project Components Comprising the Redevelopment Plan

For the purposes of analysis, the CCRP is divided into elements or components. These components are as follows:

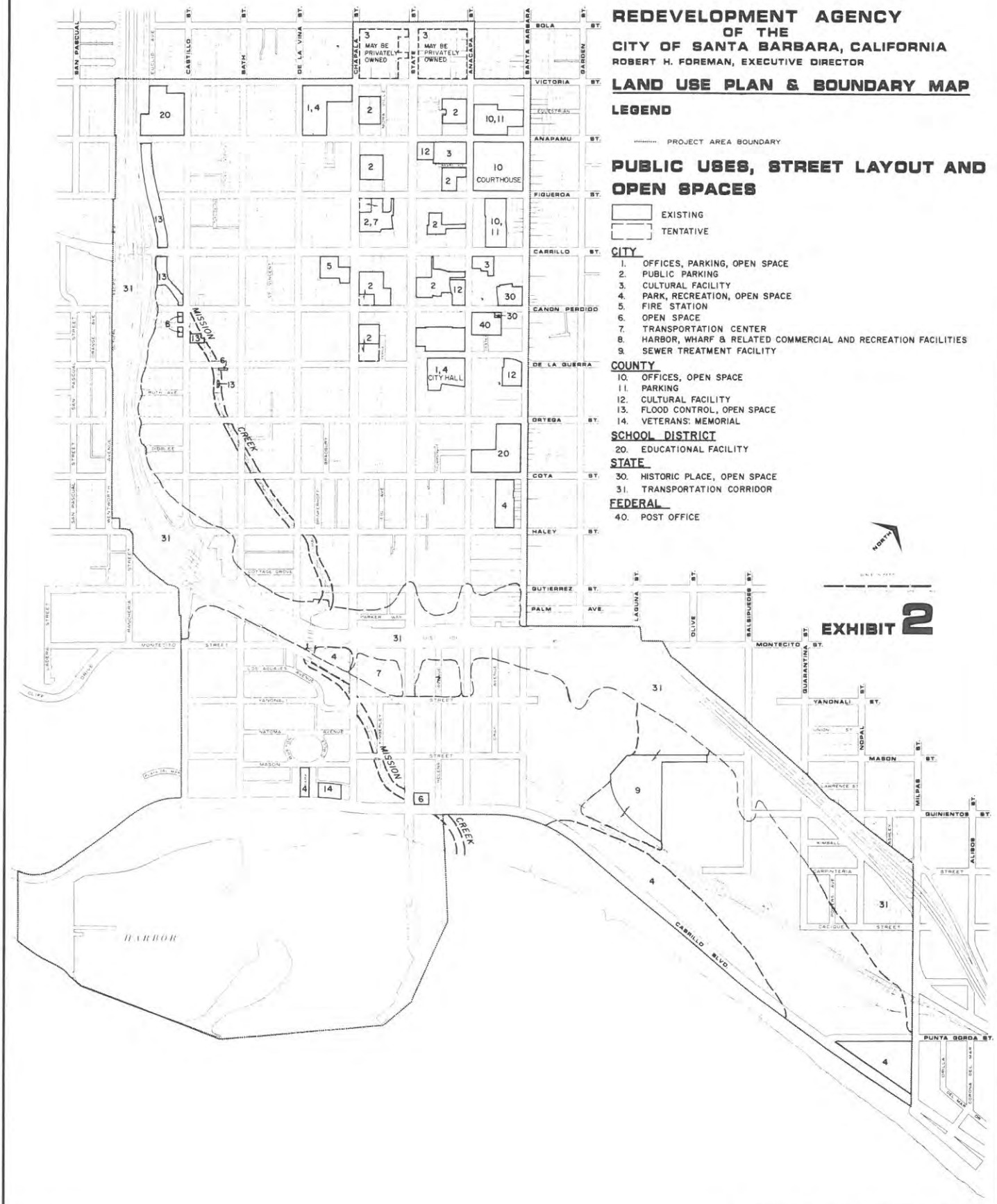
1. Major Retail Expansion
2. Auto Center
3. Reconstruction of the Royal Presidio of Santa Barbara
4. Neighborhood Shopping Center (convenience goods)
5. Performing Arts Center
6. Below-Market Housing
7. Street Closures
8. Neighborhood Social Facility
9. Mission Creek Linear Park
10. Market Housing
11. Mercado
12. Hotel/Conference Center
13. Ocean-Oriented Industry
14. Palm Park Expansion
15. Transportation Center
16. Stearn's Wharf Rehabilitation and Redevelopment
17. Sewage Treatment Plant Expansion
18. Crosstown Transportation Corridor.

Items 1 through 15 are assessed in this report. The remaining items are considered only as they relate to the diminution or magnification of impacts of the "primary" project components, but are not assessed in depth due to the fact that an environmental impact assessment has already been completed or is in the process of being completed. However, for the reader's benefit, these exempted projects are briefly described below:

Stearns Wharf. The purpose of this project is to revitalize the existing pier through development of commercial, tourist-oriented and recreational facilities. If constructed, this project would include three to four restaurants, 30,000-45,000 sq. ft. of commercial floor space, an educational facility and improved recreational facilities such as fishing decks and sinks. The developers are currently reconsidering whether vehicle access should be permitted on the wharf. Directly related to this project is the construction of no less than 400 additional parking spaces for use by wharf patrons.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



MAP PREPARED BY PATTERSON / LANGFORD AND STEWART

Sewage Treatment Plant Expansion. The proposed project, currently under construction, is located south of the proposed Crosstown Transportation Corridor and immediately north of the present facility on Mason Street. Expansion of the existing plant will increase the designed capacity of the plant from 8 million gallons per day (MGD) to 11 MGD with the potential for further expansion to 16 MGD. The proposed facility will include large sedimentation and aeration tanks, influent pump station, sludge handling tanks, administration building and related facilities. A new ocean outfall is in the process of being constructed, which will roughly parallel the existing outfall for 8700 ft and terminate in about 65 ft of water.

Crosstown Transportation Corridor. This component is a cooperative project between the California Department of Transportation and the City of Santa Barbara to complete the U.S. 101 Freeway in the Crosstown segment to relocate the main line tracks of the Southern Pacific Railroad throughout the southern part of the CCRP area, and to provide a substantial, landscaped separation between the freeway lanes and railroad bed, and between abutting public and private property.

While not assessed in detail, these three project components are discussed in selected sections and subsections of this report only when their potential construction and/or operation is likely to have an impact on one or more of the non-exempt projects under environmental impact analysis. They are also discussed when they are affected by any proposed mitigation measures.

Construction Period

Due to the general nature of the proposed Central City Redevelopment Plan, it is impossible to predict when implementation of the Plan will be completed. Each component of the plan is viewed in the same way. However, when it is known that one project component is likely to be constructed prior or subsequent to other project components, this timing is included in the description of that component.

Plan Implementation

There are three combinations of implementation methods which are expected to result in the realization of the Central City Redevelopment Plan and its components. Non-public land uses would be developed and redeveloped by private entities in a random fashion[1], and as a direct result of changing market, economic and legislative forces. Local, state and possibly federal government would assist private interests in rebuilding older sections of the City, particularly where private interests will not or cannot perform these functions. Public uses would be developed by the Redevelopment Agency with possible assistance from local, state and federal governmental agencies.

Other than the above-mentioned implementation methods, there is no specific plan or sequence of implementation. Where residents and/or businesses are proposed to be dislocated, State Redevelopment Law requires that relocation assistance be made available by the Redevelopment Agency. This requirement implies that certain projects precede others; for example, prior to construction of the Auto Center, relocation housing, i.e, Below Market Housing,

1 This applies only to spinoff development not considered part of the plan itself.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

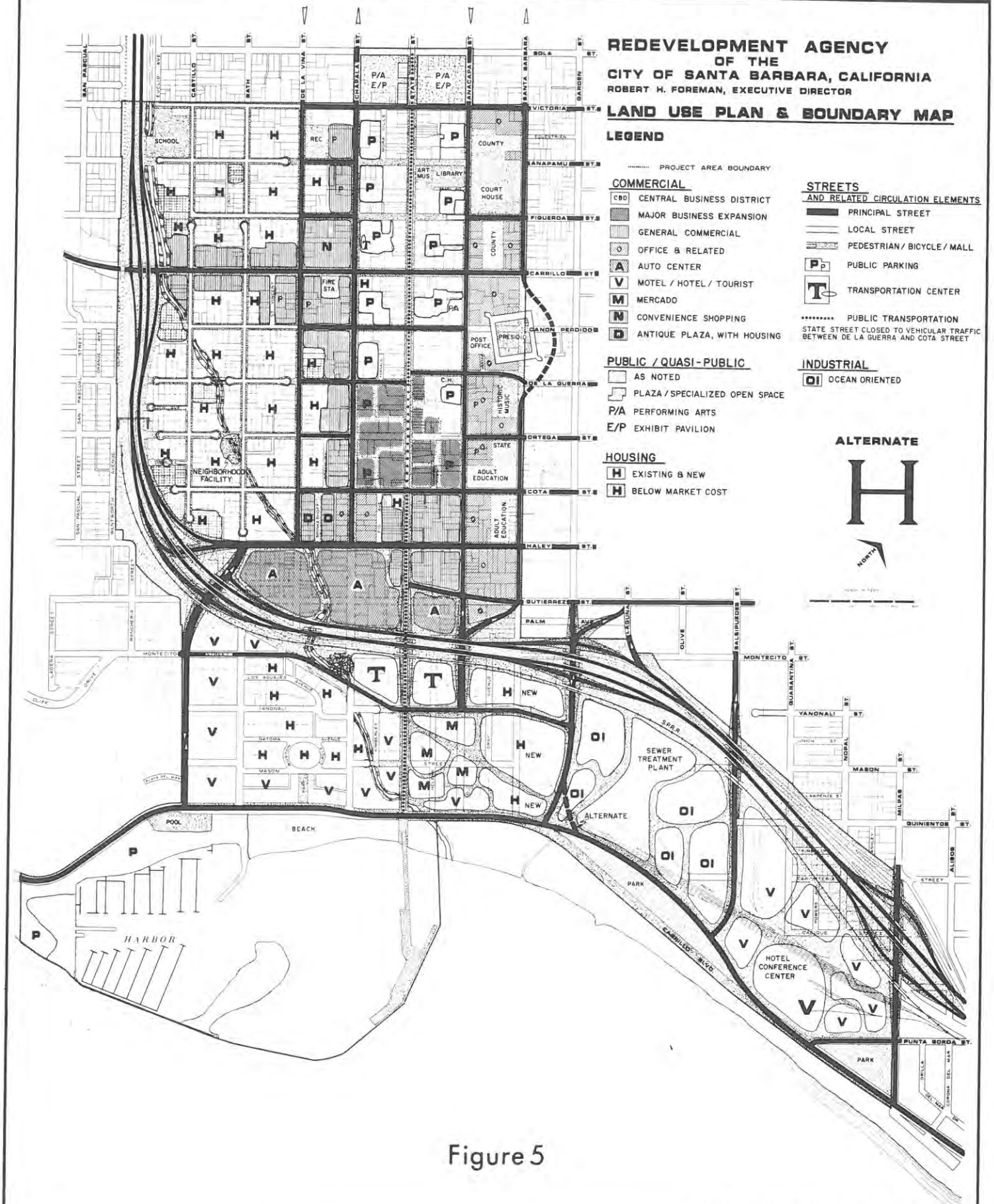


Figure 5

MAP PREPARED BY PATTERSON / LANGFORD AND STEWART

would be needed. To generate the funding for land acquisition and development, tax increment generators such as the Major Retail Expansion would be necessary.

Related Projects

The Central City Redevelopment Plan is directly related to the construction of the Crosstown Transportation Corridor. As proposed, the Corridor envisions the elimination of traffic signals along the "non-freeway" portion of U. S. 101 and replacement with an "at grade," limited access, four-lane freeway, slightly realigned from Castillo Street on the west to Milpas Street on the east; it envisions the realignment of the railroad tracks to be adjacent to the freeway and the construction of the Transportation Center. The north-south cross streets--State, Anacapa and Santa Barbara--would be grade separated through the use of undercrossings.

Of the proposed improvements to this portion of U. S. 101, realignment of the Southern Pacific Railroad tracks would have the greatest beneficial impact on the CCRP by freeing up large amounts of land currently dedicated to railroad-oriented uses. Without this realignment, the Market Housing, Ocean-Oriented Industry, and Palm Park Expansion components would be difficult to realize. In addition, capacity constrained intersections along the freeway would continue to pose safety and air-pollution related problems. In addition, there would not exist the need for the Auto Center, which is designed as a relocation area for Transportation Corridor dislocated automobile sales and service establishments. The Hotel/Conference Center could be developed, but, due to the presence of the railroad tracks, it would be of smaller size than that desired by the City.

Governmental Agency Approvals Needed

Central City Redevelopment Plan:

Redevelopment Agency:	Plan Adoption
Board of Land Use Controls:	Zone Changes and General Plan Amendments (if needed)
City Council:	Adoption of Specific Plan for Implementation
Coastal Commission:	Review of Proposed Redevelopment Plan
State Department of Transportation:	Approval and Implementation of Crosstown Transportation Corridor

Project Components:

City of Santa Barbara

Advisory Landmarks Committee:	Review of appearance and exterior design of the addition due to its location in the El Pueblo Viejo area of the City
Architectural Board of Review:	Design review and approval
Division of Land Use Controls:	Issuance of a Building Permit
Planning Commission:	General Plan Amendments
Board of Land Use Controls:	Issuance of variances, zone changes.

INTRODUCTION TO THE DESCRIPTION OF PROJECT COMPONENTS

The following project descriptions have been conceptually determined through research, conversation with public officials and staff, and the Planning Consultants. They are subject to change and modification during the period between introduction of this report and approval of the overall Redevelopment Plan. Therefore, the descriptions of the project components are assumed to be approximations of what would actually occur if the projects are finally specified. The assumptions which describe the project specifics are analyzed in this report. While these may change to some degree, the report cannot be written without specific project(s) to assess. For this reason, this Environmental Impact Report assumes the project and plan will be approved, constructed and operated as decribed in the following pages.

DESCRIPTION OF PROPOSED CBD RETAIL AREA EXPANSION PROJECT

Location

The proposed CBD retail expansion project is alternative "H/G" in the series of alternative redevelopment plans. Alternative "H/G" comprises 22 acres in approximately 4-2/3 blocks. The blocks are bounded by De La Guerra Street on the north, De La Vina Street on the west, Cota Street on the south, and Anacapa Street on the east. (Figure 6, p. 12, indicates the portions of each block involved in the retail expansion project.) A precise design size and location are subject to City negotiations with a project developer when chosen.

Purpose

The Santa Barbara General Plan's Recommended Downtown Development Policies (p. 34) state that the "downtown area should be based on a variety of businesses and services," and that the plan should recognize the downtown's importance as a major office, administrative, financial, governmental, and entertainment center for the South Coast metropolitan area.

Adopted Amendments to the General Plan (Fourth Draft, December 18, 1975, page 11) recommended a downtown development policy which states, "Downtown Santa Barbara should become a major center for retail shopping in Santa Barbara County."

The City believes that the above policies cannot be effectively implemented, and their goals achieved, while major shopping and retail centers in Ventura, Oxnard, and Los Angeles draw South Coast Region consumers into those areas for major purchase items.

According to Choices for the Future (Part III, p. 15), "...there is an increasing consumer dollar leakage factor of which most people are well aware. ...conservative economic evaluations made as part of these studies (Santa Barbara Redevelopment studies), and those prepared by others, indicate that the south coastal region of Santa Barbara County has the population and purchasing power to support a considerable inventory of new floor area offering shoppers goods and convenience goods."

Concept

The concept of the proposed retail center is to create, within the central business district core, a modern shopping complex and mall which will contain two or three major department stores. Retail and office space will be provided in structures designed to compliment Santa Barbara's downtown scale and Spanish architecture. Employee and customer parking would be provided adjacent to the shopping area. The completed project would be expected to draw local and regional shoppers who would purchase goods at other State Street stores as well as in the new retail area.

CENTRAL BUSINESS DISTRICT
MAJOR RETAIL EXPANSION

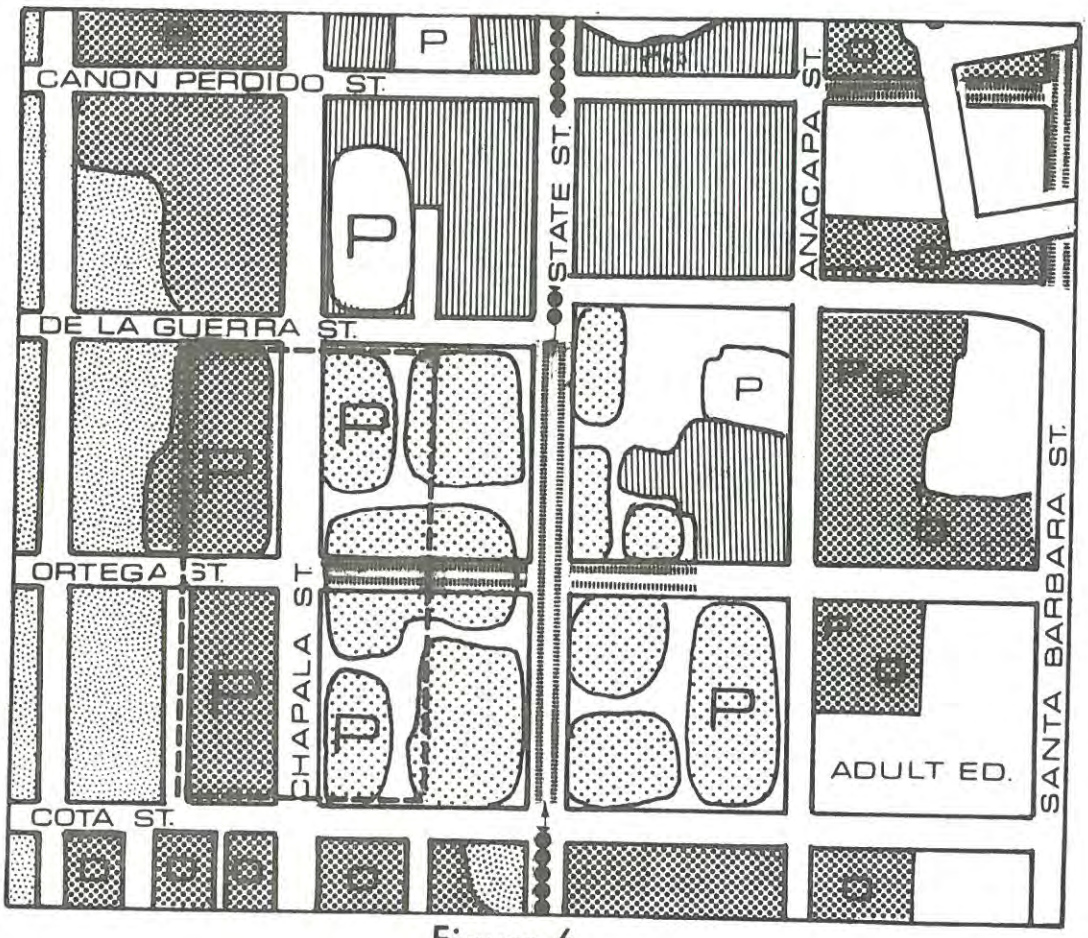


Figure 6

MAJOR BUSINESS EXPANSION

GENERAL COMMERCIAL

CENTRAL BUSINESS DISTRICT

HOUSING

P PUBLIC PARKING

O OFFICE & RELATED

D ANTIQUE PLAZA

STREET CLOSURE

PEOPLE MOVER

UNDERGROUND PARKING

N

1" = 400'

General Description

The proposed project would entail the partial clearing of land within the project site. Those structures which are expected to remain include but are not limited to: City Hall, Santa Barbara News-Press Building, Los Arcos Building, and the former USO Headquarters Building. The existing uses on approximately half of the two blocks west of Chapala Street, between Cota and De La Guerra Streets, also would be eliminated (see Figure 6). The project area west of Chapala Street will be used for 510 spaces of employee parking. The project area east of Chapala Street will be closed to traffic in order to provide a shopping mall. Vehicular passage into the new complex for delivery loading and unloading will be through surrounding streets. There would be no through traffic. Three two-level parking structures would be constructed in the area east of Chapala at the corners of Chapala and De La Guerra (N.E.), Chapala and Cota (N.E.), and Cota and Anacapa (N.W.), providing 727 parking spaces. If feasible, direct pedestrian access to the shopping structures from the parking garages would be provided. In addition to the above-ground parking structures, parking for approximately 1,100 cars would be provided below grade under Chapala Street (see dotted line, Figure 6).

Public Transit

One of the key elements of the Major Retail Expansion project would be the installation of a Transit System on State Street between Victoria Street and the beach. It is proposed that this transit system be a vehicle, the design and type of which is unspecified at present; a cable car or electric bus, etc., on a three- or four-minute headway is proposed to insure a minimum wait for a ride in either direction on State Street. It would be either a no-fare or nominal fare of 5¢ or 10¢ system supported by tax increment funds, and allowing shoppers and people doing business downtown to move within the core area without having to move their automobile after once parking it. This transit system raises the question of closing State Street. If State Street were closed to vehicular traffic, such a system would be more efficient and effective.

Description Specifics

The proposed retail expansion project (H/G) is one in a series of alternate plans. At present it is the preferred alternative. The site area consists of 22.01 acres, including the vacated streets within the site. (The street area is 3.42 acres.) Floor space in the buildings would total 606,425 sq. ft., or approximately 14 acres. Of this, 468,500 sq. ft. would be allocated for retail space and 137,925 sq. ft. for office and restaurant space. Table 1 lists the specific conditions of the preferred H/G.

Construction Period

It is estimated that, once demolition had been completed and construction begun, the project would take from 18 to 24 months to complete. Though at present uncertain, the estimated construction/completion period is between 1980 and 1982.

TABLE 1

Specific Conditions of Preferred Retail Expansion Plan H/G

Component	H/G
BUILDING AREA (Sq. Ft.)	606,425 sq. ft.
Department Stores	275,000
Shops	193,500
Retail Subtotal	468,500
Office and Restaurant	137,925
SITE AREA (Acres) (a)	22.01 acres
Commercial (including Plaza)	16.36
Parking	6.47
NUMBER OF DEPARTMENT STORES	3
NUMBER OF PARKING SPACES (b)	2,337

(a) Vacated streets included in site 3.42 acres

(b) Parking spaces: underground 1,100 (approx.)
on-grade 510
in structures 727 (approx.)

Description of Present Environment

The 22.01 acres of the project site contain office, retail, commercial services, industrial storage, and residential uses. The residential uses occur west of Chapala Street behind businesses fronting on Chapala Street. These residences are at the extreme west end of the project site. An amalgam of commercial activities occurs at a relatively intense level on the project site. The types of businesses within the area are listed below, many of which are represented by more than one establishment.

Antique Clock sales & repair	Auto Junk Yard	Bars - Liquor
Appliance Sales	Auto Sales	Bicycle Shops
Auto Body & Paint	Bank	Business College
	Barber Shop	Camping Supplies

Delicatessen
Dentistry Services
Department Store
Drug Store
Fast Food Restaurant
Financial Services
Furniture Sales
Insurance Sales
Jewelry Sales
Lamp and Fixture Shop
Laundry
Lock Shop
Luggage Shop
Men's Clothing
Moving & Storage
Motorcycle Rentals
Muffler Installation
Music Instrument Sales
Office Building
Office Equipment
Organic Food Market
Paint & Art Equipment Sales
Parking (public & private)
Pawn Shop
Pet Sales
Photo Engraving
Printing
Real Estate Services
Rental Services
Residences (single family & multiple)
Restaurant
Sewing Services
Shoe Repair
Sound Equipment Sales
Storage
Theater
Thrift Shop
Tool Exchange
Used Furniture
Vacuum Cleaner Sales
Western Union
Wines & Liquor Sales

With the exception of the small residential area at its western boundary, the project area is part of the downtown retail district and serves thousands of shoppers daily. It also includes within its boundaries one of the largest office buildings in the downtown area (the Balboa Building with 62,000 sq. ft.) and a department store (Brinton's at Ott's). The State Street Plaza project in 1968 included the northernmost blocks of the project site, extending from Victoria Street to Ortega Streets. The Mission Theater, which is the only downtown theater showing Spanish-speaking films, is within the project area. Interspersed among the larger establishments are many antique shops, furniture stores and second-hand stores. Several establishments cater to customers who often shop for bargains rather than buying new items at higher prices.

The project area is essentially the northernmost segment of lower State Street. The architecture of this area pre-dates the post-1925 earthquake, Spanish-motif architecture of upper State Street. The size of the businesses, the store facades, and the nature of the structures characterize "old" Santa Barbara.

Just to the east of the project site's northeastern boundary is the City Hall and its administrative offices. South of City Hall is the Santa Barbara News-Press Building.

Parking within the proposed project site is currently provided at many places. Besides the on-street, one-hour parking within the State-Chapala Streets tier, there is on-street two-hour parking west of Chapala. Ott's has approximately 70 spaces in its lot and there is off-street parking behind Mission Paint, the Pet House and Little Audry's. Parking is also available east and south of City Hall. A 75-space CBD facility is located north of De La Guerra Street behind Thrifty Drug. There is one-hour parking on State Street below Ortega Street and there is on-street parking along the east-west streets east of State Street.

Vehicular access to the proposed project site is relatively unhindered. There are no left turns permitted from State Street onto De La Guerra Street from the hours 9 a.m. to 6 p.m. daily (except Sundays). Left turns from east-bound De La Guerra onto State Street are prohibited at all times. Anacapa Street, which forms the project site's easternmost boundary, accommodates only one-way, south-bound traffic.

Vehicular movement within the project site is also relatively unhindered. Parking is adequate for average conditions, although demand exceeds capacity regularly at certain times of the year, particularly during the winter holiday season. Weekend shopping activity at other times of the year often places demands in excess of available parking facilities for periods of short duration.

Existing Zoning and Land Uses

The zoning on the proposed project site is Commercial (C-2) and Commercial Manufacturing (C-M). The C-M zoning is on the two blocks south of Ortega Street between Chapala and Anacapa Streets.

The land area on which the proposed retail expansion project would occur is presently occupied by a variety of uses: residential, retail, commercial and industrial (residential uses are nonconforming uses). Along both sides of Chapala Street are auto sales and service facilities. Several of these establishments have large display lots for new and used cars. The uses fronting on both sides of State Street are retail and commercial service, the latter represented by numerous financial service establishments. The land uses on Anacapa Street below Ortega Street are uses generally occurring in manufacturing zones; specifically, there is an auto wrecking yard and a moving and storage business. The two blocks of the project site located below Ortega Street are presently zoned Commercial Manufacturing (C-M).

Surrounding Zoning and Land Uses

The project site is surrounded by Commercial (C-2) and Commercial Manufacturing (C-M) zoning. The Commercial areas are to the north, northwest and northeast. The Commercial Manufacturing zone (C-M) is to the south of the project site and involves the two blocks of the site below Ortega Street. The "C-M" zoning extends to the southwest and southeast of the project site.

The land uses surrounding the project site vary. To the west, across Chapala Street, the dwellings are a mixture of single family and multiple units. The majority are wooden-frame, older structures. There has been a gradual intrusion of small commercial establishments into this commercially zoned area.

To the northwest, north, east and south, the land uses are predominantly commercial as they are a part of the central business district.

The El Paseo shopping area is directly north of De La Guerra Plaza. To the northwest along Anacapa Street is the post office and north of that the county administrative facilities.

DESCRIPTION OF PROPOSED AUTO CENTER

Location

The proposed project would entail the demolition of an area within the downtown protion of Santa Barbara and the construction of an automobile center for the sale and service of a variety of individual motorized transportation modes.

The proposed auto center is to be located at the lower west side of the downtown area (see Location Map, p. 19). The proposed boundaries are: U. S. 101 on the south, the Castillo Street interchange on the west, Haley Street on the north and State Street on the east.

> "Should additional land area be required, expansion easterly across State Street into the area between Gutierrez Street and 101 Freeway could be considered as long as it does not conflict with any necessary General Commercial development."
>
> General Plan Amendment, GPA-2-75, adopted Jan. 20, 1976.

Purpose and Concept

According to the Santa Barbara General Plan, the auto center is conceived as a "campus-like" site with a "heavy (sic) landscaped design concept featuring a unifying theme emphasizing an educational and recreational atmosphere that will stimulate interest in participating in the activities offered by the center." (G.P., p. 45) The General Plan contemplates a unique concept, wherein buildings within the larger area may be "owned by a specific franchise," but the park-like grounds will be in common ownership. Other concepts considered are: a new car pavillion, special antique or custom car displays, repair garages and shops, and recreational vehicle displays and sales establishments. The proposed automotive center is perceived as a regional focal point in which many makes and models of personal transportation can be seen, purchased and serviced. The Mission Creek Linear Park is to be incorporated into this proposed project component.

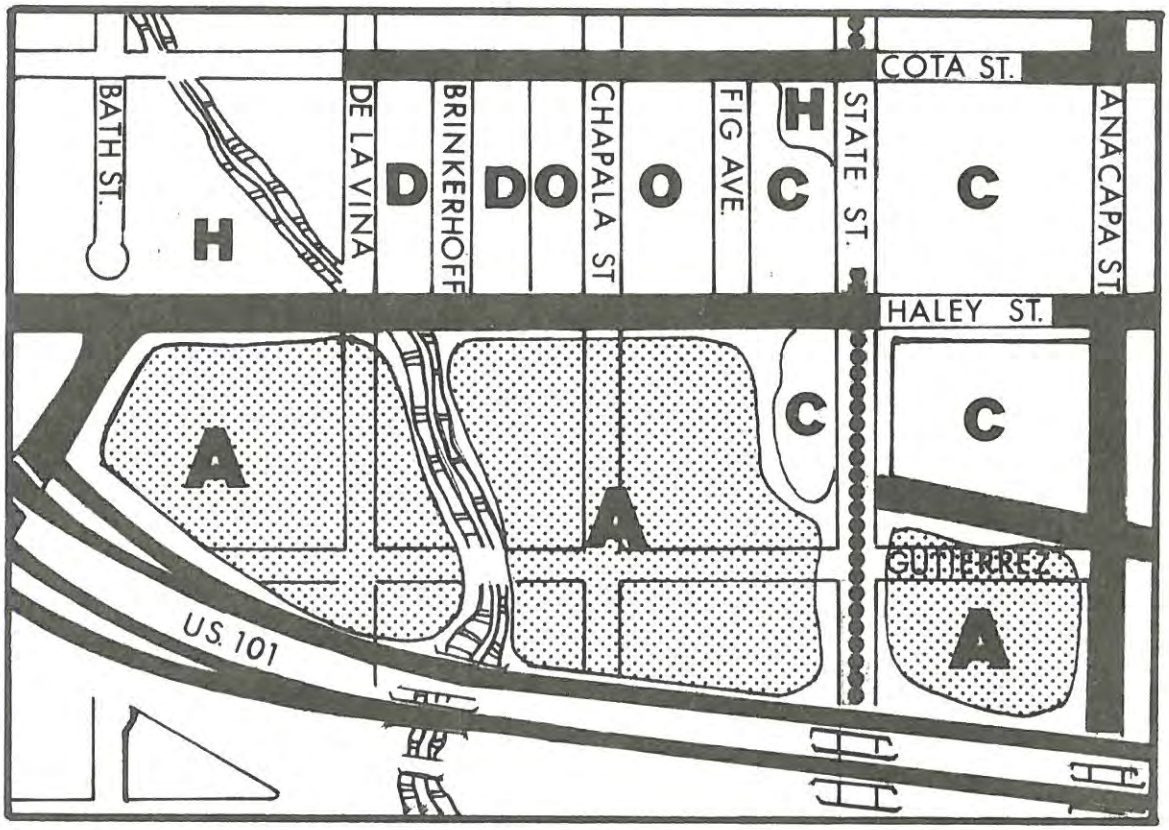
The construction of the auto center has two primary purposes. The first is to centralize automotive sales and service activities and remove them from the proximity of residential, commercial and retail activities with which they are incompatible. The second purpose is to allow dislocated auto dealers and auto-related businesses to relocate within the City, thereby allowing the City to retain the significant direct sales activity and the business and sales tax revenues generated by the auto sales.

A primary justification of need for this project is based on the dislocations of automobile dealers which would result from construction of the Crosstown Transportation Corridor.

General Description

The proposed Auto Center will comprise approximately six blocks totalling 17.8 to 25 gross acres. All existing uses and structures will be displaced. The proposed Center will have four or five dealerships and, as suggested

AUTO CENTER



A	Auto Center		Principal Street
H	Housing		Public Transportation
D	Antique Plaza, with Housing		
C	General Commercial		
O	Office and Related		

N

0 400'

Figure 7

in the General Plan (p. 45) will include service facilities. The goal is to provide the auto shopper with the same "comfort, convenience, and attractive atmosphere proposed for the CBD through the use of similar design devices appropriate here." (G.P. p. 45)

Construction Period

It is estimated that the auto center construction would take six to seven months to complete once the site has been cleared. If the center were built in phases, construction could occur over a two-year period.

The date of construction cannot be precisely determined. However, the auto center would likely be one of the earlier CCRP components to be completed in order to relocate dealerships displaced by other project components. In order to relocate residents living in the projected auto center site, housing would have to be obtained. An approximate construction date would be 1980-1982.

DESCRIPTION OF PRESENT ENVIRONMENT

Description Specifics

The site of the proposed auto center is comprised of approximately six city blocks in the lower west-side of downtown, south of Haley Street. The terrain is flat and almost entirely urbanized. The area contains a variety of land uses, from residential and retail to service, institutional (senior men's home) and office. In general, residential and commercial uses are separated by north-south aligned Chapala Street; residential uses are predominant to the west, commercial uses are predominant to the east. Directly west of Chapala Street the land uses are in a state of transition. Commercial uses have spread west from Chapala along Gutierrez and numerous small businesses operate out of older dwelling units. Some commercial buildings have recently been constructed in the westernmost part of the project area.

The general condition of the residential uses in the neighborhood is declining. The wood frame, single and multiple family structures are old and densely situated. Many are in apparent disrepair.

Existing Traffic Circulation

The site area west of Chapala Street is serviced by a network of streets which dead-end within the site. Chapala, De La Vina and Bath Streets are north-south arterials that service the project area. De La Vina is a one-way arterial south. Below Haley Street is a two-way route. Haley and Gutierrez Streets are east-west arterials which cross State, Chapala, De La Vina and Bath Streets. Both are two-way streets. Haley continues west to provide access to U. S. 101 and to the beach area from Castillo Street. Gutierrez Street ends inside the western boundary of the project area. The streets forming the perimeter of the project area are subject to heavy traffic flow at all times of the day. Traffic noise varies in intensity according to location.

Present Zoning

The land area in which the Auto Center is proposed is zoned entirely for commercial uses. (See Zoning Map, Figure 28 .) Different sections of the area have different commercial use designations. The predominant zoning is commercial (C-2); the block east of State Street is zoned Commercial Manufacturing (C-M), while the western corner of the area has Restricted Commercial (C-P) zoning.

Present Land Uses

Present land uses include: single and multiple family residential, a wide range of commercial activities, many auto-related uses, institutional uses (a senior men's home), and some office-administrative uses. The residential uses have an overall density of approximately 11 du's/acre. The types of activities occurring within the area are listed below:

Administrative Offices
Auto Repair
Auto Sales, new and old
Auto Service Stations
Bicycle and Motorcycle Shops
Blueprint Company
Cafes
Clothes and Drapery Cleaners
Clothing Sales
Electronics Repair
Furniture (sales and refinishing shops)
Grocery Sales
Hotel
Liquor Store
Palm Reading
Photographic Equipment and Supplies Sales
Residential Uses (single & multiple family)
Restaurants
Sail Shop
Second Baptist Church
TV & Radio Repair
Waterbed Sales
Work Inc. (Kiwanas Rehabilitation Center)

Surrounding Land Uses and Zoning

The land uses surrounding the proposed project site are as varied as those within. They are: multiple and single family residential, commercial,, institutional (child care center) and administrative (Dept. of Motor Vehicles on Castillo Street). The surrounding zoning is residential (R-4) to the northwest, west, and south across the freeway; commercial (C-2) to the northeast; and commercial manufacturing (C-M) to the east and southeast. There is a small area of Restricted Commercial (C-P) to the northwest of the project site. This C-P area extends south into the northwest corner of the proposed site. (See Zoning Map, Figure 28, p. 118.)

With the exception of some of the dwellings fronting on Haley Street, the residential uses north of the project site are generally in a better condition than those within the site. Some residences on Haley west of Brinkerhoff to Chapala have been converted to commercial uses. Brinkerhoff Street is located just west of Chapala Street. It extends northward one block from Haley Street. Brinkerhoff is lined with some of Santa Barbara's oldest and most interesting wood-frame houses. Over the years the residents have converted the homes into combination dwelling units and antique shops. This conversion has created a unique neighborhood--part residential, part commercial--with well kept Victorian structures, and is proposed to remain with a strengthened pedestrian atmosphere.

DESCRIPTION OF PROPOSED PRESIDIO RECONSTRUCTION

Location

The Presidio encompasses the four blocks directly to the east of Anacapa Street and to the north of De La Guerra Street. The south wall of the Presidio lies just north of the Post Office at the corner of Anacapa and Canon Perdido Streets. The El Cuartel is a restored portion of this wall; it fronts on Canon Perdido between the Post Office and Jimmy's Oriental Restaurant. The old foundation of the Presidio's four walls extends across Canon Perdido and Santa Barbara Streets. The intersection of Canon Perdido and Santa Barbara Streets lies within the walls of the Presidio (see Figure 8 Page 24 for Presidio location map). Its location is partially within and partially without the Redevelopment Planning area.

Project Description

The proposed project is the reconstruction of the Royal Presidio as it existed in 1790. The project will involve the following steps:

1. The acquisition of the remaining private land within the old Presidio site. Much land has already been acquired through the efforts of the Santa Barbara Trust for Historic Preservation, but some important parcels have yet to be obtained.

2. The relocation of existing land uses.

3. The modification of Canon Perdido and Santa Barbara Streets where they exist within the old Presidio site.

4. The archaeological excavation of the Royal Presidio foundation as it existed in 1790.

5. The reconstruction of the Royal Presidio quadrangle on the 1790 foundation.

6. The relocation within the completed Presidio of those existing uses (e. g., civic organizations) deemed compatible with the museum-like nature of the project.

The construction time of the project is uncertain. According to John Woodward, of the Santa Barbara Trust for Historic Preservation, if adequate funding were available, construction would take four years.

Besides the effort to acquire properties within the Presidio, the primary efforts of the Trust volunteers for the past eight years have been toward the excavation of the Presidio Chapel. The Trust hopes to begin the Presidio reconstruction with the Chapel. Its foundations and those of buildings and defense walls sections close to it have been excavated. Reconstruction of these will not require other land use dislocations.

According to Mr. Woodward a precise and definitive plan for the utilization of the completely restored Presidio is lacking. What is envisioned is the reconstruction of the Presidio quadrangle and buildings to reproduce the original white stucco over adobe, with red tile roofs.[2] Some of the rooms in the restored Presidio would be furnished in a pioneer California period style. The rooms would replicate the family living areas, soldiers' and officers' quarters, cooking, storage and military stores. Other rooms could be used as classrooms or craft shops, perhaps for the Adult Education program. Such items as leather goods, pewter, silver and pottery wares could be manufactured and sold in the Presidio. This project conceives of the Presidio as both a functional asset to Santa Barbara as well as a museum and tourist attraction.

A major element in any plan to completely reconstruct the Presidio quadrangle is the elimination of through traffic on Canon Perdido and Santa Barbara Streets and the re-routing of their daily traffic volume to other streets.

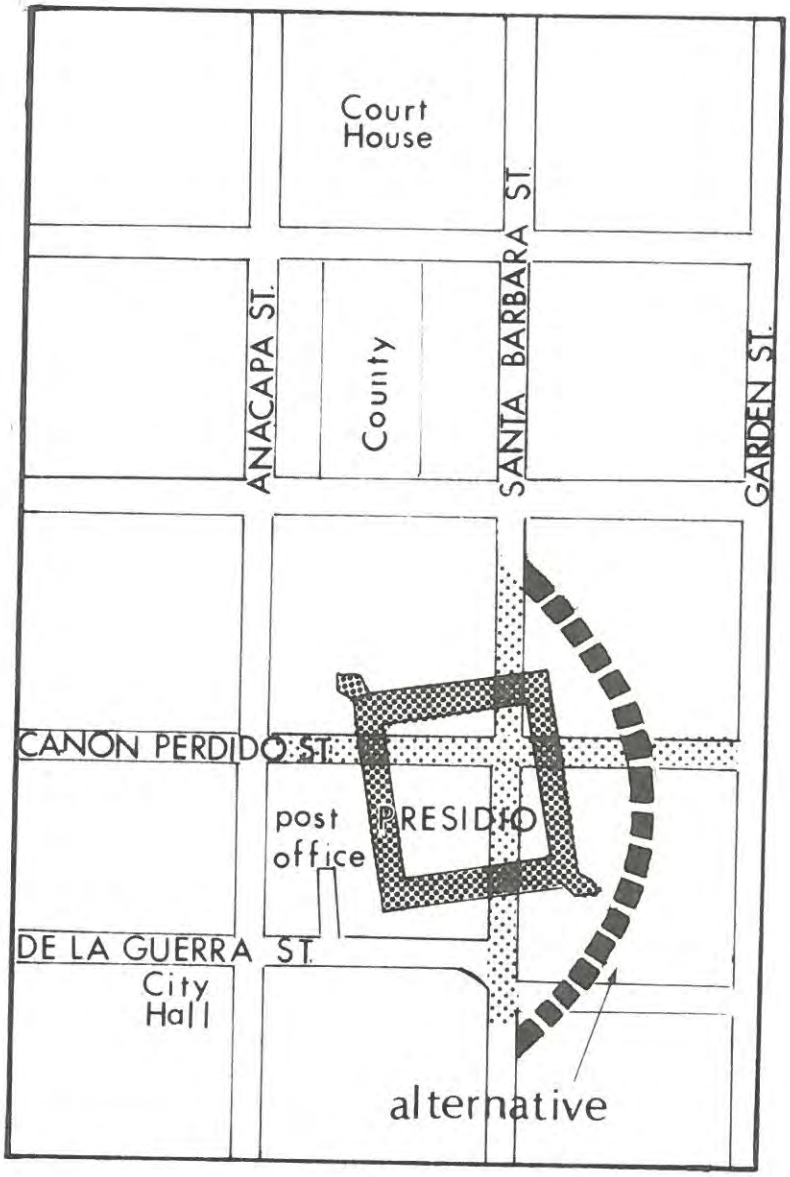
At present two plans to accomplish this have been proposed (see Figure 8, Page 24). Plan A proposes to close both streets within the four block area of the site. Drivers wishing to continue travel on either street will then have to circumvent the four Presidio blocks. Plan B proposes to close Canon Perdido and to re-route Santa Barbara Street in a curve around the eastern side of the Presidio walls. Through traffic on Santa Barbara Street would be retained, but as in Plan A Canon Perdido Street would be interrupted for two blocks. Plan B at this point is only at the conceptual stage. Its feasibility is being investigated.

Description of the Present Environment

The 1790 walls of the Royal Presidio surround the intersection of Santa Barbara and Canon Perdido Streets. The intersection employs a traffic signal and has a moderate level of daily traffic activity. The character of the neighborhood and land uses within the project site is mixed. It consists of early California, oriental and contemporary small-merchant

2 News-Press, May 6, 1973, p. C-4.

PRESIDIO RECONSTRUCTION



PRESIDIO

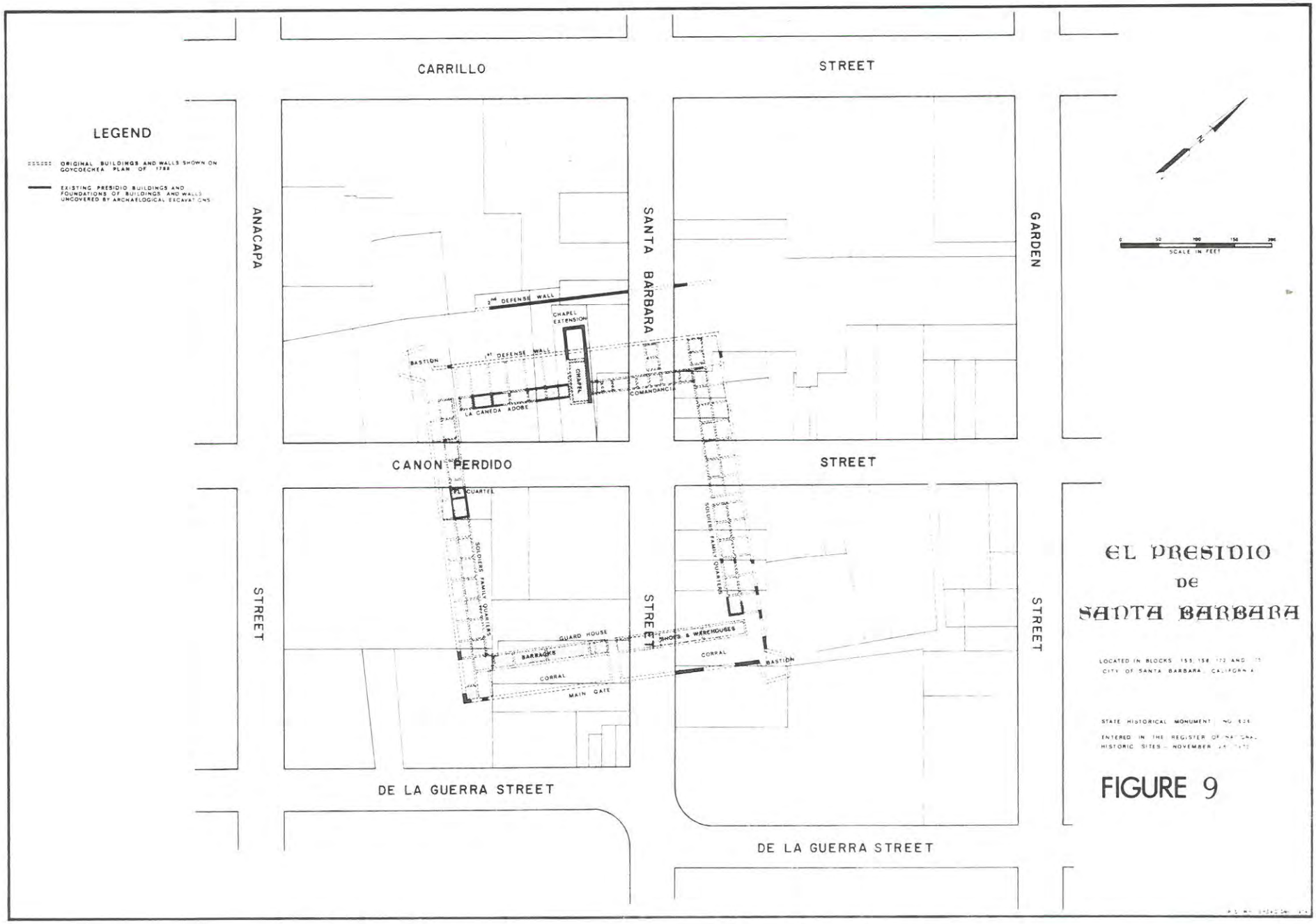
STREET CLOSURE

ALTERNATE ALIGNMENT OF STREET

N

1" = 400

Figure 8


LEGEND
ORIGINAL BUILDINGS AND WALLS SHOWN ON GOYCOECHEA PLAN OF 1788
EXISTING PRESIDIO BUILDINGS AND FOUNDATIONS OF BUILDINGS AND WALLS UNCOVERED BY ARCHAELOGICAL EXCAVATIONS
CARRILLO
STREET
ANACAPA
SANTA BARBARA
GARDEN
2nd DEFENSE WALL
CHAPEL EXTENSION
BASTION
1st DEFENSE WALL
CHAPEL
COMANDANCIA
LA CANEDA ADOBE
CANON PERDIDO
STREET
EL CUARTEL
SOLDIERS FAMILY QUARTERS
GUARD HOUSE
SHOPS & WAREHOUSES
BARRACKS
CORRAL
MAIN GATE
BASTION
STREET
STREET
STREET
DE LA GUERRA STREET
DE LA GUERRA STREET
SCALE IN FEET
EL PRESIDIO
DE
SANTA BARBARA
LOCATED IN BLOCKS 155, 158, 172 AND
CITY OF SANTA BARBARA, CALIFORNIA
STATE HISTORICAL MONUMENT
ENTERED IN THE REGISTER OF NATIONAL HISTORIC SITES - NOVEMBER
FIGURE 9

activity. An early California motif is represented by the restored portions of the old Presidio, such as the El Cuartel, just east of the Post Office (housing the Senior Citizen's Placement Center) and the Caneda Adobe, north of Canon Perdido Street (housing the Junior League and Heriditary Society Headquarters). The Rochin Adobe, on the east side of Santa Barbara Street, is also within the site. At the southwest corner of the intersection is Santa Barbara's small Oriental community. Jimmy's Oriental Gardens, Kim's General Store and the Yat Sun Laundry are located between the intersection and the El Cuartel. Rosie's Cameleon and the Enchellah, both clothing stores, typify the contemporary, small-merchant activity in the area, as do the Bicycle Works and the Treasure Hunt Shop. Located above this small complex of commercial businesses are fifteen residential apartments. On the northeast corner of the intersection are the Adult Education Facilities. On the northwest corner is a food market, the Sabot Press, and above, four apartments. The lot to the west is a State Park where the Presidio Chapel area is being excavated. On the southeast corner is Castagnola's Liquor Store. The project site contains a variety of activities ranging from civic organizations to shoe repair, dining, education and liquor sales. It is a dynamic and culturally rich urban area.

Present Zoning and Land Uses

The four blocks involved in the Presidio reconstruction project are zoned Commercial (C-2). The existing land uses within the reconstruction site range from commercial service and retail to residential and office. Below is a list of the types of activities occurring within the project area:

- Adult Education
- Antique Sales
- Bicycle Shop
- Clothing Sales
- Craft Items Sales
- Grocery Market
- Laundry
- Liquor Store
- Office
- Parking
- Printing
- Residential (single and multiple family, approx. 25 residences)
- Restaurant
- Shoe repair

The 25 residential units do not conform to the General Plan Commercial (C-2) zoning designated for the area and would be eliminated under the proposed project.

Surrounding Zoning and Land Uses

The zoning of the land area immediately adjacent to the reconstruction site is Commercial (C-2). The immediately surrounding land uses are: to the west on Canon Perdido, the Post Office, General Electric Parking, service station, retail and service commercial; to the east on Canon Perdido, Adult Education, residential, parking; to the north on Anacapa, parking commercial service; to the south on Anacapa, parking and commercial uses.

DESCRIPTION OF PROPOSED PERFORMING ARTS CENTER

Location

The location of the proposed project would be in a two-block area at the north end of the CBD. The blocks are bounded by Chapala Street on the west, Sola Street on the north, Anacapa Street on the east and Victoria Street on the south.

Purpose and Concept

According to Choices for the Future (p. 22), surveys conducted in Santa Barbara to,

> "...determine the need and feasibility of expanding the City's cultural facilities have shown the absence of an adequate facility for the presentation of symphony, opera, ballet, theatre and other performing arts functions possessing sufficient seating capacity, stage and equipment design and acoustical characteristics of uncompromised quality. The people of Santa Barbara support these presentations - usually in facilities considered limited or even inadequate."

The proposed project would seek to remedy this lack of cultural facilities.

According to the General Plan (GPA-2-75, adopted 1-76), because considerable interest has existed in Santa Barbara toward the establishment of a,

> "...high quality, large capacity, performing arts auditorium or concert hall, and a public assembly building suitable for meetings of local organizations, for exhibits, medium size conferences and banquets (the) General Plan recommends the establishment of a concert hall/conference hall complex which, along with a number of associated activities, will become the center for the performing arts in Santa Barbara."

Project Description

According to a General Plan Amendment (GPA-2-75, p. 1) adopted in January of 1976, "the Performing Arts Center should include a Concert Hall, small theatres, and a Conference Hall, or Civic Meeting and Display Pavilion as follows:

> "The Concert Hall should consist of a fixed-seat auditorium with a sloping floor, designed with a proscenium stage (large forestage between the curtain and orchestra), and should have the capability of accommodating symphonies, operas, ballets, musicals, dramatic presentations, and similar performing arts. To be complete, the entire center could also include a number of associated activites related to and enhancing performing arts activities, such as storage space, dressing rooms, rehearsal halls, offices, and a box office.

Activities such as theatre workshops and music stores. A restaurant may also be appropriate as may be the existing commercial uses not inhibiting the function of a Performing Arts Center. Associate activities could be included in the Civic Meeting and Exhibit Pavilion which, along with the Concert Hall, comprise the Performing Arts Center.

"The Civic Meeting and Exhibit Pavilion should consist of a large space having a flat floor, capable of being subdivided into smaller space units by means of moveable walls or partitions. Permanent meeting rooms, a kitchen and storage facilities should also be included. The Pavilion could be used for the meetings of local civic organizations, clubs and committees, local conferences, exhibits, shows, dances, banquets, and other similar activities.

"Within the two-city-block area proposed for the Performing Arts Center, the Arlington Theater might be renovated to function as the Concert Hall. Other property within that area might be appropriate for a Civic Meeting and Display Pavilion, and for associated activities necessary for a complete and proper Performing Arts Center."

The Fox Arlington Theatre has been purchased by Metropolitan Theaters of Los Angeles. That company is currently renovating the theatre so that it can become the Concert Hall within the larger Performing Arts Center. Its seating capacity will be enlarged from the present 1800 to 2010 seats. The Safeway Supermarket behind the Arlington Theatre may be relocated to provide space for whatever structures or additional parking are required.

The Display Pavilion and the Performing Arts facility recommended by the General Plan would be constructed on the block across State Street to the east. Businesses and residences on that block would be relocated to make land available for the Performing Arts hall and the Display Pavilion.

Construction Period

The renovation of the Fox Arlington Theatre as part of the Performing Arts Center is occurring now. It is expected that the entire Center will be constructed in building increments over an unspecified number of years.

General Description of Present Environment

The project site comprises two blocks separated by State Street. Only commercial uses occur on the block to the west. East of State Street commercial and residential uses coexist, with residential uses predominating. The block to the east of State Street is bisected by east-west aligned Arlington Avenue (see Figure 10). The site area to the north of Arlington Avenue contains a new commercial center, older retail stores, offices and residences. The area south of Arlington Avenue is approximately 40% vacant. The vacant area is covered with old pavement and is located between the Union Oil Co. service station at the corner of Arlington and State Streets and the retail and residential activities at the eastern end of the block.

PERFORMING ARTS CENTER

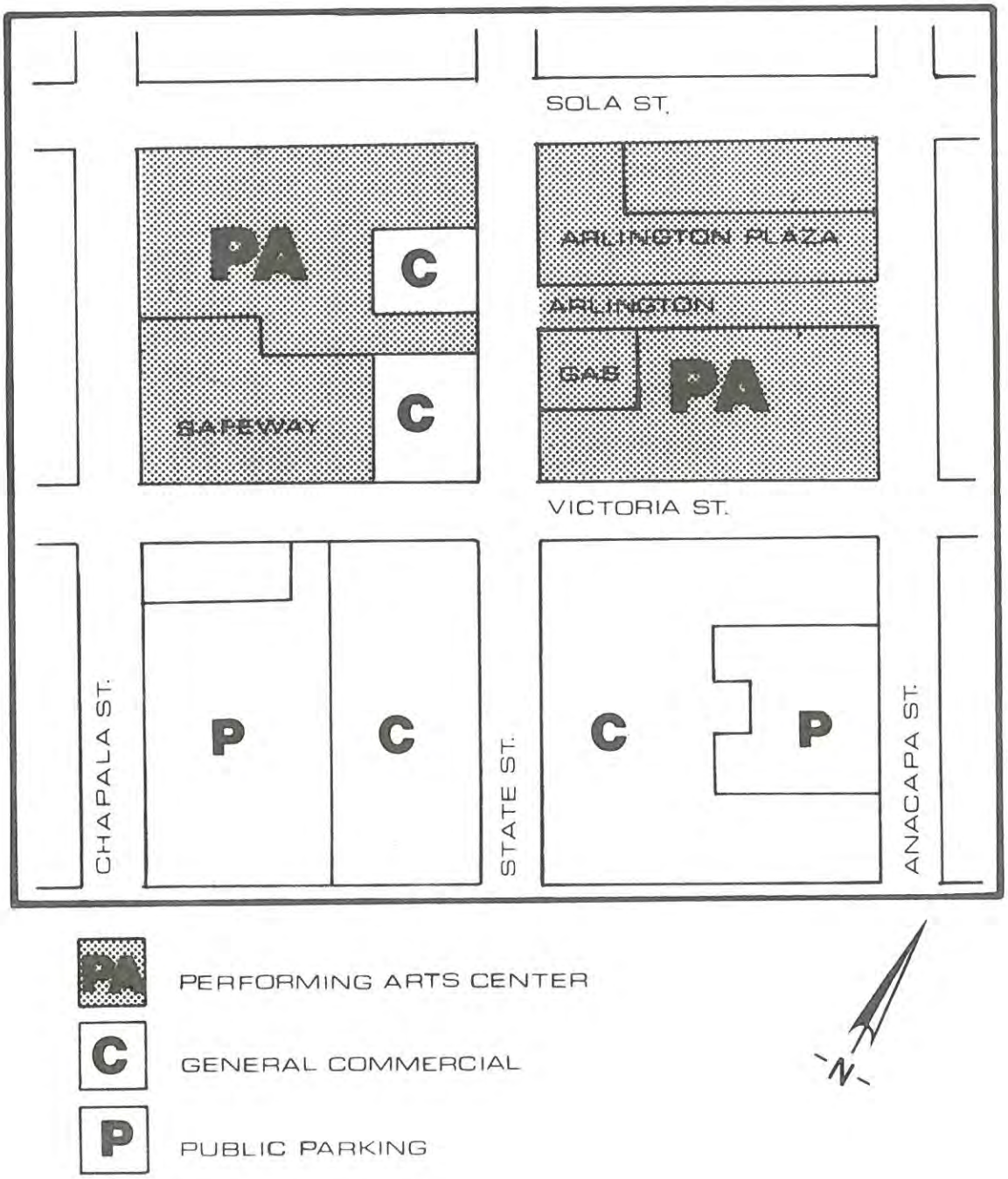


Figure 10

Not drawn to scale

The block to the west of State Street contains the Arlington Theatre, Safeway Supermarket and numerous retail shops (see existing land uses, p. 120). It contains 208 off-street parking spaces that are used by customers and employees.

The condition of the structures on the project site varies. The commercial structures west of State Street appear to be in excellent condition and to be well maintained. These structures would not be dislocated by the proposed project. The block to the east of State Street has some relatively new commercial structures in the Arlington Plaza. There are also well maintained, though older commercial structures along State Street and Sola Street. The residential structures range from good to poor condition with the larger and older apartment buildings being the least well maintained.

Present Zoning and Land Uses

The major portion of the proposed project site is presently zoned C-2, Commercial (see Zoning Map, Figure 28, p. 118.) A small area at the site's northeast corner is zoned Restricted Office (R-O). Residential uses on the site are non-conforming uses which would be relocated as a result of the project.

The land uses occurring on that portion of the project site west of State Street are:

Book Shop
Clothing Sales
Floral Shop
Frame Shop
Movie Theatre
Office Equipment
Parking (217 spaces)
Restaurant
Shoe Shine
Supermarket

Excepting the supermarket, all businesses front on State Street. There are 108 customer parking spaces in the northwest corner of the block just north of the Arlington Theatre.

The land uses on the block to the east of State Street are commercial service, retail, office and residential. They include:

Accountant Service
Antiques
Beauty Salon
Book Store
Clothing Sales
Electronics
Fast Food Restaurant
Flower Shop
Frame Shop
Gasoline Service Station
Hobby Shop
Law Offices
Printing
Religious Counseling
Residential (apartments)
Residential (single-family)
Sewing Shop
Stamp and Coin Sales
Toy Store

The law and accounting offices are at the eastern boundary of the site fronting on Anacapa Street. They are mainly housed in wooden-framed, single-family structures.

Surrounding Zoning and Land Uses

The zoning of the land immediately surrounding the proposed project site is Commercial (C-2) and Restricted Office (R-O). The majority of the surrounding zoning is C-2. The R-O zoning is to the east and northeast (see Figure 28, p. 118).

The surrounding land uses are retail, commercial service, office and single and multiple residential. The residential areas occur primarily to the east across Anacapa Street, north of Victoria Street and to the west across Chapala Street, also north of Victoria. Multiple residential uses predominate in both areas. There is some small commercial activity west of Chapala Street. The commercial uses occur primarily to the south of Victoria in the CBD.

The First Baptist Church is at the northwest corner of Victoria and Chapala Streets. To the north across Sola Street is I. Magnin (west of State Street) and to the east of State Street, Welch-Ryce Funeral Services and the Church and Rectory of Our Lady of Sorrows.

DESCRIPTION OF PROPOSED NEIGHBORHOOD SHOPPING CENTER

Location

The proposed neighborhood shopping center would be constructed on an entire city block in a northern portion of the downtown area. The street boundaries of the block are: Carrillo Street on the south, Figueroa Street on the north, Chapala Street to the east, and De La Vina Street to the west (see Location Map, Figure 11 , p. 32).

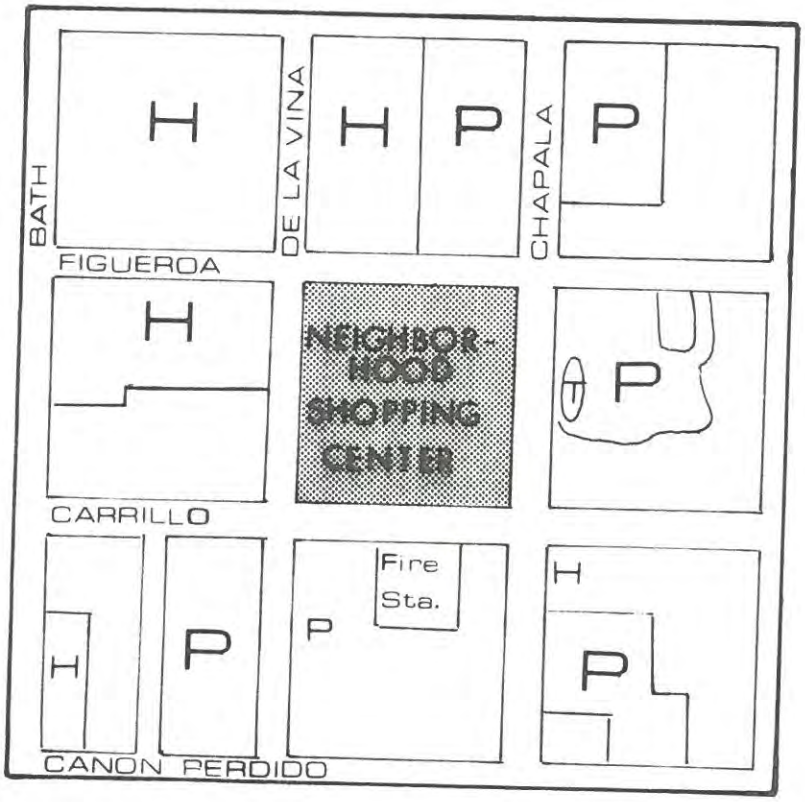
Purpose and Concept

The residents living within or on the periphery of the downtown area east, west, or directly north of the central core do not have a centralized place to purchase convenience goods. There are shopping centers located on the Mesa, on upper De La Vina Street and State Street, and on Milpas Street, but none near the downtown residential district. In addition, it is not certain how long the Safeway Supermarket or the Smith's Food King will remain in their present Chapala Street locations. Safeway may eventually be dislocated by the proposed Performing Arts Center. The proposed shopping center would provide a concentrated place in which downtown-area residents could purchase convenience goods and services. The center would consist of a large supermarket, perhaps a drugstore, a "5¢ & 10¢"store, a delicatessen, a TV repair shop, liquor store, beauty salon and, potentially, many other businesses typically found in shopping centers.

Construction Period

It is estimated that construction, once started, would last from eight to twelve months. The beginning date is not known at this time.

NEIGHBORHOOD SHOPPING CENTER



NEIGHBORHOOD SHOPPING CENTER

P PUBLIC PARKING

H HOUSING

1" = 400'

Figure 11

General Description

The shopping center could have 96,170 sq. ft. of leasable floor area and 291 parking spaces; 191 of the spaces would be for customer parking, the other 100 spaces for a car-pool parking lot.

The existing buildings on the project site will be removed to accommodate the project.

Description of Present Environment

There are 12 retail businesses, a theater, seven residences and two offices located on the project site. The business establishments are generally small in size and separated by large parking areas. The majority of the structures are older buildings in good repair. There are two newer single-level structures fronting on Figueroa Street. Located on Carrillo Street are two large structures previously used as warehouses. Each has approximately 15,000 sq. ft. of floor space. One is now used jointly by a tire company and an auto machine shop. The other is used as a theater (The Playhouse) for both adult and children's productions. The largest single use on the block is parking. The activities on the block have a low level of visibility; most or all of the activities occur within these structures. Traffic activity around the block is heavy due to the Chapala, De La Vina and Carrillo Street arterials.

Present Zoning and Land Use

The block is zoned General Commercial (C-2). It is devoted entirely to urban uses, primarily service, commercial and retail. There are some office and residential uses. The housing provided is in the old YMCA building--now the Bachelor's Club--located at the southeast corner of the block. Seven male residents currently live in the structure. There are no undeveloped areas on the block; what land is without structures is paved parking. The uses are in conformance with the zoning and the General Plan. The specific types of business activity represented on the block are listed below:

A.F.L.-C.I.O. Culinary Alliance Office	Figure Salon
Auto Machine Shop	Gun Shop
Auto Parts	Hair Cutting
Auto Repair	Public Parking
Auto Tire Sales	Radio & TV Service
Bachelor's Club (YMCA roomers)	Sporting Goods
Beauty Shop	Transcendental Meditation (office)
Electrical Service	Theater (The Playhouse)
	Xeroxing and Printing

Surrounding Zoning and Land Uses

The surrounding zoning is commercial (C-2). Beyond the C-2 to the northwest the zoning becomes Residential (R-4) with some Restricted Office (R-O). To the east, south and southwest, along Carrillo Street, the land uses are Commercial, with the exception of a fire station directly south across Carrillo Street.

DESCRIPTION OF PROPOSED BELOW-MARKET HOUSING

Location

The proposed below-market housing project would occur in the area designated as "sub-area 3" on the Land Use Plan and Boundary Map (Figure 2, p. 3). The area is located west of the downtown core and is bounded by U. S. 101 to the west, Victoria Street to the north, Haley Street at the south and, roughly, De La Vina Street to the east. "Sub-area 1" penetrates into and passes through "sub-area 3" along Carrillo Street where commercial uses predominate.

Sub-area 3 corresponds roughly to the area designated as "West Downtown" in the Santa Barbara General Plan, but is smaller in acreage--112.3 acres vs. 197.6 acres--not extending quite as far to the east, north or south as the "West Downtown" area.

Purpose

The purpose is to provide housing for families and residents displaced by various elements of the Central City Redevelopment Project. Any units not occupied by CCRP dislocated residents could be utilized by the 700 families presently on the City Housing Authority's waiting list.

Concept

The constructed units would be what is termed "Below-Market Housing." The monthly rental costs to individual households for such housing would be less than comparable shelter costs in open market housing. Ideally, the Redevelopment Agency would purchase the land proposed for the units and contract with private enterprise for construction. The completed units would be owned by the Redevelopment Agency or Housing Authority. The property would be exempt from property taxes, thereby lessening overhead and allowing lower rents, depending on the program. Rents would be high enough to cover maintenance costs.

Construction Period

Once construction of CCRP elements begins the below-market housing units will be constructed as rapidly as funding allows. The date of completion of all 500 units is not known at present. It is estimated that the demolition of existing structures and the construction of replacement structures on any of the sites would take 8 to 12 months.

General Description

The Redevelopment Agency is bound by law to relocate those residents displaced by any of the elements in the Central City Redevelopment Project. To satisfy its legal obligation the Agency proposes to construct approximately 500 units west of the Central Business District. The total land area involved is approximately 22 acres involving seven locations (see Figure 12, p. 35 for the locations). Of the 500 new units, 200 would be for elderly

BELOW MARKET HOUSING

STREET CLOSURES

- H — EXISTING AND NEW HOUSING
- H — BELOW MARKET COST HOUSING
- GENERAL COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- MAJOR BUSINESS EXPANSION
- T — TRANSPORTATION CENTER
- N — NEIGHBORHOOD SHOPPING CENTER
- NEIGHBORHOOD FACILITY
- P — PARKING

0 400' 800'

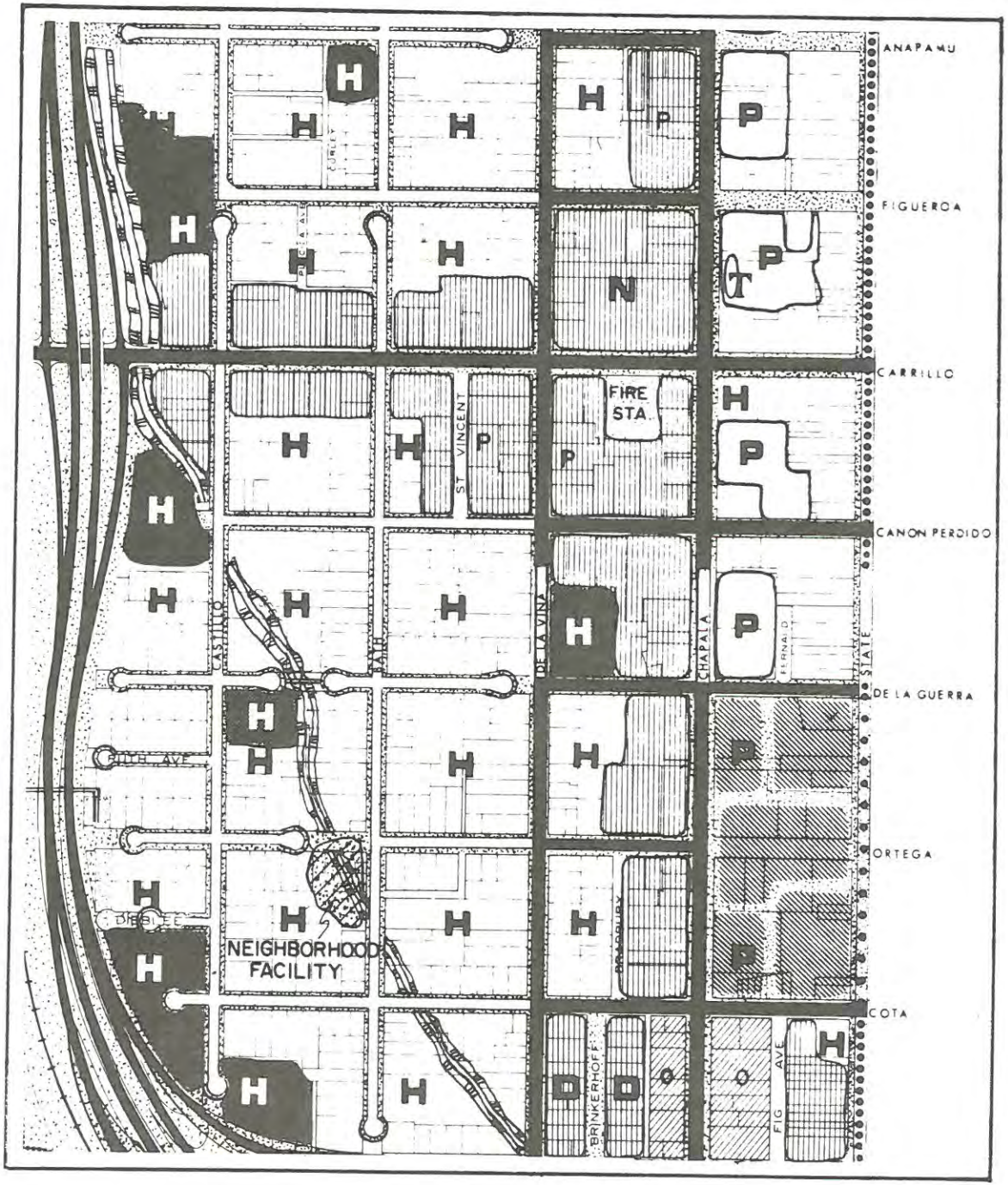


Figure 12

residents and 300 for families. The elderly units may be congregate housing; i.e., common dining and living areas.

In order to construct the 500 units, 320 existing units will be displaced. The net gain in units will therefore be 180. The 180 units will serve as housing for families dislocated by the Central City Redevelopment Project. The Redevelopment Agency plans to finance the units with "tax increment" money generated by other CCRP components, such as the East Beach market housing or the CBD retail expansion.

General Description

The project site is a residential area located west of the downtown central core. It is divided into two main parts by Cabrillo Boulevard, which bisects the site with a strip of commercial uses extending west to U. S. 101. The area is one of the older residential districts in Santa Barbara. The area's housing is an amalgam of large Victorian homes, California bungalows, cottages, and newer, high-density, architecturally unimaginative apartment complexes.[3] Many of Santa Barbara's most architecturally important structures are within the area.

Since much of the zoning is R-4, many of the older single family homes are being eliminated and the parcels are being converted to multiple-dwelling uses. A parallel trend is the renovation and conversion of the larger Victorian homes to apartments. Both practices are gradually increasing population density in the area. There are presently four units of public housing in sub-area 3 at the corner of Ortega and Bath Streets. The demographic characteristics of sub-area 3 are listed below:

Specifics. Sub-area 3 comprises 112.31 gross acres and 1,331 residential dwellings for a gross density of 11.16 DUs/acre. The total population is approximately 2,772. The vast majority of sub-area 3 residents are renters: 1,048, or 83% of the occupied units. As of January 1, 1975, there were 78 vacant dwelling units in sub-area 3. The number of vacancies is probably substantially less at present. Table 2 indicates the residential characteristics of sub-area 3 as of January 1, 1975.

TABLE 2

Sub-Area 3 Residential Occupancy as of January 1, 1975

Land Area	Existing		OCCUPIED DUs				POPULATION		Gross Density
Gross Acres	Res.Bldgs.	DUs	Total	Own	Rent	Vacant	Per DU	Total	DU/Acre
112.31	639	1331	1253	205	1048	78	2.2	2772	11.16

[3] Impacts of Growth, Santa Barbara Planning Task Force, p. 22.4.

Present Zoning and Land Uses

Sub-area 3 is presently zoned for Residential (R-4, R-3) and Commercial (C-2, C-P) uses (see Zoning Map, Figure 28). The predominant zoning classification is Multiple Residential (R-4). There is a very small area of R-3 zoning at the intersection of Victoria and Bath Streets. The Commercial zoning intrudes into sub-area 3 from the CBD to the east; its western boundary generally runs parallel to and bisects the blocks between De La Vina and Bath Streets, except where it extends all the way west to U. S. 101 along Carrillo Street. The small pocket of Restricted Commercial (C-P) zoning is of approximately three acres on the block between Bath and Castillo Streets just north of Haley Street.

Present land uses within sub-area 3 are predominantly residential with a small amount of retail, commercial service, and educational.

Surrounding Zoning and Land Uses

Sub-area 3 is bordered on its eastern side by the large commercial area of the CBD. U. S. 101 is its western boundary; the zoning west of U. S. 101 is residential. To the north of sub-area 3 is also residential zoning.

The CBD to the east of sub-area 3 contains all the activities that usually occur in a city's downtown district. The area of downtown immediately adjacent to the eastern boundary of sub-area 3 has been undergoing a gradual transition to commercial uses along the east-west streets where the zoning is C-2. Small stores and shops, many in converted dwelling structures, are being established.

DESCRIPTION OF PROPOSED WESTSIDE STREET CLOSURES AND MODIFICATIONS

Location

The proposed project would occur in the area designated as sub-area 3 on the Land Use Plan and Boundary Map (Figure 3, p. 4). The area is west of the downtown core and is bounded by U. S. 101 to the west, Victoria Street to the north, Haley Street at the south and, roughly, De La Vina Street to the east. Sub-area 1 penetrates and passes through sub-area 3 along Carrillo Street where commercial uses predominate.

Sub-area 3 roughly conforms to the area designated as "West Downtown" in the Santa Barbara General Plan, but is smaller in acreage (112.3 acres vs. 197.6 acres) because it does not extend quite as far as to the east, north or south. The proposed project will involve the modification of several streets:

North-South Streets
Bath Street
Castillo Street

East-West Streets
Anapamu Street
Figueroa Street
De La Guerra Street
Ortega Street

Purpose and Concept

The street closures are designed to prevent automobile traffic not related to the residential activities in sub-area 3 from using the west downtown streets as central core bypass routes. The streets will be closed at various points by the use of cul de sacs. The elimination of sub-area 3 as a resource for through traffic will force CBD related traffic to use the major arterials within or immediately adjacent to the central core, thus concentrating non-residential traffic volumes outside the residential area west of downtown.

Mission Creek traverses sub-area 3 (see Figure 3). In accordance with the Open Spaces Plan and where feasible, east-west aligned cross-streets will not cross the creek, but will have cul de sacs on each side of the creek. Bridges across the creek to facilitate pedestrian and bicycle traffic will connect each cul de sac. The idea is to use the cul de sacs to arrive at some degree of continuity in the completed Mission Creek Linear Park project.

Construction Activity

Barriers could be erected after construction. Actual cul de sac construction could be completed in three to five months. With the exception of the Castillo-Haley Street closure, the street closures could occur at any time. Because the Department of Motor Vehicles, which generates considerable daily traffic, is located at the Haley-Castillo intersection, a street closure there would force DMV traffic into a circuitous route through the west side residential areas. Therefore, the Haley-Castillo closure may be dependent on a DMV relocation. The DMV is presently seeking a new site, not because of the planned street closures, but because they desire a more central location.

Description of Proposed Project

The proposed project would involve the discontinuance of several west downtown streets by interrupting their linear continuity with cul de sacs (see Figure 12). It is proposed to eliminate through traffic on north-south Bath and Castillo Streets between Figueroa Street to the north and Haley Street to the south. Bath and Castillo Streets will be interrupted at the following locations:

1. At present both Bath and Castillo Streets intersect with Haley Street. These intersections will be eliminated by the construction of cul de sacs on Bath and Castillo Streets just north of Haley Street. No turns on to these streets will be possible from Haley.

2. At present Castillo and Bath streets provide uninterrupted travel from Carrillo Street to Micheltorena Street. The proposed project would place cul de sacs on Bath and Castillo Streets just south of their intersections with Figueroa Street.

Several east-west cross streets south of Victoria Street, north of Haley Street and west of De La Vina Street would be modified with cul de sacs:

1. Anapamu Street presently has a cul de sac at its western end east of U. S. 101. Another will be constructed just west of De La Vina Street.
2. De La Guerra Street has a cul de sac at its western end east of U. S. 101. Three more will be constructed--one west of De La Vina Street and one on each side of Mission Creek. Automobile travel over the creek will be eliminated. Pedestrian and bicycle traffic will be accommodated by a bridge.
3. Ortega Street presently has a cul de sac at its western end east of U. S. 101. Another will be placed west of Mission Creek. Foot and bicycle traffic over the creek will be accommodated by a bridge.

Present Environment: Traffic Circulation

Sub-area 3 is located just west of the CBD and is subject to heavy peak hour street traffic not related to the residential land uses occurring within the area. This is because the street network within sub-area 3 is extensively used as a means for shoppers and commuters to bypass the central core arterials. Both Haley and Carrillo Streets are major east-west arterials that provide full access to U. S. 101, but which are blocked in their western end by the freeway (see Figure 12). Bath and Castillo Streets pass through sub-area 3 connecting Haley Street to Carrillo Street. Further north they intersect with Micheltorena and Mission Streets, two more heavily used east-west arterials.

Because Bath and Castillo Streets service so many east-west arterials and because they are two major traffic channels entering and leaving the CBD, they are heavily used at peak hours, especially in the p.m. peak hour. Since De La Vina Street is one-way south and Chapala Street is often congested at the p.m. peak hours, workers leaving the CBD travel west on any of the many east-west collectors until they reach Bath or Castillo Streets, where they turn north or south to reach either U. S. 101 or the north and west side residential districts.

Another reason sub-area 3 is affected by traffic spill-over from the CBD is that it is a free parking resource for CBD employees. West of De La Vina Street there is no time-restricted on-street parking. Since the area is so close to the CBD, employees use sub-area 3 for all-day, on-street parking. Therefore, during the p.m. peak hour, the area is heavily congested with inbound and outbound vehicle traffic.

OTHER PROPOSED STREET MODIFICATIONS

Besides the various CCRP elements the Redevelopment Plan contains several modifications to the existing circulation network within the central core. The modifications would result primarily from the closing of streets to automobile traffic and the dedication of the closed areas to pedestrian or bicycle traffic. The following central core street sections are proposed for closure under Plan H:

1. Anapamu Street between Chapala and Santa Barbara Streets would be closed to automobile traffic. A mall would replace the roadway, with pedestrian or bicycle traffic allowed. State Street would remain open to automobile traffic.

2. Figueroa Street would be closed to automobile traffic between Anacapa and Chapala Streets, where a pedestrian and bicycle mall is proposed. Again, State Street would remain open to automobile traffic.

3. Ortega Street would be closed between Anacapa and Bradbury Streets. The closed area would be converted to a shoppers' pedestrian mall. Chapala Street would remain open to automobile traffic where it crosses Ortega Street, but State Street would be closed to automobile traffic at the existing Ortega Street crossing.

4. State Street would be closed to automobile traffic between De La Guerra and Cota Streets, with the closed area being converted to a shoppers' pedestrian mall.

5. The loop around De La Guerra Plaza would be closed to automobile traffic.

6. That section of Canon Perdido Street passing through the old Presidio site would be closed for the Presidio reconstruction project (see p. 41).

Other street modifications--extensions, realignments, widening, grade changes and conversion of two-way streets to one-way arterials--would be accomplished as part of the crosstown transportation corridor project.[4] In general, the modifications to the existing circulation network required by the crosstown transportation corridor plan would relieve most of the congestive adverse traffic impacts resulting from the CCRP. If the crosstown transportation corridor project is not accomplished, other street modifications would be necessary to accommodate the increased flow volumes created by both the CCRP and other expected increases in the City's traffic volume. According to the Santa Barbara Public Works Department, these modifications include:

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4 See the Cross-town Transportation Corridor Plan, Patterson Langford & Stewart, January 14, 1976.

1. Widening of Haley Street to four lanes, plus left turn lanes between Castillo and Anacapa Streets.

2. Improvement of De La Vina between Haley and Carrillo Streets to include either three lanes or two lanes plus turn lanes.

3. Creation of turn lanes, achieved mainly through the elimination of parking spaces, as noted on the volume-over-capacity summary sheets.

4. Removal of parking along Anacapa between Figueroa and Haley, and Cota Streets between De La Vina and Santa Barbara, and placement of turning lanes in these areas.

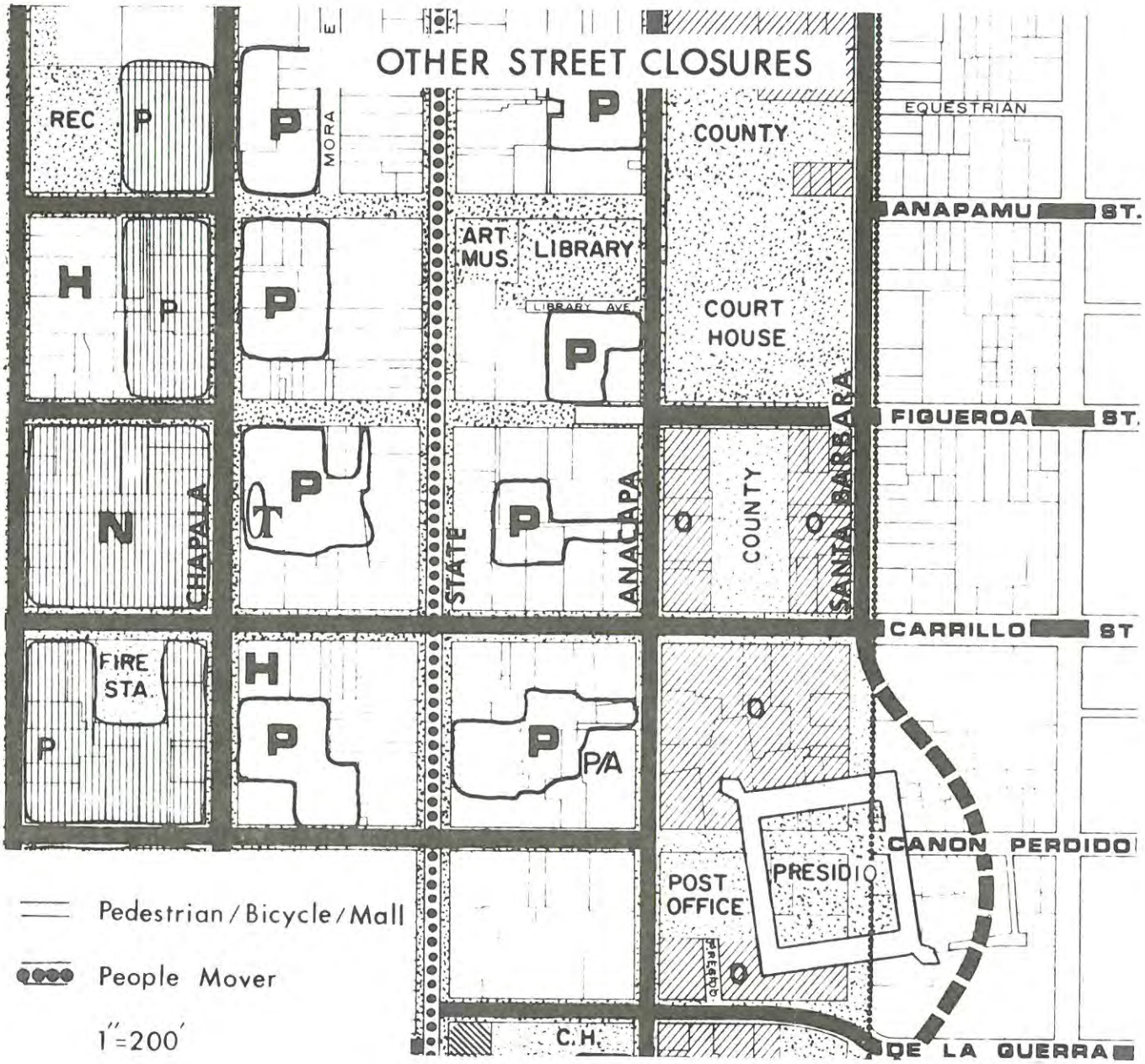

Figure 13

DESCRIPTION OF PROPOSED NEIGHBORHOOD FACILITY

Location

The Neighborhood Facility Center would occupy a 1.5 acre site at the southeast corner of Bath and Ortega Streets in the West Downtown section of the City.

Purpose

The Center would be a general purpose, interagency service and resource facility to serve this area in a manner similar to the Franklin Neighborhood Facility Center on the City's East Side. Local residents could come to the Center with their questions and problems regarding health, welfare, jobs, and other social welfare concerns.

The Center staff, representing various agencies, would provide answers and advice, or would direct residents to appropriate persons or agencies. Desire for such a facility had been expressed by area residents in a study conducted by Patterson, Langford and Stewart.[5]

Concept

It is assumed that the Center would be designed in a style in keeping with other Santa Barbara public buildings. The building design, size, room arrangement, parking facilities, and related project specifics are not known at this time. It has been determined that the Center would be oriented toward Mission Creek which passes through the site. The proposed project should complement and be complemented by a park setting.

Various public and private agencies (e.g., Health Dept., Welfare, etc.,) would staff the Center with representatives to serve local neighborhood needs. The facility would also serve as a meeting place for social and recreational activities.

Description Specifics

The Neighborhood Facility Center would consist of one building of as yet unspecified size, but of approximately one-half the size of the Franklin Neighborhood Facility Center. The building would contain offices and recreation, meeting and crafts rooms. Parking facilities and other exterior amenities (e.g., landscaping), have not yet been specified. A cul de sac would be constructed on Ortega Street at the westerly edge of Mission Creek.

Construction Activity

The project would take four to six months to construct and landscape. A beginning construction date is unknown at this time.

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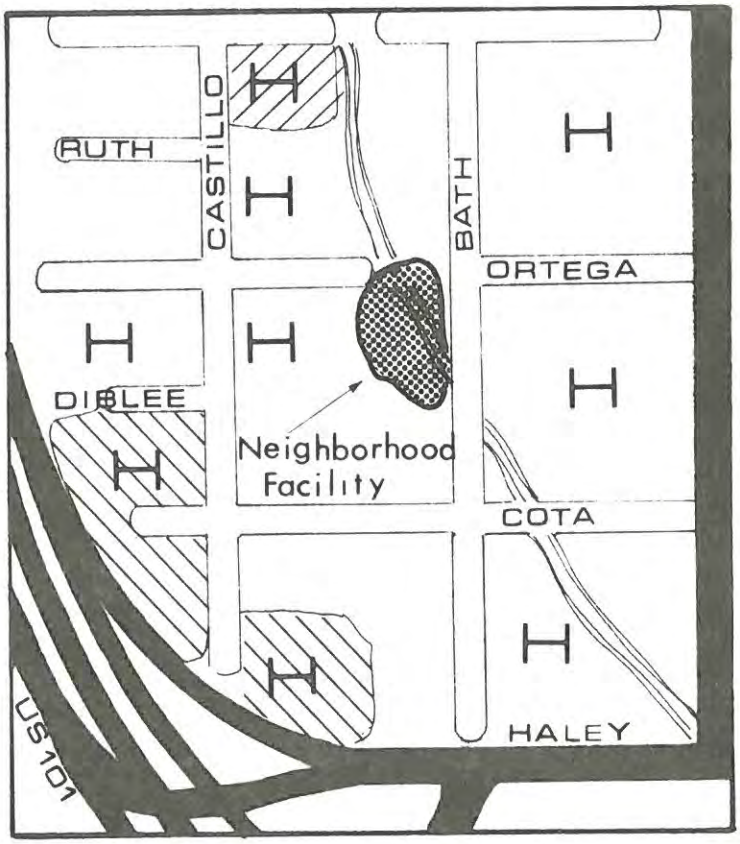
[5] Choices for the Future, 1974, p. 23.

NEIGHBORHOOD FACILITY



NEIGHBORHOOD FACILITY

HOUSING (EXISTING & NEW)

BELOW MARKET COST HOUSING

PRINCIPAL STREET

Figure 14

1' = 400'

Present Environment: General

The site has an uneven, grassy terrain and is generally square in shape. Mission Creek passes through the site's northeast corner. Its eastern bank is of concrete and prevents the errosion and undermining of four small California bungalows situated between the Creek and the street. The rear of the bungalows extends to the edge of the concrete bank. The houses on the lot are generally confined to the areas fronting on Bath and Ortega Streets.

Present Zoning and Land Use

The site is located within a residential area, zoned R-4. It contains eleven dwellings, six of which are owner-occupied. Four of the units are renter-occupied, while the eleventh is extremely dilapidated and vacant.

Surrounding Zoning and Land Uses

The project site is surrounded by the residential uses and zoned R-4. Older, single-family homes dominate the area. There are two public housing duplexes located across Bath Street to the east.

DESCRIPTION OF PROPOSED MISSION CREEK LINEAR PARK

Location

Mission Creek is a natural drainage channel for runoff waters from Mission and Rattlesnake Canyons in the foothills of Santa Barbara. It also accommodates drainage from impervious surfaces in urban areas. The creek runs southwest out of the foothills, through the Oak Park neighborhood to U. S. 101, turns southeast to run along the north side of the freeway and, finally, turning again southeast, empties into the ocean. The section of Mission Creek within the planning area begins south of Victoria Street and ends at the ocean.

Purpose and Concept

The design concept for the linear park call for the restoration and enhancement of the natural creek-side flora and fauna, providing a wildlife habitat and a nature-study area for residents and school groups. The land area within a zone extending 50 ft. outward from both sides of the top of the creek bank will be landscaped, but will include little or no structural development. Ideally, a hiking trail, with foot bridges crossing the creek, would follow the line of the bank top. Picnic areas and barbecue pits could be provided. Another zone, 100 ft. wide and set beyond the 50 ft. line, would have limited development within architecture designed to complement the open areas. When the linear park is developed to the degree capable of accommodating alternative modes of transportation, a bikeway may be included.

The land along Mission Creek within the planning area is within the 100 year flood zone. The linear park concept would control development on the flood plain and assure that, where flooding does occur, it be designed to minimize flood damage to life and property.

Method of Accomplishment

The Mission Creek Linear Park project involves the retention, enhancement, and utilization of the remaining natural open areas along the creek. This will be done passively through set-back restrictions placed on all development, renovation and reconstruction of buildings and site improvements along the creek.

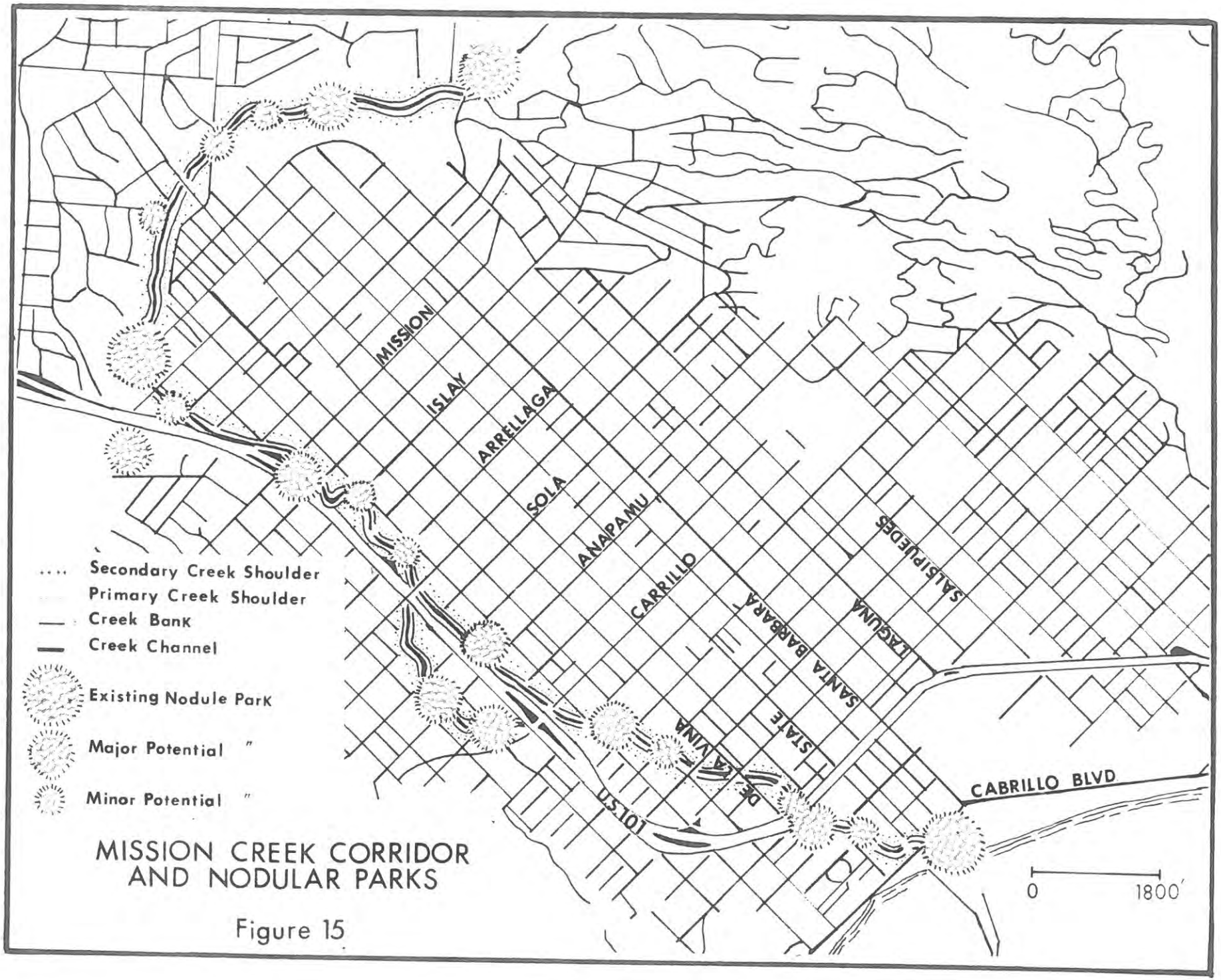
Pursuant to the requirements of the National Flood Insurance Program and the Major Creek Open Spaces Plan, certain regulations controlling development within 150 ft. of the top of the creek bank will be enforced. The 150 ft. strip will be divided into two zones. The first zone will be a 50 ft. setback between "any structure or hard paved surface and the top of the creek bank." The second zone will extend 100 ft. beyond the 50 ft. zone. Development within this area will be subject to approval by the Board of Land Use Controls. The Board will determine, using certain criteria, whether a development is suitable to the creek environment. These criteria will pertain to the flood and ecological characteristics of the area in question and the area's relationship to the adopted Open Space Element.

Description of Present Environment

The Major Creek Open Spaces Element of the General Plan divides Mission Creek into three distinct environmental categories defined by the nature and intensity of human activity along its banks. The three categories are natural, rural and urban.

The natural creek areas are those in which the creek passes through Mission and Rattlesnake Canyons north of Foothill Road. There is currently little or no development along the creek banks in this area. Native flora and wildlife are scattered throughout the natural area. The rural creek area is found south of Foothill Road but north of State Street. There has been scattered development along this section of the creek. There is a demand for higher rent dwellings in the rural area of the creek because its open space provides a desirable residential location. The urban section of Mission Creek extends south from the intersection of State Street and Alamar Avenue and continues to the beach. This area is characterized by relatively intense development along the creek banks.

Mission Creek within the CCRP Area boundaries begins at Victoria Street. Between Victoria Street and the beach, the creek is approximately 17,600 ft. (3.3 mi.) in length. Streets and various overpasses cover approximately 1,600 ft. of the open creek. In some sections below Mission Street the creek has been straightened and lined, but the creek area in which this has occurred is minimal to date. In the urban area structures have been built up to and within the area of the creek banks.



MISSION CREEK CORRIDOR AND NODULAR PARKS

Figure 15

Existing Uses

Mission Creek provides a variety of uses to City residents: An open space play area for children; an aesthetically pleasing residential environment for people living near its banks; and a drainage channel for runoff from the watershed north of Santa Barbara and from the City's streets. Unfortunately, because in places the creek is accessible by vehicle, it is often used as a dumping ground, a practice that would be eliminated by the linear park project.

There are 22 remaining vacant lots along the creek within the CCRP Area.

Background

The Open Space Element of the City's General Plan and the Federal Flood Disaster Protection Act of 1973 create plans and policies for the use of the City's creeks. These plans call for the retention of the creeks' remaining natural habitat and, over time, the reclamation of much of what has been altered or destroyed.

In referring to the drainage channels that flow through the City, the Open Space Element of the General Plan states:

> "These drainage channels should remain in their natural state, providing recreation facilities. ... It is recognized that certain maintenance, clearing and alignment work may have to be done in order to minimize flood damage. However, all such flood control work should be done in a manner that will maintain the natural qualities of the creek open space. Further artificial channelization and/or lining in any form must not occur."[6]

To leave Mission Creek unlined--in order to retain and enhance its natural contributions to the urban environment--will require providing for its intermittant, but destructive, flood waters. (See "Hydrology" for Mission Creek Flood History.) Such provisions are partially mandated by the Federal Flood Act of 1973 and would provide federally subsidized flood insurance for land uses occurring within flood zones. Costs for insuring these land uses in the private market would be prohibitive and would effectively preclude many of them from the linear park plan. In order to participate in this federal program, the City assisted in the preparation of a flood plain data map depicting the 100-year flood plain lines and depths. The study and map will be used as a basis for the establishment of flood insurance rates, land use, and building construction requirements. The program is intended to minimize flood damage and lessen the federal costs of flood relief by (1) limiting and/or regulating building in flood-prone areas, and by (2) requiring property owners and local governments, through the purchase of flood insurance, to bear most of the cost of flood damage resulting from irresponsible land use policies in the flood plain.

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6 General Plan, p. 105-E

The original program proposed that once the flood plain study was submitted to the City, the City could either participate in the program and, thereby, receive federal flood insurance, or it could drop out of the program. The Act has subsequently been amended, however, with legislation that disallows federally regulated lending institutions from providing loans for public or private construction projects in the flood plain if the local government is not participating in the flood protection program. These amendments effectively require a city's participation in the federal flood plain management program if it desires to allow development in flood prone areas. The combined effects of the General Plan's Open Space Element and the flood plain land use policies mandated by the Flood Protection Act as a precondition of obtaining construction capital and subsidized flood insurance result in the plans prescribed in Major Creek Open Spaces Element of the General Plan. Because Mission Creek has such a variety of uses along its banks, and because much of it lies within an area in the City subject to Central City Redevelopment plans, it has been selected as the prototype of Santa Barbara's Major Creek Open Spaces Element.

DESCRIPTION OF PROPOSED MARKET HOUSING

Location

The proposed Market Housing development would be located on a 20.3 acre site roughly bounded by Anacapa Street on the west, Garden Street (extended) on the east, Cabrillo Boulevard on the south, and the proposed transportation corridor (U. S. 101) on the north.

Purpose

This development would provide luxury living accommodations near the beach. The General Plan states that this "residential development should recognize and complement any existing or proposed tourist-oriented commercial activity along Cabrillo Boulevard or along State Street below the Transportation Center."[7]

Concept

This development is intended to reflect an atmosphere of tranquil living in a park-like setting near the beach. The architectural design, as yet undetermined, would be of a style and scale appropriate to Santa Barbara.

General Description: Assumptions

The proposed development could consist of approximately 406 two-bedroom luxury units of 1,200 sq. ft. each. Density would be no more than twenty dwelling units per acre and 50% of the net site area would be landscaped open space. If the dwelling units were to be occupied at an average rate of 1.75 persons per unit, the total number of residents would be 710. Parking

7 General Plan Amendment, GPA-2-75, adopted Jan. 1976.

would be provided at a rate of no less than two parking spaces per dwelling unit. Provisions for social and recreational facilities may also be developed but have not yet been specified as to type or size.

Construction Activity

It is assumed that the project would be constructed in phases and in line with market demands. Estimated construction time for the entire project is two years. Though a precise date for beginning construction is still undetermined, it is estimated that construction could begin in 1979 or 1980.

Present Zoning and Land Uses

Currently, the site of the proposed Market Housing is primarily developed with commercial and light manufacturing uses. The area zoned C-M (commercial manufacturing) and M-1 (light manufacturing) is busy with a variety of activities including sea food processing, auto repair and body shops, winery and liquor distributor, storage, small manufacturers, research firms, and a lumber yard. The businesses are generally well maintained and busy. The railroad tracks run through the area. The terrain is generaly level; approximately one-quarter of the site is vacant.

Surrounding Zoning and Land Uses

The surrounding land area is C-M to the west, M-1 to the east, and R-1 to the south along East Beach. Uses that occur around the site are generally of the same commercial nature as the uses within the project area boundaries, except that the industrial activities to the east are larger in scale and use more open land area for their activities. The East Beach area along Cabrillo Boulevard to the south is devoted primarily to tourist uses. The Sunday Art Show generates the greatest number of tourists. During the Art Show the project area is used for visitor parking.

DESCRIPTION OF PROPOSED MERCADO

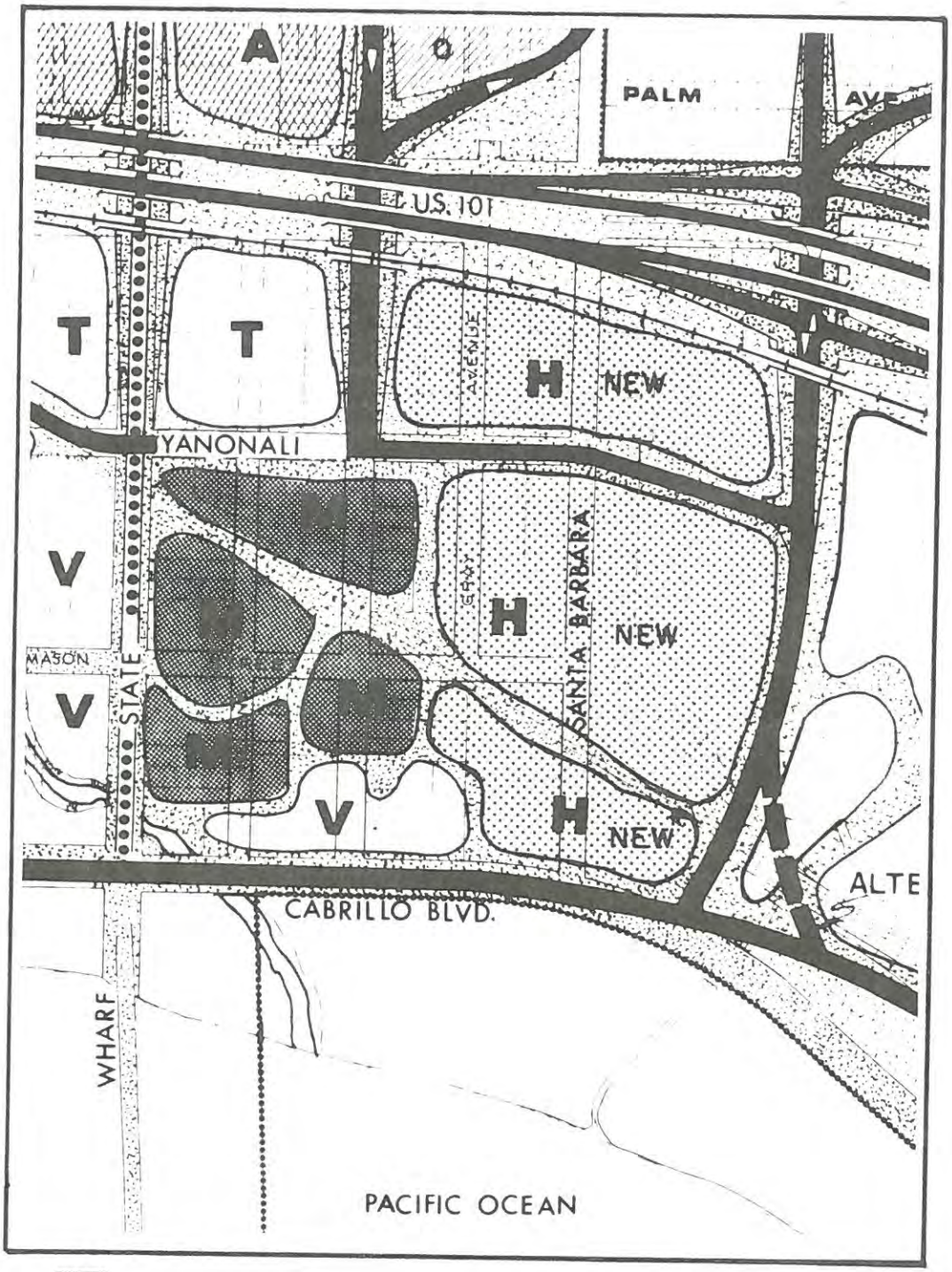
Location

The proposed Mercado would be located just north of Stearn's Wharf on the east side of State Street. It would be in the area south of Yanonali Street and north of Cabrillo Boulevard. As proposed the Mercado would extend east to the approximate alignment of Anacapa Street, which would not extend south of Yanonali Street. There are two alternative plans for the Mercado, Plan A and Plan C. Plan A is the larger and has approximately 700 feet of State Street frontage, while Plan C has only 100 feet (see Figure 16).

Concept and Purpose

The Mercado would be a shopping locale close to the primary beach activity areas with pedestrian access to the harbor and East Beach. Choices for the

MARKET HOUSING AND MERCADO



H Market Housing

Mercado

V Hotel / Motel / Tourist

T Transportation Center

A Auto Center

Figure 16

0 400'

Future views it as a place where,

> "...an interesting mixture of small shops which make, process and sell the results of craftsmen's creative efforts--a place where a craftsman-merchant may also live--a place where eating, beverage and entertainment places are interspersed with the shops--where the whole complex is placed in a setting of plazas, malls and winding, auto-free walks." (p. 10)

Description of the Proposed Project

The projected size and scope of the proposed Mercado are still unclear. This is mainly due to the as yet undecided scope and intensity of the commercial complex on Stearn's Wharf. In general, the smaller and less intense the wharf complex, the larger the Mercado may be.

Whatever the size of the Mercado, the project will involve the pre-emption of existing commercial uses and the removal of some existing buildings. From 4 to 25 businesses would be dislocated, depending on which plan is adopted. There are many marine-related businesses within the project site. Some, if not all, would be relocated in the East Beach area designated for Ocean-Oriented Industry (see Figure 17A). There are some relatively new structures on the site as well as older ones in excellent condition. Wherever possible these structures will be saved and integrated into the Mercado plan. The larger plan (Plan A) retains at least six substantial buildings. The smaller plan (Plan C) would retain at least two. Choices for the Future recommends that the three restaurants on the site, The Lobster Trap, Espana, and Chart House, be encouraged to remain (p. 11).

Construction Activity

Once site work is begun, construction should take from four to six months. A beginning date is uncertain at present.

General Description

The two blocks involving the main portion of the project site are bisected by east-west aligned Mason Street, north-south aligned Helena Street, and the Southern Pacific Railroad tracks, which pass diagonally through the northernmost block (see Figure 16, p. 51). Mason Street is short, beginning at State Street and ending at Anacapa Street. Helena Street runs from Montecito Street to Cabrillo Boulevard. The streets are used primarily for access to the businesses located in the two blocks and for parking.

Present Zoning and Land Uses

The project site is presently zoned for Commercial Manufacturing uses (C-M). The commercial uses on the site represent a variety of business activities.

They range from boat sales to cabinet working and restaurant. The types of businesses are listed below:

Auto Painting	Furniture Refinishing
Auto Wrecking Yard	Marine Labs
Boat Sales	Moving and Storage
Cabinet Making	New Car Sales
Contracting	Offices
Diving Equipment Sales and Manufacture	Restaurant
	Seafood Processing
Electronics Manufacturing	Shutter Manufacturing and Sales
Fast Food	Sports Equipment Sales
Fiberglass Products	Surfboard Manufacturing

Some of the buildings fronting on State Street are relatively new and in excellent condition. The Bekins Moving and Storage building is a large, well-maintained structure just north of Mason Street and east of Helena Street. These buildings may not be demolished under the project. Other buildings are very old, not well maintained and would be removed, if renovation were not feasible.

The level of activity on the project site south of Mason Street is relatively intense. The food service activities and marine-related businesses located close to the waterfront generate both tourist and business traffic. The activity level north of Mason Street is less intense. The businesses there are auto sales, moving and storage, lamp manufacturing,seafood processing and retail sales. The seafood processing plant on the corner of Yanonali and Anacapa has peak periods of very high employee activity, but little of it is evident outside the plant. During bad weather, the plant is virtually idle.

Since the project site is bounded by the major traffic channels (State Street, U. S. 101, and Anacapa Street), traffic volume on its periphery is normally moderate to heavy. The railroad tracks and the signalized freeway crossing of State and Anacapa Streets often impede traffic flow in the site area. In addition, the site's proximity to Stearn's Wharf, East Beach, and the harbor area causes an overflow of pedestrian and auto traffic during peak periods of beach activity. The regular Sabado y Domingo Art Show creates an influx of tourists that patronize the surrounding parking, eating, and other tourist facilities.

The uses on the project site conform to the uses specified under the zoning ordinances for the C-M zone.

Surrounding Zoning and Land Uses

The land area surrounding the project site is zoned Commercial Manufacturing (C-M). The surrounding uses generally resemble those occurring within the site. To the east and north is more business and industry. Fast food service, marine equipment sales and used car outlets are located immediately to the west across State Street. To the west of this State Street frontage is a hotel and residential area. The Southern Pacific rail depot is also west of State Street, slightly to the northwest.

DESCRIPTION OF PROPOSED HOTEL/CONFERENCE CENTER

Location

The proposed Hotel/Conference Center would occupy a 35-acre to 45-acre site in the East Beach area, extending from Salsipuedes Street on the east to Milpas Street on the west, and south from Cabrillo Boulevard to the proposed Transportation Corridor (U. S. 101) on the north.

Purpose

This project is intended to stimulate additional tourism in the City of Santa Barbara by attracting persons and groups who presently bypass the area due to the lack of adequate conference facilities. The General Plan Amendment[8] states that, "the area of the City known as East Beach be set aside for Hotel and Residential Development" because this area "is far more suitable for tourist, recreation, and residential activities" than for the current commercial and industrial uses.[8] Additional revenues to the City in the form of increased taxes based upon a higher assessed value of the site are expected to make up a major proportion of the total CCRP incremental revenues.

Concept

The Hotel/Conference Center is proposed as a self-contained resort hotel. In accordance with the Proposed General Plan Amendment[9] the development would be low profile and in character with the rest of the City, especially the waterfront. The design would include generously landscaped open space and provisions to minimize automobile usage within the complex. A shuttle system connecting the hotel with other shoreline and central business district activities should be included so as to reduce automobile usage by hotel guests outside the complex. In keeping with the goals of the General Plan,[9] this development is intended to improve the quality of the beachfront as a tourist and visitor attraction.

Construction Activity

Actual construction time would be approximately two years.[10] Construction could begin between 1978 and 1980.

Project Description

In 1972 American Communities, Inc., and Southern Pacific Land Company proposed the development of a 500 room Hyatt Regency Hotel and a 1500 capacity conference center. The elements described below reflect a modification of that original plan as outlined in Alternate A of Patterson, Langford and Stewart's Choices for the Future, and changes as prescribed by the General Plan Amendments.

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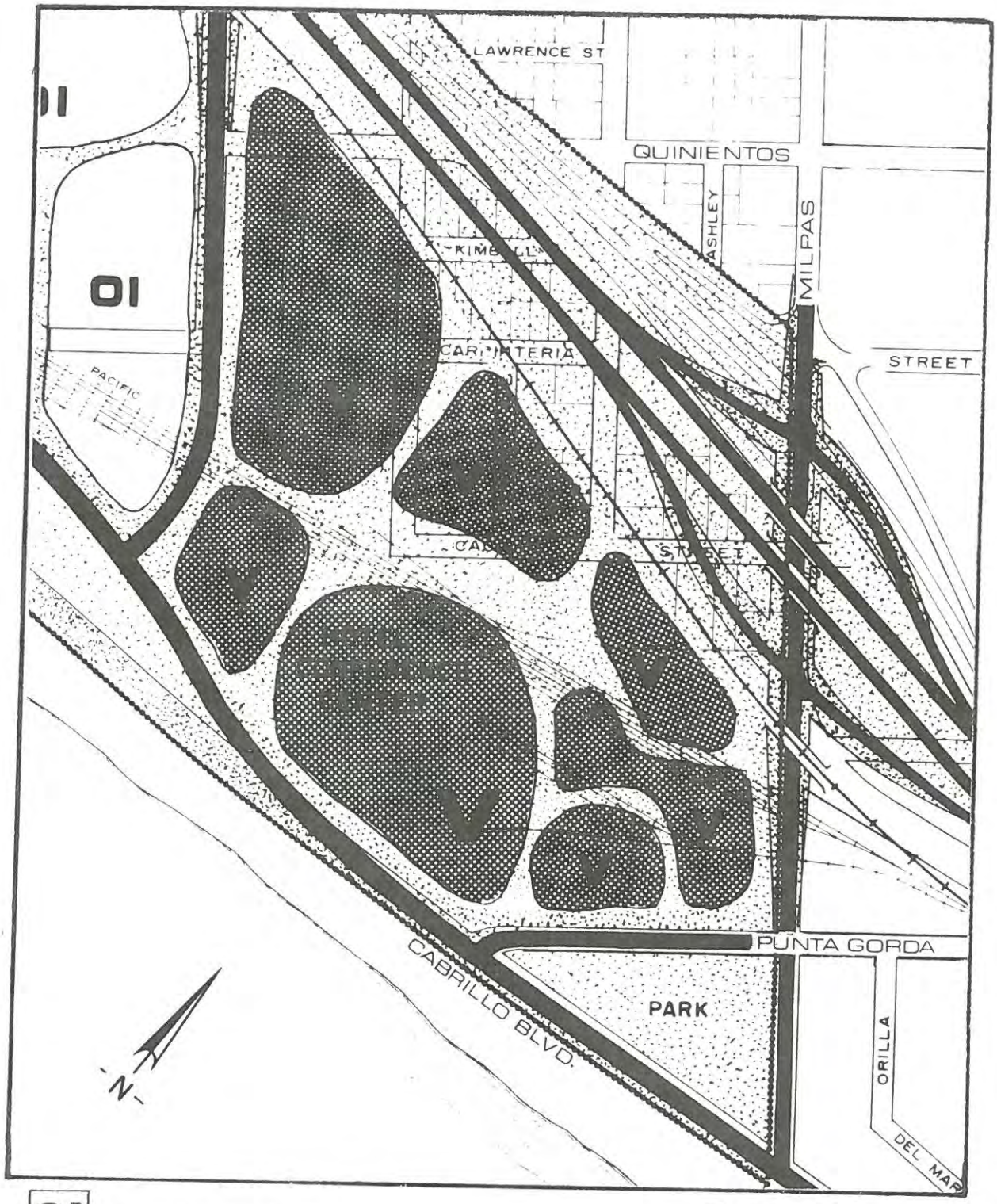
8 General Plan Amendment, 2-75.

9 Goals Report of the General Plan as quoted in "Proposed Amendments to the General Plan," Fourth Draft, City Planning Division.

10 Environmental Assessment Draft, Hyatt Regency Hotel Development, 1973, prepared by American Communities.

HOTEL CONFERENCE CENTER



OI OCEAN ORIENTED

MOTEL/HOTEL/TOURIST

PRINCIPAL STREET

0 400′

Figure 17

In accordance with an R-H zoning designation[11] (resort hotel), the main building could be no more than three stories (not to exceed 45 feet) in height. With the exception of the main structure, the building s could not exceed two stories in height. The structures of this development could not cover more than one third of the total site area (approximately 13.7 acres). Parking area could also be limited to no more than one-third of the property.

Proposed Major Elements (based on American Communities' Proposal and allowable uses in an R-H zone)

1. Several guest room buildings (4, 5 or 6) of no more than 45 feet in height (three story limit), situated to provide the least impaired view of the mountains from the beach;

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

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

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

5. A "people moving system" providing transportation within the Hotel/Conference Center complex, as well as a shuttle service connecting to other waterfront attractions and the central business district;

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

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

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

Description of Present Environment

General Description

Approximately 60% of the site is unoccupied. The terrain of the site is generally level, with several groups of mature trees and bushes located along Punta Gorda and Cabrillo Boulevard. Much of the site's vacant land is spotted with weeds.

Present Zoning and Land Uses

The area is currently zoned M-1 (light manufacturing). A variety of establishments occupying the project site include: building materials firms (5), salvage yard (1), steel and supply distributor (1). At the northwest corner

11 The property is currently zoned M-1 (light manufacturing) but is expected to be rezoned to R-H (resort hotel).

of the juncture of Cabrillo Boulevard and Punta Gorda is the old railroad roundhouse which is currently used by an airconditioning manufacturer. The Southern Pacific Railroad tracks cross the site on an angle running approximately from southeast to northwest. Re-alignment of the railroad tracks would facilitate the development of this project. Without re-alignment of the tracks the development would be limited to that area of the site south of the tracks. The re-aligned tracks would parallel the proposed freeway development; these combined elements would then form the "transportation corridor."

There are no residences within the site area. Palm Park, south and east of the site (across Cabrillo Boulevard), and the Punta Gorda Ballpark, flanked by Punta Gorda on the north, Milpas on the east, and Cabrillo Boulevard on the south, are public recreational facilities neighboring the site.

Surrounding Zoning and Land Uses

The land to the north and west of the project site is zoned M-1 (light manufacturing) and to the east C-2 (general commercial). The zoning south of the site along East Beach is R-1. The uses in the surrounding M-1 zone vary from lumber yards to boat building and coffin manufacturing. The uses occurring to the east of Milpas Street as largely hotel and motel.

DESCRIPTION OF PROPOSED OCEAN-ORIENTED INDUSTRY

Location

The proposed complex of ocean-oriented industry would be located south of U. S. 101 and north of the present Southern Pacific railroad track alignment. This area lies between Garden Street on the west and Salsipuedes Street on the east (see Location Map, Figure 17A.)

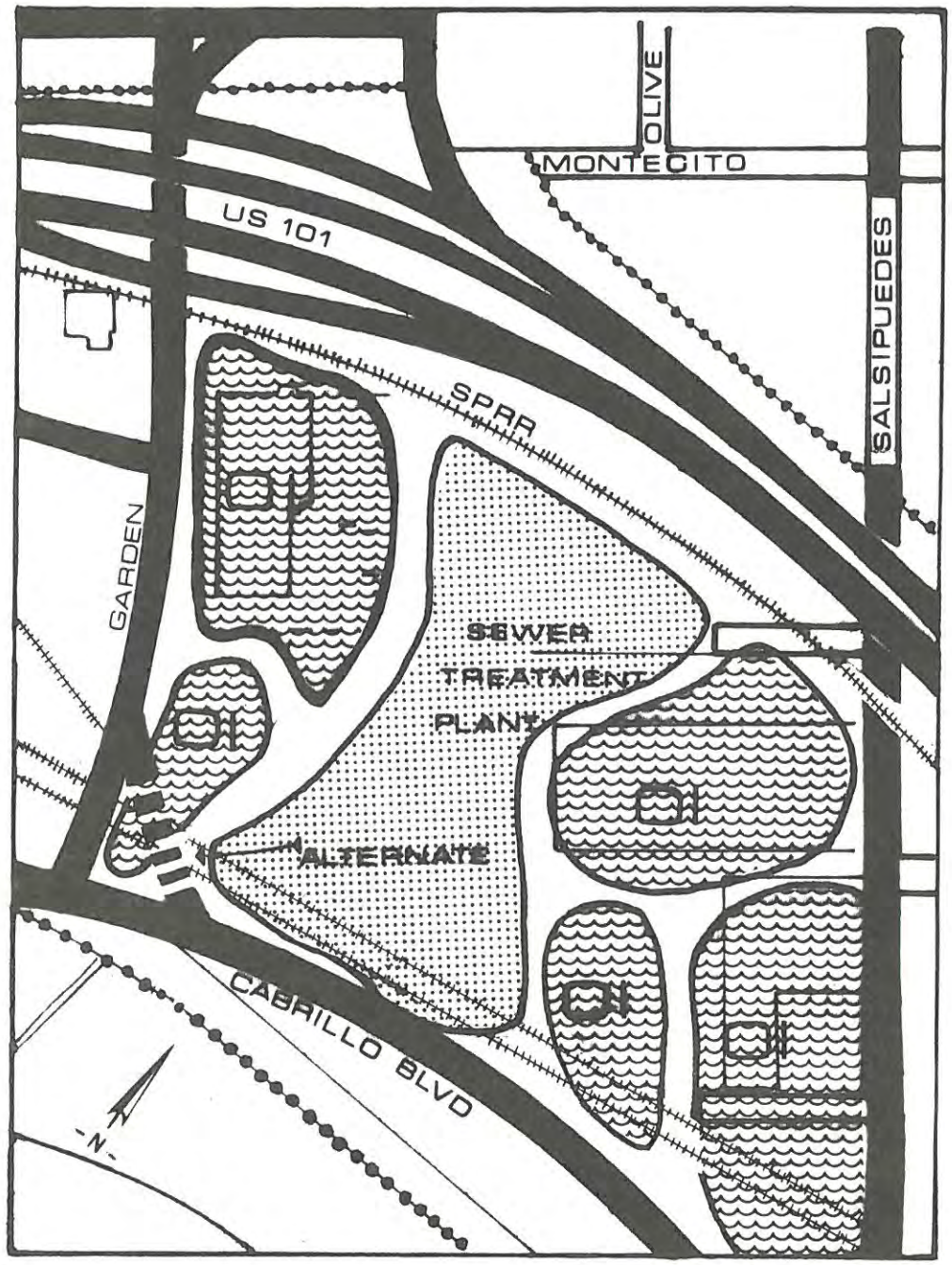
Purpose and Concept

According to the General Plan (p. 33):

> "The lands on each side of the wastewater treatment plant, toward the proposed site for Market Housing to the west and Hotel Conference Center to the east, to the extent possible in context to (sic) market conditions, should emphasize ocean-orientated industries which require a close-to-the-water location. Such activities as boat building and repair facilities, seafood processing plants, surfboard manufacturing, sailmaking, and a variety of other ocean-oriented businesses and industries would be most appropriate."

CCRP planning consultants have suggested that the Central Drainage Channel which runs to the beach through the western portion of the project site be reclaimed and possibly expanded into a lagoon around which various industrial activities could be located.

OCEAN ORIENTED INDUSTRY



Ocean Oriented Industry

Sewer Treatment

Principal Street

1" = 400'

Figure 17 A

The project would relocate thirteen existing businesses along with the structures that house them--and the construction of facilities designed to accommodate a variety of ocean-oriented industrial uses. The Vercal Building will remain on the site. The planning consultants also suggest that the Santa Barbara City College Building & Trades Center be considered for retention. The sewage plant is currently being expanded within the project site. The proposed project facilities would be located to the east and west of the completed sewage treatment plant. It is likely that those marine and ocean related businesses displaced by other CCRP projects will be relocated within this project site. The project will make available approximately 1,300,000 sq. ft. of industrial space, including the sewage treatment plant area.

Many ocean-oriented industries require buildings with special structural features and equipment. It is not likely, therefore, that buildings will be constructed on the entire area to await tenants. Vacant lots may exist within the site until seafood processors or boat builders purchase them and construct appropriate facilities. This development process could span several years. A date for initial construction is uncertain at this time.

Description of Present Environment

Several large warehouses exist on the site. The Vercal Building is the largest with five acres of floor space. There are two rail spurs aligned to the north in the eastern portion of the site. They serve large warehouses just west of Salsipuedes Street. The area is utilized solely for storage and industrial activities. Areas without structures are devoted to rail uses or outside storage. A small area of the site is vacant and covered with vegetation. There are no residences on the property.

Historically, the project site was part of the larger, natural slough that existed in the lower east-side. Over the years the slough was filled and the project site portion became industrialized.

Existing Zoning and Land Uses

The project site is presently zoned Light Manufacturing (M-1). The existing land uses conform to the present M-1 zoning criteria. They are as follows:

Agricultural Supplies	Food Market Warehousing
Auto Wrecking	Furniture Warehouse
Designing & Manufacturing Firm	Oil and Gasoline Supply
Direct Relief Foundation	Sand Blasting Company
Educational Facilities	Wholesale Food Vending
Farm Leasing & Management	Wholesale Paper Supply Company

Surrounding Zoning and Land Uses

Zoning immediately surrounding the site is Light Manufacturing (M-1). The surrounding uses are lumber yards, boat building, auto body shops, bottled water supply and other industrial uses.

DESCRIPTION OF PROPOSED PALM PARK EXPANSION

Location

The proposed Palm Park expansion would extend the park's northern boundary to the approximate location of the railroad tracks. Total area of the expansion has not yet been determined. Estimates range from 8.5 acres to 21 acres, with 12.5 acres being the probable size of expansion.

Purpose

The intent of the Palm Park Expansion project is to enlarge and enhance the recreational and scenic qualities of the park and shoreline for residents and tourists. Recreational facilities and generously landscaped open space would be provided to increase the range of activities and decrease user density of the park.

The State of California is currently considering the acquisition of Palm Park (expanded) because it would be a rare example of a public park in an urban area adjacent to the beach.[12]

The General Plan recognizes the need for retention and extension of the shoreline area for "full, balanced public use" and to "permit maximum enjoyment of the natural qualities available."[13] The General Plan also affirms the value of landscaped park areas for active and passive recreation as a part of the shoreline's blend of "inter-related recreational activities serving the entire community."[14]

Concept

Palm Park Expansion would be an urban, multiple-use recreational area of over 20 acres. Facilities for a variety of passive and active recreational activities would be provided. The expanded Park would complement the shoreline location with its landscaped open space while providing additional recreational resources for the public.

Construction Activity

The date of construction for Palm Park is not yet known. The project could be completed in 8 to 12 months.

Project Description

The proposed Palm Park Expansion would include the existing 15.13 acre Palm Park and the Southern Pacific Railroad land north of Cabrillo Boulevard.

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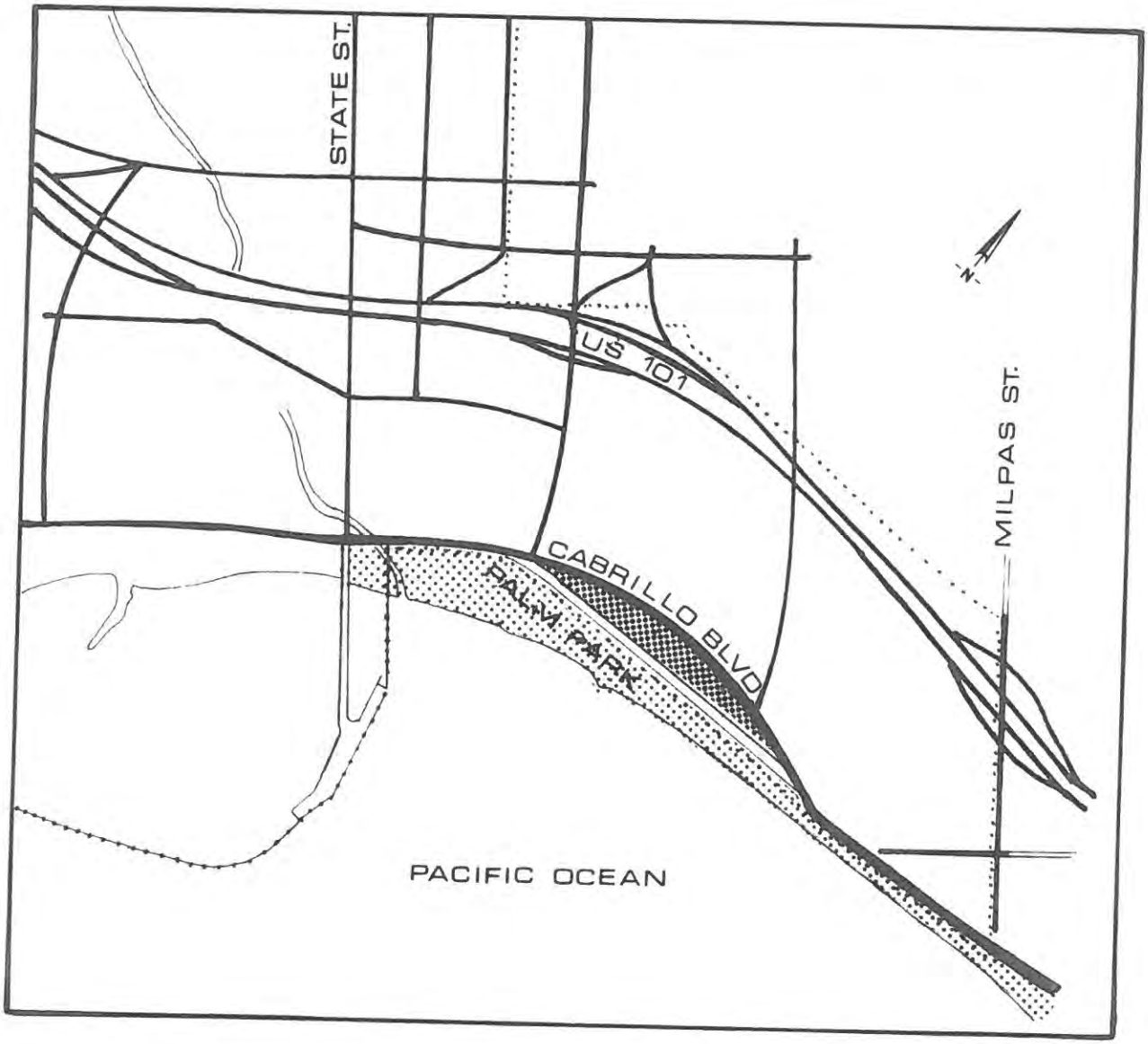
12 Giordano, Planning Dept., personal communication.
13 General Plan, "The Harbor and Shoreline," amended, p. 33.
14 Ibid., p. 33a.

PALM PARK EXPANSION



Present Park

Proposed Expansion

Figure 18

The precise plan for uses within the proposed park expansion has not yet been completed. The following list of major project elements includes most proposed uses:

1. Promenade (Rambla) with facilities for sitting and strolling, possibly to follow the route of the existing Cabrillo Boulevard, with provisions for the weekend Art Show, a pavilion, and a walk-up service cafe;

2. Lagoon, a redevelopment of the old estero, to be used for model boat sailing as well as a holding pond for City runoff;

3. Circulation and parking facilities, to include the extension of Salsipuedes and Garden Streets to Cabrillo Boulevard, landscaped parking areas, a bikeway link as a part of the Coastal Trails system, and a tram or trolley connection to other waterfront activities;

4. Picnic area, with restrooms and play areas;

5. Unstructured field sports area for impromptu field and team sports.

6. Overnight camping area, a limited-stay facility;

7. Gardens, with benches and pathways;

8. Beach area, for swimming and other beach activities;

9. Recreation Center, low profile structures of a similar character as the existing recreation building;

10. Realignment of Cabrillo Boulevard, northward to the approximate location of the existing railroad tracks, to allow for the area required for expansion of the park.

Present Environment - General

The existing Palm Park is a turf and beach area south of Cabrillo Boulevard extending from the foot of Stearns Wharf on the west to Milpas Street on the east, with Washingtonian Palms lining the park. Views of the ocean, wharf and harbor are attractions for both community residents and tourists. The turf area is used to peak capacity on Sundays due primarily to the Domingo Art Show.

A soccer practice field is situated near the Cultural Center at the west end of the park. Both the field and the Cultural Center are used throughout the week. It has been estimated that the beach area of the park is used to about 10% of its capacity.[15] The park has significant value as a scenic resource for sightseers passing by on Cabrillo Boulevard.

15 Source: Memorandum to Mayor David Shiffman from Douglas Willsie, Director of Community Services, "Use Factors, Palm Park Beach and Turf Areas," Jan. 26, 1976.

Present Zoning and Land Uses

The area north of Cabrillo Boulevard would provide the bulk of the expansion site. This area is currently little used. Several buildings located in this area (zoned M-1) are used for light manufacturing uses, e.g., auto body shop, water bottling plant. The buildings housing these uses are old and generally in shabby condition; junk cars and old furniture dot the area. A City storage building and yard is at the northeast corner of the junction of Cabrillo Boulevard and an access road to the light manufacturing mentioned above. The area south of the railroad tracks to the approximate line of M-1 buildings is an open, relatively flat, packed dirt area used by vehicles to travel parallel to the tracks from Santa Barbara Street to Punta Gorda.

The area between the buildings and lining the north side of Cabrillo Boulevard has a variety of mature trees and shrubs. This dense vegetation has in the past served as "home" for the many vagrants who reside in this area. Construction of an extension to the sewage outfall line from the wastewater treatment plan (north of the railroad tracks) has disrupted the area's privacy and caused most of the vagrants to move away.

Of this area north of Cabrillo Boulevard, approximately 80% is not occupied by structures. The terrain is generally flat, but the area is spotted with depressions that fill with water during heavy rains. Many large trees have fallen down, apparently victims of saturated soil and high winds. Much of the site especially in the area of vegetation, is strewn with litter and debris.

Surrounding Zoning and Land Uses

To the north of the project site, extending from Anacapa Street to Santa Barbara Street the zoning is C-M (commercial manufacturing). The uses are an amalgam of research firms, commercial service establishments and marine related firms (see Market Housing, p. 49). To the east of Santa Barbara Street, north of the project site, the zoning is M-1 (light manufacturing). The uses are lumber yards, auto wrecking, warehousing, etc. (See Ocean-Oriented Industry and Hotel/Conference Center, pp.59 and 54). The area south of Palm Park and along East Beach is zoned R-1 (single-family residence). Residential uses do not occur south of the project site.

DESCRIPTION OF PROPOSED TRANSPORTATION TERMINAL

Location

The proposed transportation terminal would be located south of the freeway corridor between Chapala Street on the west and Anacapa Street on the east. Its southern boundary would be Yanonali Street which would extend west to Castillo Street along the present alignment of the Southern Pacific Railroad tracks west of State Street (See Figures 19a and 19b).

EXISTING SITE CONDITIONS

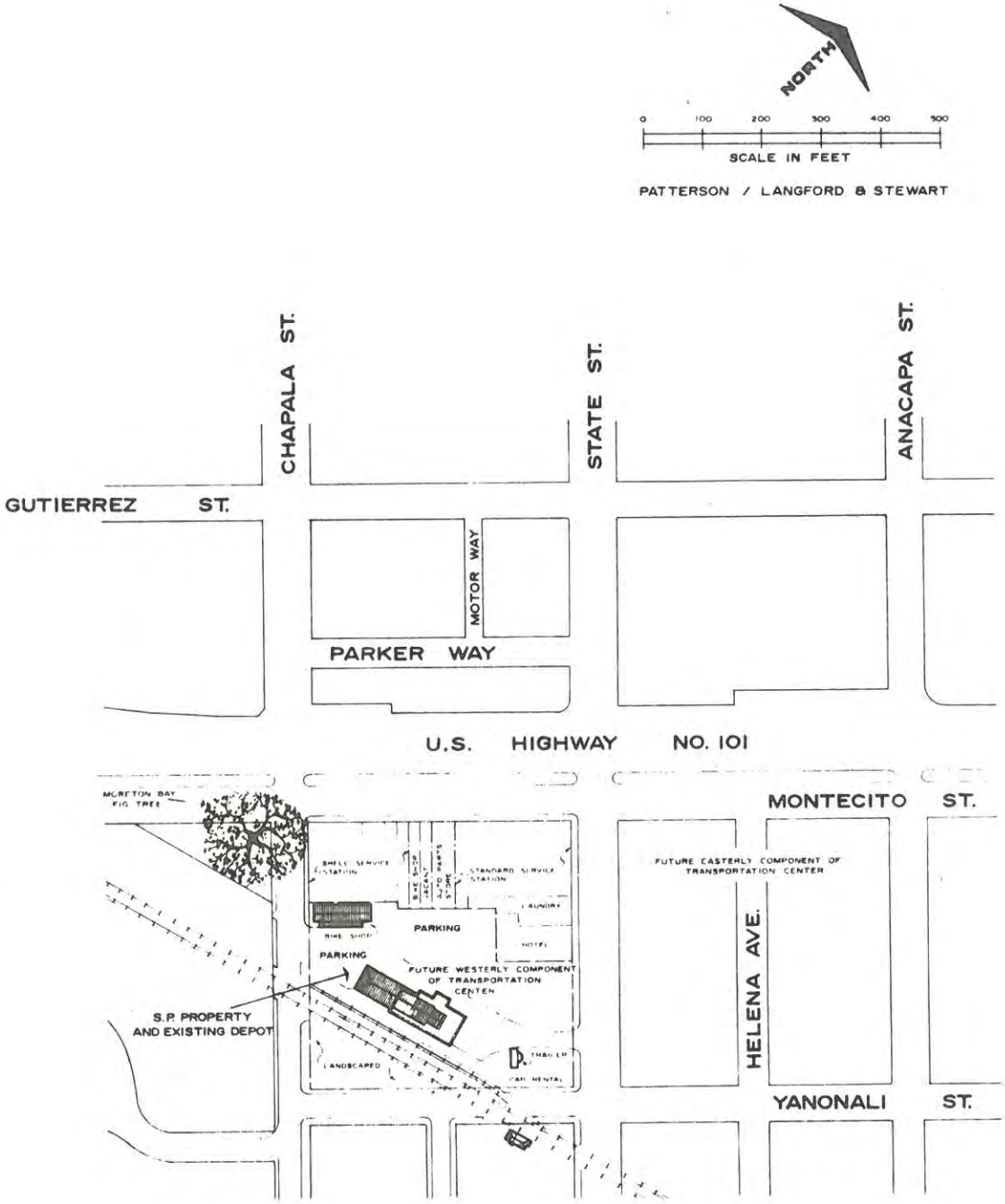


Figure 19 a

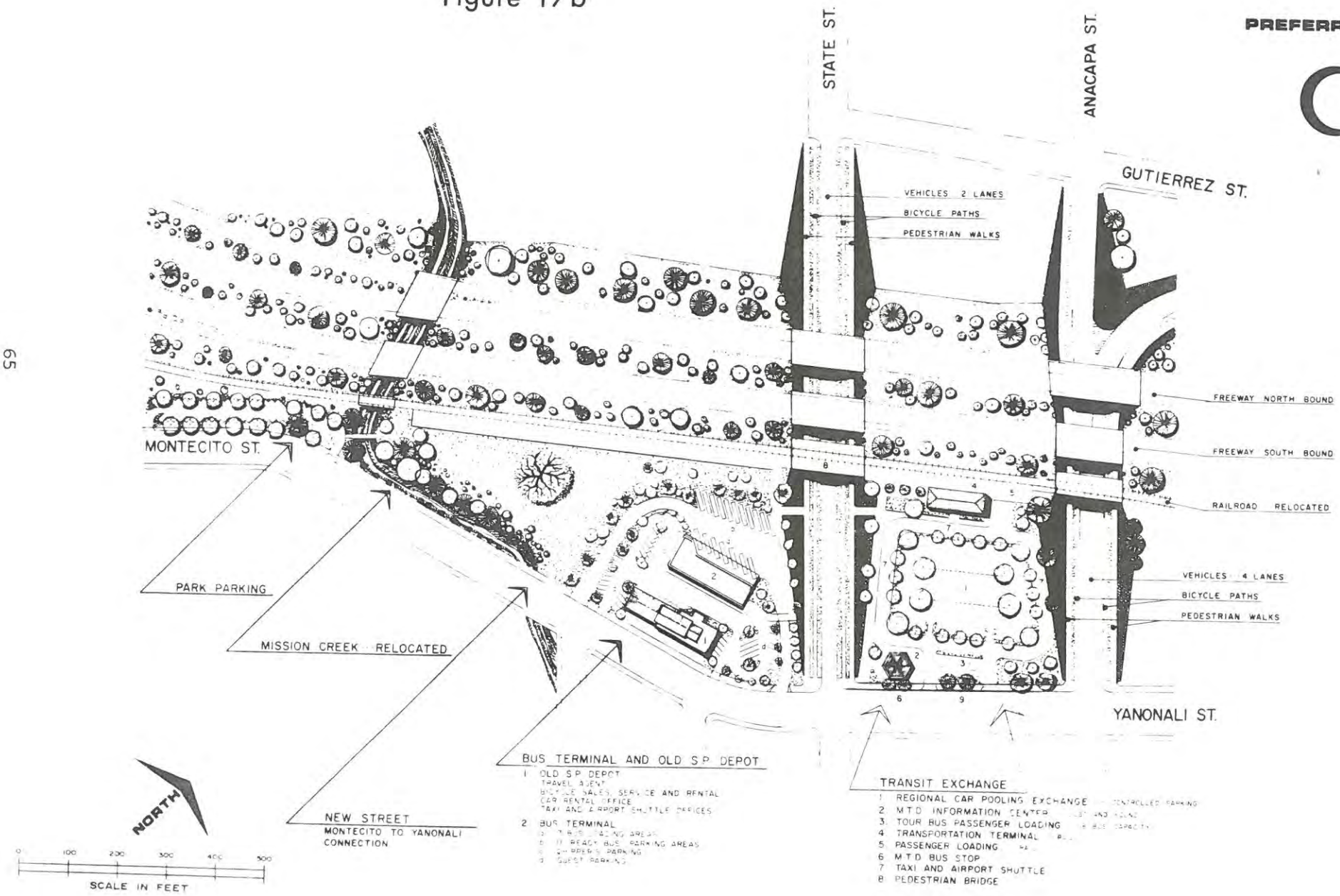
CENTRO DE TRANSPORTACIÓN

SANTA BARBARA CENTRAL CITY REDEVELOPMENT AND CROSS-TOWN TRANSPORTATION CORRIDOR PROJECTS

Figure 19b

PREFERRED

a



Purpose and Concept

The proposed project would provide an accessible, multi-modal transportation terminal located outside the central core, where both local and interregional travelers can change transportation modes without increasing vehicle miles traveled within the city. The proposed terminal would be located at the confluence of the major regional and local traffic arterials (U. S. 101 and State Street) adjacent to the Southern Pacific railroad tracks. Travelers using a combination of transportation modes can do so in a location close to the major activity center of the City. It is expected that the provision of such aids and facilities as the Metropolitan Transit District Information Center and a regional car-pooling exchange lot will help foster the acceptance, utilization, and promotion of transportation modes other than the automobile.

Description of Proposed Project

All existing land uses and structures except the old Southern Pacific Depot would be dislocated. The proposed transportation terminal would be a facility capable of providing multi-modal transportation and transit exchange services. According to Choices of the Future it would contain, "...as a minimum, bus facilities--interstate, regional and local--and rail (AMTRAK) terminal accommodations. It should also be considered as the downtown terminal for Santa Barbara's airport with shuttle service to and from (the airport) to meet arriving and departing flights." (p. 12)

Though the location and the various basic functional elements of the terminal have been determined, a specific site plan has not. At present there are five alternative site plans (see Plans a, b, c, d and Preferred a on the following pages). The functional elements common to each of the five plans are:

1. Bus terminal
2. Transportation terminal for rail
3. Taxi and airport shuttle stop
4. Transportation park near the Moreton Bay Fig Tree (open space)
5. Pedestrian bridge over the State Street underpass
6. Parking facilities.

The plans differ mainly in their utilization of the existing Southern Pacific depot and in the space and facilities they provide for local bus transit (MTD) and transit exchange. The plans also differ in where they concentrate the major facilities. In Plans a, Preferred a, and b, major concentration is to the west of State Street; in c and d, major facilities are to the east of State Street.

Table 3 indicates the basic differences between the five alternative plans.

TABLE 3
Design Elements of the
Alternative Transportation Terminal Plans

	PLAN				
	a	b	c	d	Preferred a
Utilization of S.P. Depot as bus terminal	Yes	Yes	No	No	No
Provision of "Ready" Spaces for Buses	No	No	No	No	Yes
Utilization of Old S.P. Depot for other Uses	No	No	No	No	Yes
Regional Car-pooling Exchange	Yes	Yes	No	Yes	Yes
MTD Information Center	Yes	Yes	No	Yes	Yes
MTD Bus Stop	Yes	Yes	Yes	Yes	Yes
New Rail Terminal	Yes	Yes	Yes	Yes	Yes
Covered Bus Passenger Loading	Yes	Yes	No	No	Yes
Colonade-Connected Bus and Rail Terminals	No	Yes	No	No	No
Chapala Street Cul de Sac	Yes	Yes	No	No	Yes
All Structures East of State Street	No	No	Yes	Yes	No
All Structures West of State Street	Yes	Yes	No	No	No

This table indicates that Plans c and d offer no uses for the old Southern Pacific Depot. Plans a and b convert it to a new, interregional bus terminal, while 'Preferred a' puts it to other uses. All the alternative plan except d include an interregional bus transportation terminal. Plans a, b, and c provide for ten bus loading spaces. Preferred a provides only eight spaces, but includes nine "ready bus" spaces.

Preferred Plan a is the latest of the transportation terminal alternative plans. It provides for separate and new bus and rail terminals. The bus terminal would be west of State Street and north of the old Southern Pacific Depot. The depot could be utilized as a restaurant and railroad museum. It could also house bicycle sales, service and rental businesses similar to the one presently operating in the depot.

East of State Street and just south of the re-aligned railroad tracks would be the new rail terminal with accommodations for taxi and airport shuttle loading. Located south of the terminal would be a large regional car

pooling exchange lot, and fronting on Yanonali Street would be a six-stall tour-bus-loading facility and an MTD information center.

Description of Present Environment

The level of business and traffic activity within the area is relatively high. The type of commercial activities varies from seafood processing to hotel and auto repair. There are five gasoline service stations fronting on Montecito Street servicing freeway traffic; a Sambo's Restaurant caters to freeway travelers and employees in the immediate area. These businesses will be dislocated by the freeway project. Santa Barbara Fisheries has periods of peak activity and of almost no activity. Helena Street, which runs north-south between State and Anacapa Streets, is heavily congested with parked autos and trucks. Both State and Anacapa Streets service the beach area and provide access to and from the freeway. The rescue mission at the corner of Yanonali and State Streets attracts transients and low-income locals with its meals program. The Southern Pacific Terminal and Open Air Bicycles have periods of relatively high activity.

Montecito Street extends west to Castillo Street and provides three freeway access points, at Chapala, State, and Anacapa Streets, and finally merges into the south bound lane of the freeway east of Garden Street.

Present Zoning and Land Uses

The present zoning of the area proposed for the Transportation Terminal is Commercial Manufacturing (C-M). The land uses in the project area are service, commercial, retail, wholesale, office and hotel. The major activities are automotive services and seafood processing. The Neal Hotel and the rescue mission provide services to a significant number of low-income individuals. The present uses conform to those allowed under C-M zoning. Listed below are the specific types of land use activities occurring within the project area:

Auto Parts Sales	Hotel
Auto Service Stations	Medical Supplies
Auto Tire Sales	Open Air Bicycles
Auto Upholstering	Railroad Terminal
Auto Waxing	Seafood Processing
Barber Shop	Used Auto Rentals
Cocktail Bars	Wood Products Manufacturing

Surrounding Zoning and Land Uses

The zoning of the land area surrounding the proposed project site is Commercial Manufacturing (C-M) with the exception of an area to the southwest of Mission Creek across Chapala Street. This area is residential, zoned R-4.

The specific activities occurring around the perimeter of the project area are as follows: To the east across Anacapa Street are new auto sales, auto repair and the Santa Barbara Winery; to the south across Yanonali Street

are seafood processing and sports equipment sales; to the west across Chapala Street are the Moreton Bay Fig Tree and adjacent open space; to the south of that are the Southern Pacific rail line, Mission Creek, and the R-4 residential area. Directly to the north are Montecito Street and the present freeway corridor.

ENVIRONMENTAL SETTING AND IMPACT DELINEATION

BIO-PHYSICAL CONSIDERATIONS

GEOLOGY/SOILS

Seismicity of the Santa Barbara Region

Historic Record

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

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

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

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

A fourth major regional earthquake occurred on June 30, 1941. Its magnitude was 5.9-6.0, and its epicenter was located in the channel about 5 miles south of the coastline between Santa Barbara and Carpinteria. Several communities along the coast were damaged.

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

Future Earthquakes

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

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

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

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

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

Associated Effects

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

General Conditions and Concerns of the Project Area

With the above-mentioned information in mind, available information on the location of the Mesa and Summerland Faults and alluvial deposits is mapped on the Geology-Soils Constraint Map. There exist four known mappings of the location of the Mesa Fault and one of the Summerland Fault. Information on the location of alluvial deposits has been discussed in the City of Santa Barbara Seismic Hazards Study (1975). That discussion supplies the informational basis of this evaluation.

As mentioned in the preceding paragraphs, the potential hazards associated with groundshaking are magnified by the existence of unconsolidated materials. As a result the location of structures in proximity to the Mesa Fault and on the alluvial deposits argues for the design of greater structural integrity into those structures located in this area.

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2 Tectonic activity = mountain-building activity.

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

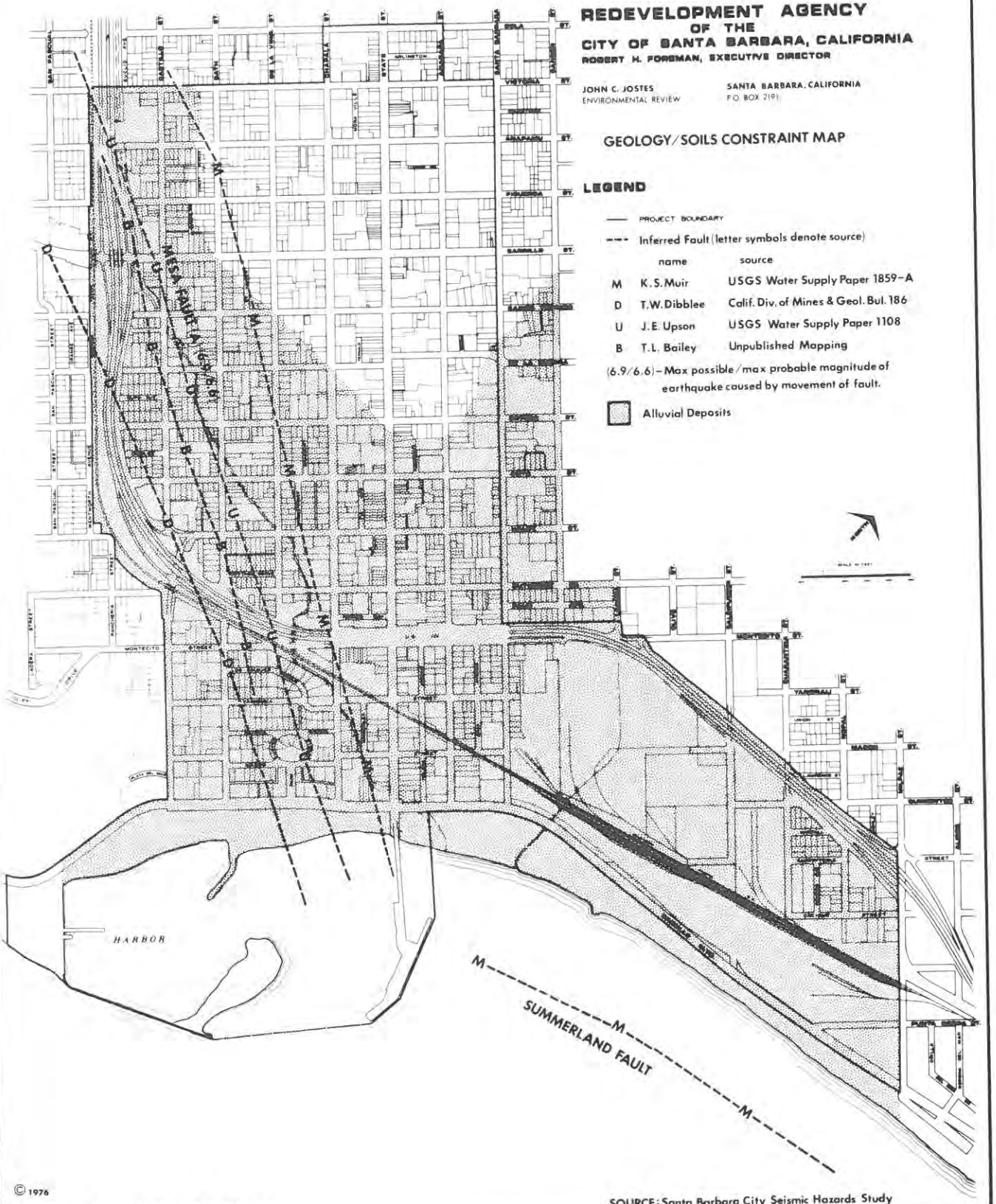
It is the recommendation of this report that the following project components be given special consideration in terms of structural design in order to mitigate the potential adverse impacts associated with their location in a zone of potential seismic hazard:

1. Auto Center
2. Major Retail Expansion
3. Below Market Housing
4. Transportation Center
5. Market Housing
6. Hotel/Conference Center
7. Ocean Oriented Industry
8. Neighborhood Facility

As the time that plans for these components are specified, a qualified geologist should be retained to determine potential site-specific hazards and constraints associated with the location of each structure.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



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NOTE: Location of Inferred Faults are approximate

SOURCE: Santa Barbara City Seismic Hazards Study

HYDROLOGY AND FLOOD HAZARD

The History of Mission Creek

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

Mission Creek as it appears today bears little resemblance to the waterway that existed during the missionary days, or, for that matter, as it did just 50 years ago when steelhead trout were caught by hook and line off the Cota Street bridge. Today the creek is a seasonal drainage course. The waters lie below its bed during the summer or in tepid pools in those areas where the surface gradient is low, the water table high, and evaporation is limited by shading vagetation. The change in the creek's surface flow characteristics is due to the coastal residents' propensity to use the creek and the watershed it serves for agricultural or urban pruposes. The creek's water was first diverted with the Presidio; later it was dammed for reservoirs. Still later, wells were dug for fresh water supply, further lowering the water table. Once the City began to pave streets and dwelling structures expanded outward from the City core, impervious surfaces prevented groundwater replenishment. The result was the gradual lowering of the water table to the point that waters of Mission Creek now flow significantly only after heavy periods of precipitation during the winter months. The primary use of the creek bed today is as a drainage course for portions of the South Coast watershed and as a conveyor of urban run-off.

Flooding

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

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

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

4 Flood Plain Information, Santa Barbara Stream Group, April 1975, p. 19.

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

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

The small size and steepness of the Mission Creek drainage area, combined with its close proximity to the narrow coastal plain, make Mission Creek a constant flood hazard. Though there have been severe floods in the past, it can be expected that floods of greater severity will occur in the future. The reasons for this are: (1) the processes of urbanization will increase the volume of storm run-off directed into the creek channel; and (2) a brush fire that denudes the foothills of vegetation followed by an intense rainstorm which causes severe erosion is possible anywhere along the Southern California coast. Such a flood could easily be of a magnitude classified as the "Standard Project" flood, i.e., the most severe type of flood that a region would likely experience. Flood records to date do not record a Standard Project flood for Mission Creek. A severe flood of lesser magnitude would be an "Intermediate Regional" flood, i.e., a flood having a flow magnitude with a frequency occurrence of 100 years. The 100-year frequency does not mean that such a flood occurs every 100 years, but that in any given year the chance of a flood having such a flow magnitude is one percent.

The following flood hazard map delineates that area within the CCRP project area which is subject to inundation by a "100 year" flood and a "Standard Project" flood (150-year flood). Those project components which could be inundated by such a flood are:

Below Market Housing
Auto Center
Mercado
Transportation Center
Market Housing
Neighborhood Facility

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

In addition, the set-back requirements and related conditions outlined in the Major Creeks Open Space Element of the General Plan should be observed.

The impact of siting project elements within flood plain areas is potentially adverse. However, observance of the flood hazard minimization criteria referenced above would mitigate that risk to a tolerable level.

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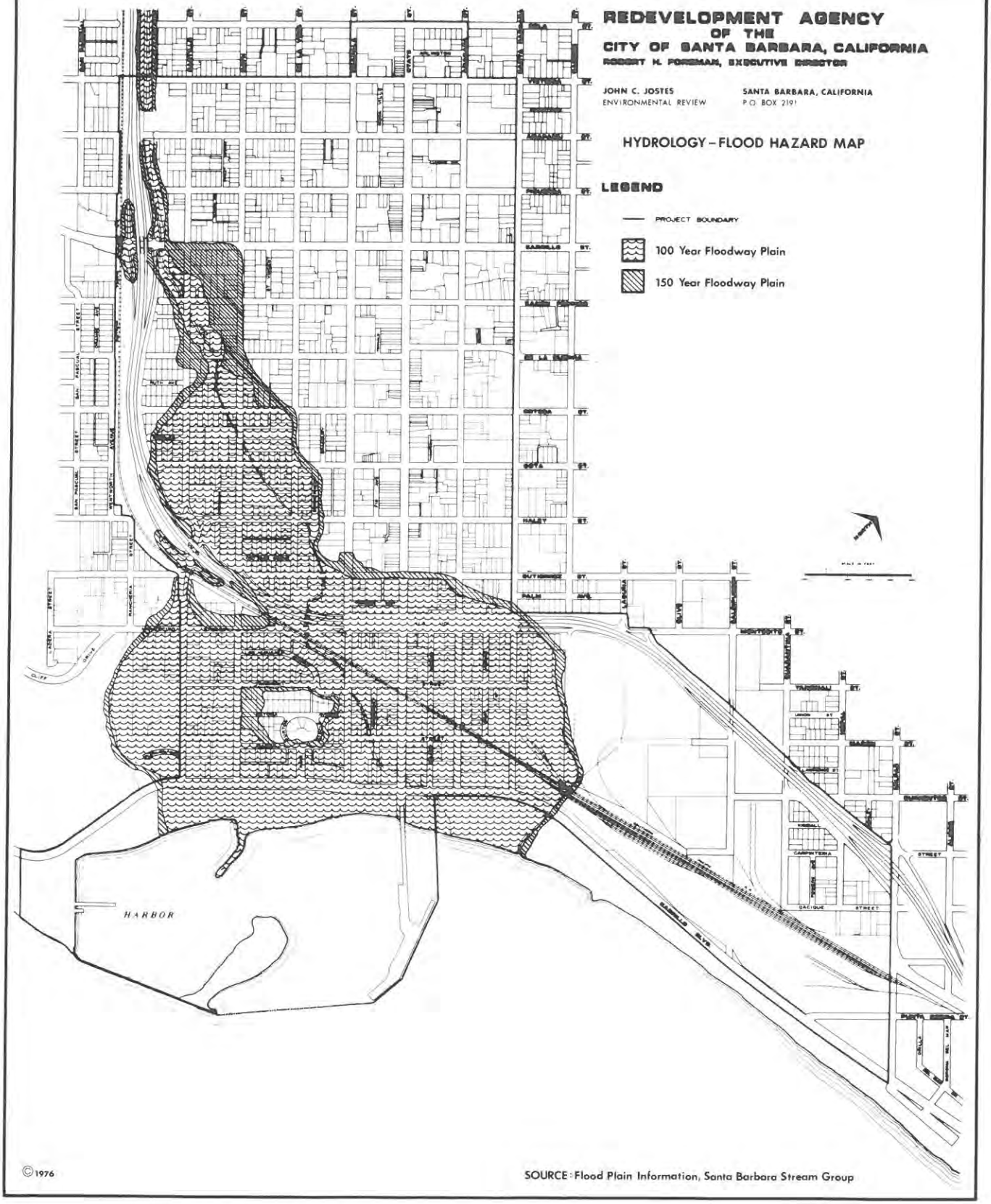

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SOURCE: Flood Plain Information, Santa Barbara Stream Group

Water Quality Aspects

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

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

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

BIOTIC - COMMUNITIES

Due to the urbanized nature of the central city of Santa Barbara, there are no known rare or endangered species present in the project area. However, significant specimens of flora--particularly trees- which have been introduced to the area do appear to warrant preservation. In addition, Mission Creek provides a potentially rich biotic habitat due to its riparian nature.

During the course of this report's preparation, a site survey was conducted with the assistance of David Gress, City Arborist. The survey focused on the existence and location of trees which are of community value and scientific and natural interest. These, along with a delineation of the Mission Creek Riparian Zone, are mapped and presented in this section.

Due to the still unspecified nature of much of the proposed redevelopment project, it is difficult to determine which trees may be removed if the plan and its project components are implemented. For this reason a list has been compiled which indicates those specimens and/or significant associations which could be threatened by the developments proposed (see below). In addition, a full list of the types of trees inventoried is presented as a supplement to the map and text.

TABLE 4

List of Trees Threatened by Individual Project Components

No.	Type Tree	Location
MAJOR RETAIL EXPANSION		
#52	California Fan Palms	Street trees on east side of Bradbury St.
AUTO CENTER		
#1	Brazilian Cedarwood	Street trees located along Gutierrez St.
#2	Red Flowering Eucalyptus	Street trees along Haley St.
#26	Camphor Tree (2)	Specimen located on 300 block of De La Vina*
#27	Monterey Cypress	Specimen east of Castillo St. undercrossing*
#48	Black Walnut (2)	Specimens along 400 block of Bath St.*
#49	Incense Cedar and Lemon Scented Eucalyptus	Located on Cottage Grove
#50	Specimen Avocado	Located along Cottage Grove
	Sycamore	Haley St. next to Mission Cr.
PERFORMING ARTS CENTER		
#56	Lemon Scented Eucalyptus	Parking lot east of Chapala St.
#57	Silk Oak	Street trees along 0 block of W. Sola St.
#58	Canary Island Pine	North of Arlington Avenue.

* Also threatened by Crosstown Transportation Corridor.

Table 4 (Continued)

No.	Type Tree	Location
NEIGHBORHOOD SHOPPING CENTER		
#36	Star Pine	Specimen on northwest corner of Carrillo St. and Chapala St.
BELOW MARKET HOUSING		
#38	Mexican Fan Palms (2)	400 Block of W. Figueroa
#40	Queen Palms	400 block of W. Canon Perdido
#43	Blue Gum Eucalyptus Sycamores (2) Canary Island Date Palm	Adjacent to Mission Creek along 300 block of W. De La Guerra
#44	Western Catalpa (2)	Locally rare trees located along 700 block of Castillo St.
#45	Canary Island Date Palm	Specimen in 400 block of W. Cota St.
#46	King Palm	Specimen in 400 block of W. Cota St.
#47	California Fan Palm	Specimen in 400 block of W. Cota St.
#3	Monterey Cypress	Specimen north of 300 block of W. Haley St.
#4	Pink Flume Trees	Street trees along 400 block of W. Cota St.
TRANSPORTATION CENTER		
#6	Date Palm	Specimen at southwest corner of Montecito St. and State St.
	Canary Island Date Palm	Specimen at southwest corner of Montecito St. and State St.
#25	Canary Island Date Palms (3)	Street trees located along 200 block of Helena Avenue
#9	See below	
MARKET HOUSING		
#9	Camphor Tree Jacuranda	Street trees along 0-200 blocks of Montecito St.*
#8	Laurel Fig	Street trees along 100 block of E. Yanonali St.
#10	Canary Island Pine	100 Block of Gray Avenue
#11	Assorted Specimens	Along Cabrillo between central drainage channel and Santa Barbara St.
HOTEL/CONFERENCE CENTER		
#12	Assorted Specimens	Directly north of Roundhouse
#13	Blue Gum Eucalyptus	Numerous specimens north of Cabrillo Blvd.
#14	Palm Family	Directly south of existing Southern Pacific right-of-way
#15		Street trees located along Punta Gorda St.
$16	Eucalyptus	Along 300 block of S. Milpas St.

* Also threatened by Crosstown Transportation Corridor.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT

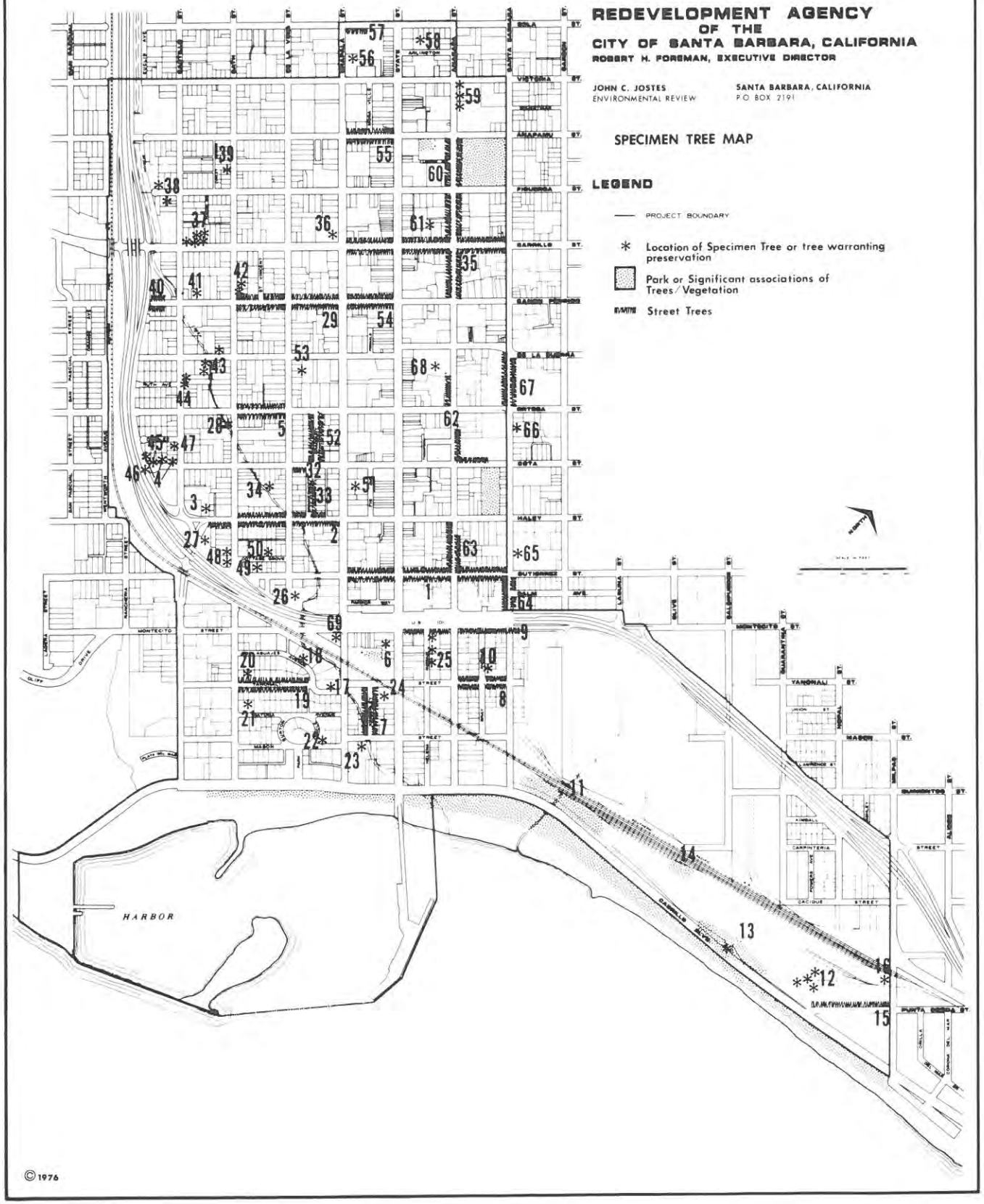

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TABLE 5

No.		Common Name
1	Cederela fissilis	Brazilian Cedarwood
2	Eucalyptus ficifolia	Red Flowering Gum
3	Cupressus	Monterey Cypress
4	Brachychiton discolor	Pink Flame Tree
5	Tipuana Tipu	Tipu Tree
6	Phoenix dactylifera	Date Palm (edible)
	Phoenix canariensis	Canary Island Date Palm
7	Koelreuteria bipinnata	Chinese Lantern Tree
	Koelreuteria paniculata	Golden Rain Tree
8	Ficus microcarpa	Laurel Fig
9	Cinnamomum camphora	Camphor Tree (street trees)
9a	Jacaranda acutifolia	Jacuranda (street trees)
10	Pinus canariensis	Canary Island Pine
11	Assorted Specimens	
12	Assorted Specimens of trees	
13	Eucalyptus	Myrtle Family
14	Palmae	Palm Family
15	Street trees to be retained	
16	Eucalyptus	Myrtle Family
17	Platanus racemosa	California Sycamore
18	Auraucauiaceae	Aurauria Family
19	Chorisia speciosa	Floss Slik Tree
20	Taxodium mucronatum	Montezuma Bald Cypress
21	Auraucariaceae	Auraucaria Family
22	Phoenix canariensis	Canary Island Date Palm
23	Platanus racemosa	Western or California Sycamore Tree
24	Cupressus macrocarpa	Monterey Cypress
25	Phoenix Canariensis	Canary Island Date Palm
26	Cinnamomum camphora	Camphor Tree
27	Cupressus macrocarpa	Monterey Cypress
28	Platanus racemosa	California or Western Sycamore
29	Acacia baileyana	Bailey Acacia, Cootamundra Wattle
30	Podocarpaceae	Podocarpus Family
31	Eucalyptus robusta	Swamp Mahogany
32	Cauarina cunninghamiana	Australian River Oak
33	Washingtonia robusta	Washingtonia Filifera
34	Myrtaceae	Myrtle Family - Eucalyptus
35	Ficus microcarpa	Laurel Fig
36	Araucaria heterophylla	Star Pine
37	Washingtonia filifera	California Fan Palm
37a	Washingtonia gracilis, W. Sonorae	Mexican Fan Palm

Table 5 (Continued)

No.		Common Name
38	Washingtonia gracilis, W. Sonorae	Mexican Fan Palm
39	" "	" " "
40	Syagrus romansoffiano	Queen Palm
41	Grevillea robusta	Silk Oak
42	Cedrus deodara	(Deodar Cedar
43	Eucalyptus globulus	Blue Gum
	Platanus racemoca	Sycamores
P	Phoenix caneriensis	Canary Island Date Palm
44	Catalpa speciosa	Western Catalpa
45	Phoenix caneriensis	Canary Island Date Palm
46	Archontophoenix cunning-hamiana	King Palm
47	Washingtonia filifera	California Fan Palm
48	Juglans nigra	Black Walnut
49	Calocedrus decurrens	Incense **Cedar**
	Eucalyptus citriodora	Lemon Gum
50	Persea americana	Sp. Avocado
51	Cinnamomum camphora	Camphor Tree
52	Washingtonia filifera	California Fan Palm
53	Araucaria heterophylla	Star Pine
54	Ficus microcarpa	Indian Laurel Fig
55	" "	" " "
56	Eucalyptus ciriodora	Lemon Gum
57	Grevillia robusta	Silk Oak
58	Pinus caneriensis	Canary Island Pine
59	Grevillia robusta	Silk Oak
60	Archontophoenix cunninghamiana	King Palm
	Syagrus romanzoffiana	Queen Palm
61	Cupressus macrocarpa	Monterey Cypress
62	Washingtonia robusta	Mexican Fan Palm
63	Magnoliaceae	Magnolia Family
64	Washingtonia filifera	California Fan Palm
65	Eucalyptus citriodora	Lemon Scented Gum
66	Leucaena esculenta	Popinak Tree
67	Schinus molle	California Pepper Tree
68	" "	" " "
69	Ficus macrophylla	Moreton Bay Fig

AIR QUALITY

> "Air is a natural resource vital to the life processes of both plants and animals. It is also important for combustion purposes in industry and transportation. The quality of the air is determined by the pollutants injected into it from all of man's activities. Transportation, the generation of energy, the manufacturing of goods, and waste disposal all result in the emission of contaminants into the air. These contaminants alter the quality of the air and can have profound effects on the growth and development of vegetation, as well as to (sic) human health."[5]

Air Pollution Control District

The Santa Barbara County Board of Supervisors established the Santa Barbara Air Pollution Control District in September 1970. At this writing the Air Pollution Control District (APCD) and the California Air Resources Board monitor air quality (i.e., the concentration of various air-borne pollutants) at eight locations in the County. The APCD is also responsible for issuing permits for all new stationary equipment capable of emitting or controlling air contaminants, for investigating the causes and sources of air pollution, and for enforcing compliance with air pollution control regulations.[6]

Santa Barbara County falls within two of eleven air basins established by the State Air Resources Board. The northern area of the County, including Santa Maria, Lompoc, Buellton, Solvang, and Santa Ynez is in the South Central Coast Air Basin.[7] That part of the County south of the Santa Ynez Mountains, including Goleta, Santa Barbara, Montecito, Summerland and Carpinteria, is within the South Coast Air Basin which extends southward to include areas of five other counties. Although this southeastern section of the County comprises only 14% of the land area, it has 60% of the County population[8] and is of primary interest for the purposes of this report.

Standards

The federal government has set standards for six types of pollutants: photochemical oxidants, carbon monoxide, nitrogen dioxide, sulfur dioxide, total suspended particulates and hydrocarbons. In addition, lead and hydrogen sulfide standards have been established by the state. Table 6 lists these ambient air quality standards. Generally, there is little or no difference between state and federal standards. Where differences exist, the more stringent standards apply.

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5 "A Survey of Air Pollution Damage to Santa Ynez Crops in 1974," C. A. Terry, p. 28.

6 "Proposed Programs for Santa Barbara County Air Pollution Control District," pp. 5 & 6.

7 "Air Quality Summary and Trends, 1953-1973," p. 5.

8 Ibid., p. 5.

TABLE 6

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	Federal Standards (Primary)	Objective
Photochemical Oxidants (corrected for NO_2)	1 hour	0.10 ppm	0.08 ppm	To prevent eye irritation and possible impairment of lung function in persons with chronic pulmonary disease, and to prevent damage to vegetation.
Carbon Monoxide	12 hours 8 hours 1 hour	10 ppm -- 40 ppm	-- 9 ppm 35 ppm	To prevent interference with the capacity to transport oxygen of the blood.
Nitrogen Dioxide	Annual Avg. 1 hour	-- 0.25 ppm	0.05 ppm --	To prevent possible risk to public health and atmospheric discoloration.
Sulfur Dioxide	Annual Avg. 24 hours 1 hour	-- 0.04 ppm 0.5 ppm	.03 ppm 0.14 ppm --	To prevent pulmonary irritation. To prevent odor.
Suspended Particulate Matter	Annual Geometric Mean 24 hours	60 g/m^3 100 g/m^3	75 g/m^3 260 g/m^3	To prevent health effects attributable to long continued exposures.
Lead (Particulate)	30 Day Avg.	1.5 g/m^3	--	Increased storage of lead will produce detectable metabolic effects.
Hydrogen Sulfide	1 hour	0.03 ppm	--	To prevent odor.
Hydrocarbons (Corrected for Methane)	3 hours	--	0.24 ppm	

Cont'd.../

Table 6 (Continued)
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	Federal Standards (Primary)	Objective
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to 10 miles when the relative humidity is less than 70%.	--	To prevent visibility reduction.

Ambient Air Quality Standards:

ppm = parts per million.
g/m^3 = micrograms per cubic meter.
mg/m^3 = milligrams per cubic meter.
Federal Standards are more stringent than California Standards.
ARB Annual Summary of Air Quality, 1974, and ARB Bulletin, 1971.

Source: "A Survey of Air Pollution Damage to Santa Ynez Crops in 1974," C. A. Terry, Office of Environmental Quality, December 1975.

Local Air Quality Summary

The greater Santa Barbara area's major air pollution problems are high carbon monoxide and oxidant levels. High carbon monoxide values,

> "...are attributable to locally produced motor vehicle pollution and reduction in these values is probably directly related to traffic density in the downtown Santa Barbara area and the degree of control attainable on individual vehicles through utilization of control devices... . The problem of high oxidant pollution in the Santa Barbara area (derived principally from hydrocarbon and nitrogen oxides emitted from motor vehicles) is much more complex and nebulous than the carbon monoxide problem. It appears that when oxidant (sic) is high. . . the condition involves a general stagnation over the entire South Coast Air Basin... ."[9]

Pollutants generated by motor vehicles are of the greatest interest to this report because the proposed project would increase the total number of vehicle trips and resultant vehicle miles traveled and, consequently, the concentrations of these pollutants. Local air pollution problems are "aggravated by the subsidence inversion and frequency of light wind conditions which permit the accumulation of pollutants in the atmosphere."[10] The inversion layer in the southern coastal portion of the County is generally "more persistent in trapping pollutants than other parts of the County," and "frequently the inversion base in the coastal areas. . . is lower than that measured to the north or to the south."[11]

Local air quality is also degraded by pollutants transported northwesterly from the Los Angeles area into the southern coastal section of the county.[12] The Lompoc-Santa Ynez area is, in turn, affected by southern coastal pollutants transported through mountain passes and into those areas.[13]

Selected Pollutants

The following discussion of selected pollutants is quoted from "A Survey of Air Pollution Damage to Santa Ynez Crops in 1974," pp. 35-37, by C. A. Terry, Office of Environmental Quality, Santa Barbara, December 1975.

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9 John H. Ludwig, EQAB, in letter to Santa Barbara City Council, April 3, 1974.

10 "Air Pollution in Santa Barbara County," March 1970, p. 1.

11 "Draft Environmental Impact Report for the Regional Transportation Plan, 1976 to 1995," p. 151.

12 "Air Pollution in Santa Barbara County," p. 1.

13 Ibid.

"Air pollutants are classified into two distinct categories: primary and secondary pollutants. Primary pollutants are defined as those which are emitted directly from the source. These include carbon monoxide, nitric oxides, nitrogen dioxide, sulfur dioxide, various hydrocarbons, and particulates. Secondary pollutants are those which are formed in the atmosphere from photochemical reactions involving primary pollutants. Secondary pollutants include ozone and photochemical aerosols. Ozone is formed in a sunlight activated reaction over time involving non-methane hydrocarbons and nitric oxide. Following is a short explanation of each:

CARBON MONOXIDE (CO) is a colorless, poisonous gas which is lethal in high concentrations. Exposure to this gas is especially dangerous for people with heart disease, anemia, emphasema, asthma and other respiratory ailments. The source of almost two-thirds of the carbon monoxide in our air is the incomplete burning of fuels in the internal combustion engine.

NITRIC OXIDES (NO_x) are produced when fuel is burned at high temperatures in vehicle engines, industrial operation boilers and electric power plants. One of the nitric oxides, namely nitrogen dioxide, in the low concentrations ordinarily found in polluted air, can cause suppression of plant growth without visible leaf damage. At these same levels, this pollutant causes eye, nose and throat irritation in humans. The brown haze over polluted metropolitan areas can be attributed to the nitric oxides. The principal concern about the nitric oxides, however, is due to their contribution to the formation of photochemical smog.

SULFUR OXIDES (SO_x) are acrid, corrosive, poisonous gases produced mainly by the burning of coal and oil in industrial plants. These pollutants produce measurable effects on both plants and animals, In the atmosphere, sulfur oxides react to become aerosols. Sulfuric acid aerosols are harmful to animals and can burn plant tissues in high concentrations. In addition, the sulfuric acid rainfall produced by these aerosols can corrode building materials and the finishes on boats and cars. These aerosols are of such a size that they can efficiently scatter light, leading to reduced visibility on smoggy days. The presence of ozone in the atmosphere accelerates the conversion of gaseous sulfur oxides to aerosol and thus increases the impact of fuel oil burning on visibility.

Sulfur dioxide is more harmful to plant tissues than to animals, as it irreversibly kills the leaf tissue. At low concentrations, absorbed over time, sulfur dioxide leads to impairment of plant growth and crop yield.

HYDROCARBONS (HC) are similar to carbon monoxide in that they represent unburned and wasted fuel; however, they are not toxic in the amounts usually found in polluted air. The principal concern about hydrocarbons is due to the fact that they are a precursor to photochemical smog (hydrocarbons react with the nitric oxides to produce ozone and the PAN, in a sunlight activated reaction over time).

The major source of hydrocarbons in the atmosphere is the use of gasoline in motor vehicles. Much of this pollution can be decreased by the proper use of a fuel-injection system which will decrease the evaporation of hydrocarbons to the atmosphere from vehicle gas tank loading.

TOTAL SUSPENDED PARTICULATES (TSP) includes particulates of solid and liquid substances that range in size from microscopic particles to visible particulates such as soot and smoke. Major sources include forest fires, agricultural methods, power plants and transportation. Besides reducing visibility, many of the suspended particulates are toxic (such as lead and asbestos) and are carried directly to the lungs through breathing, or add a toxic burden to the food of animals and man by deposition on food plants. A number of particulate materials, such as carbon, cement and gypsum dusts form undesirable deposits on agricultural produce.

PHOTOCHEMICAL SMOG includes a variety of secondary pollutants such as ozone (O_3), a toxic unstable form of oxygen, peroxyacetal nitrates (PAN), and aldehydes. The smog forms a thick haze, causes eye and lung irritation, has an offensive odor, and damages vegetation, especially pines, citrus and 'salad' crops."

Table 7 summarizes annual data (from 1972) on carbon monoxide, oxidants and nitrogen dioxide as monitored in downtown Santa Barbara. A narrative and additional tables regarding these pollutants follow.

Carbon Monoxide (CO)

Table 8 presents monitoring data on the downtown area for the years 1965, 1972 through 1975, and January and February of 1976.[14] The highest maximum value for the hourly concentration of CO was 44 ppm in 1965, considerably higher than the 20-29 ppm levels of the 1970's. In 1973 the eight-hour moving standard was exceeded on thirteen days. No other recent year has had

14 Data regarding carbon monoxide, oxidants, and nitrogen dioxide for the years preceding 1965 and those between 1965 and 1972 is incomplete or unavailable for the downtown area.

TABLE 7

Comparison of Data by Year
Station at 831 State Street

Month	HIGHEST HOURLY AVERAGE CONCENTRATION IN PPM														
	Oxidants					Carbon Monoxide					Nitrogen Dioxide				
	1976	1975	1974	1973	1972	1976	1975	1974	1973	1972	1976	1975	1974	1973	1972
January	0.07	0.05	0.05	0.04	-	20	21	29	15	-	0.18	0.13	0.11	0.10	-
February	0.05	0.06	0.09	0.09	0.05	10	16	27	10	13	0.09	0.11	0.12	0.13	0.21
March	-	0.10	0.14	0.10	0.07	-	13	14	8	7	-	0.09	0.07	0.07	0.07
April		0.06	0.13	0.11	0.10		6	9	6	7		0.07	0.10	0.10	0.10
May		0.10	0.13	0.24	0.90		4	6	4	4		0.06	0.07	0.09	0.07
June*		0.08	0.10	0.19	0.07		3	3	5	4		0.06	0.07	0.13	0.05
July		0.11	0.21	0.22	0.08		3	4	6	3		0.07	0.08	0.08	0.09
August		0.09	0.11	0.12	0.09		7	4	5	4		0.08	0.07	0.06	0.08
September		0.19	0.11	0.16	0.11		14	7	11	11		0.14	0.08	0.15	0.11
October		0.08	0.10	0.13	0.06		11	17	14	15		0.08	0.24	0.10	0.12
November		0.04	0.11	0.10	0.08		14	18	19	16		0.21	0.11	0.15	0.10
December		0.04	0.08	0.08	0.04		22	17	23	21		0.17	0.16	0.12	0.12
Highest		0.19	0.21	0.24	0.11		22	29	23	21		0.21	0.24	0.15	0.21

* Effective June 1, 1975, new calibration techniques for oxidants was adopted by the Air Resources Board.

Source: Quarterly Report (Oct., Nov., Dec. 1975), Air Pollution Control District, Santa Barbara.

TABLE 8

Carbon Monoxide

Year	Maximum Hourly Average		Days Exceeding Standard		Comment
	Month	Value	8 Hr Moving Average	12 Hr Moving Average	
1965	Nov.	44 ppm	N/A*	N/A	117 E. Carrillo. Only Full year of data in 1960's.
1972	Dec.	21 ppm	10	0	831 State St. Began operation in February 1972.
1973	Dec.	23 ppm	13	1	831 State St.
1974	Jan.	29 ppm	3	2	831 State St.
1975	Dec.	22 ppm	4	1	831 State St.
1976	Jan. Feb.	20 ppm 10 ppm	3 0	0 0	831 State St. Only for Feb. & March 1976.

* N/A = data not available.

more than four such days. However, 1976 has already had three days--in January 1976--exceeding the eight-hour moving standard.

Oxidants

Table 9 displays the highest hourly average oxidant concentration as monitored at a downtown location during 1965, 1972 through 1975, and January and February 1976. The highest concentration during these periods was 0.28 ppm in 1965. In recent years the highest concentrations, ranging from 0.11 ppm to 0.24 ppm, have been generally lower than that of 1965. In 1965 the standard was exceeded on 89 days for a total of 382 hours. That record was almost equalled in 1973 when on 84 days (304 hours) the standard was exceeded. The standard was also exceeded on five days in 1972, 45 days in 1974, and 9 days in 1975.

The data gathered at the Cathedral Oaks Road station is more indicative of the local oxidant problem than the data from the downtown location (see Table 10). The number of days exceeding 0.09 ppm as recorded by the Cathedral Oaks station was 112 in 1973, 122 in 1974, and 50 in 1975 (see Table 10).

Nitrogen Dioxide

The standard for nitrogen dioxide has not been exceeded. Table 11 displays the maximum hourly concentrations for recent years. In 1965 the maximum hourly concentration was 0.31 ppm. Between 1972 and 1975 the levels decreased to 0.21 ppm in 1972, 0.15 ppm in 1973, 0.24 ppm in 1974, and 0.21 ppm in 1975. (See also Table 9 for listing of highest hourly average concentrations by month.)

TABLE 9

Santa Barbara Downtown Oxidant Concentrations

Year	Highest Hourly Average Concentration		Exceeding 0.09 ppm		Comment
	Month	Concen-tration	Number of Days (Total)	Number of Days (Total)	
1965	Jan.	0.28 ppm	89	382	At 117 E. Carrillo. Only continuous sampling for downtown during 1960's.
1972	Sept.	0.11 ppm	5	7	Station at 831 State St. began operating February 1972.
1973	May	0.24 ppm	84	304	At 831 State St.
1974	July	0.21	45	143	At 831 State St.
1975	Sept.	0.19 ppm	9	19	At 831 State St. As of June 1975 new calibration technique went into use.
1976	Jan. Feb.	.07 ppm .05 ppm	0 0	0 0	At 831 State St. Only January and February data.

TABLE 10

Number of Days/Hours When Oxidants Values = 0.09 ppm

	STATION																							
Address: / City: / Station:	117 E. Carrillo St. / Santa Barbara / $42-351				4440 Calle Real / Terminated 1/30/73 / Santa Barbara / #42-354							4400 Cathedral Oaks Rd. / Santa Barbara / #42-358			831 State St. / Santa Barbara / #42-355				110 E. Cook / Santa Maria / #42-352					380 No. Fairview / Goleta / #42-363
	YEAR																							
Month	63	64	65	66	67	68	69	70	71	72	73	73	74	75	72	73	74	75	70	71	72	73	74	75
Jan	NO	0/	4/10	1/	ND	ND	MS	ND	MS	0/0	0/0	NO	2/5	2/4	NO	0/0	0/0	0/0	NO	0/0	0/0	0/0	0/0	
Feb	0/	1/5	4/					ND	MS	0/0	s	0/0	2/7	3/11	0/0	1/2	1/2	0/0		0/0	0/0	0/0	0/0	
Mar		3/	6/29	8/				ND	ND	5/16	t	1/5	3/12	2/6	0/0	1/4	2/6	1/3		0/0	2/3	0/0	0/0	
Apr		3/	11/67	16/ND				ND	ND	3/8	a	10/37	11/47	6/21	1/2	8/27	4/19	0/0		0/0	2/2	0/0	1/9	0/0
May		1/	11/55					MS	0/0	3/6	t	22/107	18/74	14/61	1/1	15/46	5/16	3/12		0/0	1/5	1/4	0/0	2/3
Jun		0/	5/22						1/1	2/2	i	18/85	12/63	3/5	0/0	12/65	4/7	0/0		0/0	0/0	4/18	0/0	4/9
Jul		3/	2/10						2/3	2/3	o	16/83	21/82	6/16	0/0	12/45	14/45	1/4		1/1	1/2	0/0	0/0	6/10
Aug		ND	11/40						4/5	0/0	n	17/59	15/45	4/10	2/3	14/29	4/10	1/2		0/0	1/2	0/0	0/0	4/13
Sep		1/	10/37						2/3	1/1		17/80	12/52	6/25	1/1	12/60	8/32	3/13		0/0	0/0	1/3		6/18
Oct	7/	3/	20/77				ND		0/0	1/1	t	11/41	11/38	2/2	0/0	8/27	1/2	0/0		0/0	0/0	0/0		2/5
Nov	9/	3/	8/30			MS	ND		0/0	1/1	e	0/0	10/45	2/5	0/0	1/1	2/4	0/0	1/1	0/0	0/0	0/0		0/0
Dec	3/	1/	0/0			MS	ND		0/0	0/0	r	0/0	4/2	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0		0/0
TOTAL DAYS	** 19	** 18	89	27	ND	ND	ND	ND	** 9	18	m i	112	122	50	5	84	45	9	1	1	7	6	1	24
TOTAL HOURS			382	ND	ND	ND	ND	ND	** 12	38	n	497	517	166	7	306	143	19	1	1	14	25	9	46

** Not a full year of continuous sampling.

LEGEND: Santa Ynez (1974), 249 hours annual total = 57 days.

NO = Not Operational
ND = No Data Taken
MS = Manual Sampling Only

June 1, 1975 - New Oxidant Calibration Standard (UV Photometry)

Source: "A Survey of Air Pollution Damage to Santa Ynez Crops in 1974." p. 20.

TABLE 11

NITROGEN DIOXIDE

Year	Maximum Hourly Concentration (ppm)		No. of Times Standard Exceeded		Comment
	Month	Value	One Hour Standard	24 Hour Standard	
1965	-	.31	None	None	117 E. Carrillo. Does not include January 1965.
1972	Feb	0.21	None	None	831 State St.
1973	Nov	0.15	None	None	831 State St.
1974	Oct	0.24	None	None	831 State St.
1975	Nov	0.21	None	None	831 State St.
1976	Jan Feb	0.18 0.09	None None	None None	831 State St.

Air Quality Impacts

In 1975 the number of vehicle trips per day into and within the CBD were approximately 224,000.[15] The number of new daily trips generated by development of the CCRP would be 11,000 (see "Transportation, Impacts"). These new trips would represent 4.9% of the total number of daily trips in 1975. Based on various average daily trip lengths,[16] the increase in vehicle miles traveled would range from approximately 61,290 miles per day to 106,530 miles per day.

To the above estimate for daily miles traveled must be added the number of daily miles to be traveled by those newcomers who could migrate to the area in response to CCRP-generated employment and market housing opportunities. (See "Growth Inducing Impact" and "Employment" sections for further discussion of these topics.) Approximately 700 newcomer-households could result from these opportunities, 236 from the Market Housing element, 347 from direct employment opportunities, and 116 from indirect employment opportunities. It is conservatively estimated that each newcomer-household would contribute an average of from 15 to 20 vehicle miles per day, resulting in a total of 10,500 miles per day to 14,000 miles per day. Added to the CCRP-generated mileage estimate previously mentioned, this would bring the total estimated additional number of daily vehicle miles within the 71,790 miles/day to 120,530 miles/day range (see Table A, Appendix 3).

Because local air pollution problems (i.e., carbon monoxide and oxidant levels) have vehicular emissions as their primary source, the increase in the number of vehicle trips and miles traveled would indicate a substantial impact on air quality. In order to assess this impact, emissions data for carbon monoxide, hydrocarbons, and nitrogen oxides were calculated and the results of those calculations are summarized in Table A, Appendix 3. Estimates for the increased emissions due to CCRP-generated vehicle trips (direct and indirect) are based on the formula for calculating emissions set forth in the Environmental Protection Agency's publication AP-42[17] and described in Appendix 3. Table 12 shows the results of these calculations. Based upon 1980 emission factors, carbon monoxide would range from 2.254 tons/day to 3.436 tons/day; hydrocarbons from 0.234 tons/day to 0.39 tons/day; and nitrogen oxides from 0.246 tons/day to 0.413 tons/day. Table 13 displays projected existing emissions data for 1980, calculated to reflect conditions with and without the crosstown freeway, estimated CCRP emissions, and the total for both. Generally, the CCRP-generated vehicle emissions

15 Source: Memo from R. W. Puddicombe, Director of Public Works, to John Jostes, Environmental Consultant, March 10, 1976.

16 See Appendix 3, "Average Trip Length Assumptions," for discussion of various trip lengths.

17 The EPA formula, used to calculate emission estimates included in this report, is a general formula for highway vehicles. Factors which cause city driving to be considered more "dirty" than highway driving (e.g., prolonged idling time, stop and go driving patterns, "cold" starts, etc.) were given no special consideration. Thus, some estimates may be generally lower than those that more elaborate calculations--which included such factors--might project.

would range from just over three percent to almost seven percent of the total emissions. Increased emissions on this order would be considered extremely adverse for both local and regional air quality.

TABLE 12

CCRP Emission Estimates
(e.f. = emission factor)

Pollutant	Tons/Day	Tons/Year
Carbon Monoxide		
with 1976 e.f.	3.323 to 5.579	830.75 to 1395
with 1980 e.f.	2.254 to 3.436	435.25 to 730.75
Hydrocarbons		
with 1976 e.f.	0.436 to 0.732	109.00 to 183.00
with 1980 e.f.	0.234 to 0.390	58.50 to 97.50
Nitrogen Oxide		
with 1976 e.f.	0.374 to 0.626	93.50 to 156.50
with 1980 e.f.	0.246 to 0.413	61.50 to 103.25

Pollutants such as carbon monoxide and oxidants represent a serious health hazard for persons with heart disease, anemia, emphasema, and other respiratory problems, as well as potential impairment of performance of day-to-day physical tasks by healthy individuals. Considering Santa Barbara's substantial population of older persons, 18% in 1970, a significant increase in pollutants affecting respiratory function could have a significant adverse impact on the health of many area and City residents.

Mitigation

Increases in the total vehicle miles traveled effectively nullifies potential decreases in vehicle emissions that could result from federally required pollution control devices installed in individual vehicles. Thus, measures decreasing the total vehicle miles traveled are considered to be the logical focus for mitigating the potential degradation of air quality that would result from development of this project. See "Transportation, Mitigation Measures" for discussion.

Carbon Monoxide Build-Up

Carbon monoxide buildup occurs during peak hour times at areas where vehicle emissions become concentrated due to prolonged idling time. Areas of carbon monoxide concentration present a significant health hazard for those with respiratory difficulties. "Potential Carbon Monoxide Hotspots," Figure 23, indicates intersections, parking lots and drive-thru banking facilities where buildup may occur and/or where buildup could be mitigated.

TABLE 13

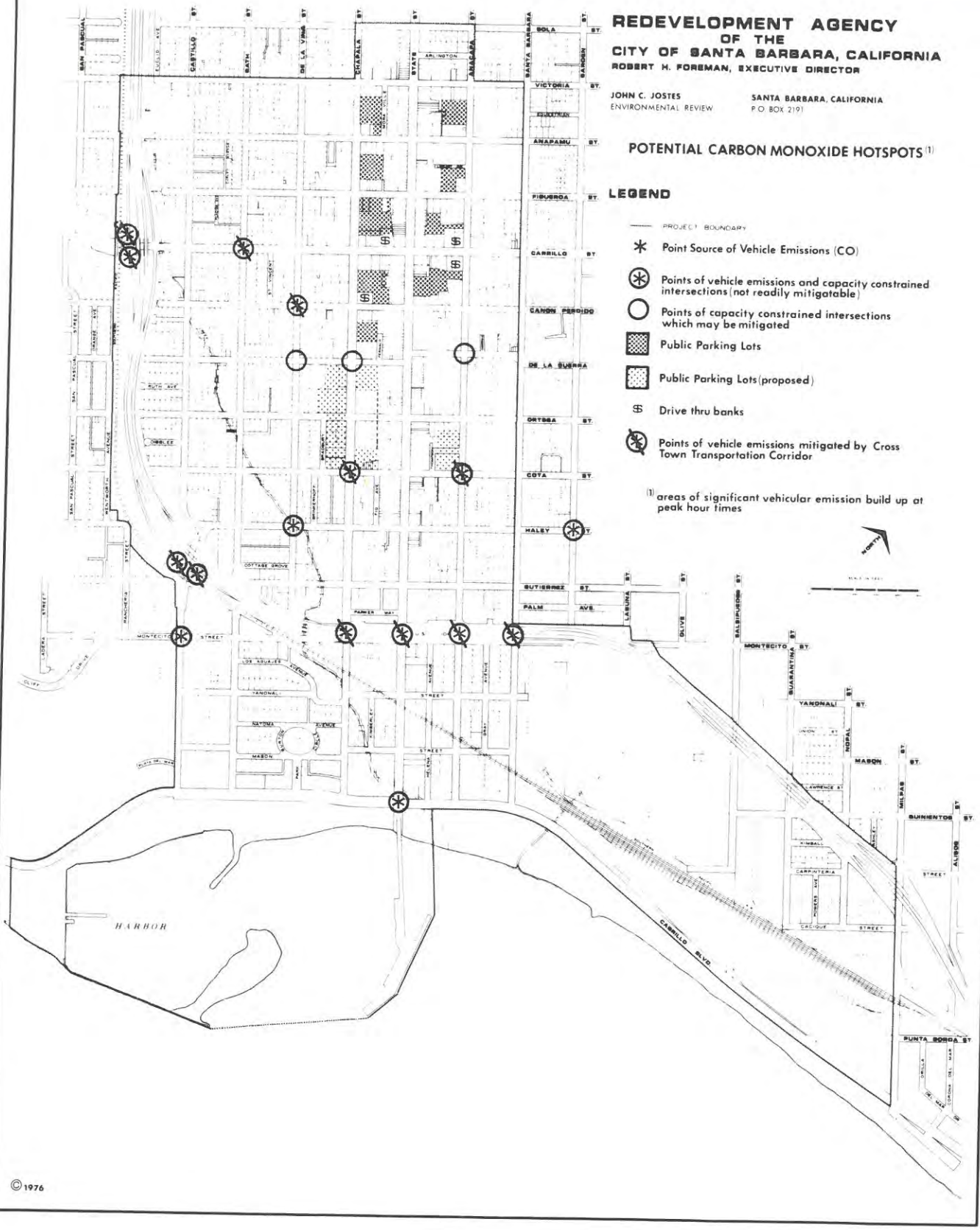
Projected Emission Estimates
(in tons/day)

	Projected Existing 1980 (a)		CCRP Generated (calculated at 1980 emission factors)	Projected Existing (1980) and CCRP Combined		% of Total Represented By CCRP	
	With Freeway	Without Freeway		With Freeway	Without Freeway	With Freeway	Without Freeway
Carbon Monoxide	47.93	50.19	2.254 to 3.436	50.184 to 51.366	52.444 to 53.626	4.5% to 6.7%	4.3% to 6.4%
Total Hydrocarbons	5.35	5.55	.234 to .390	5.584 to 5.740	5.784 to 6.450	4.2% to 6.8%	4.0% to 6.0%
Nitrogen Oxides	7.23	7.01	.246 to .413	7.476 to 7.643	7.256 to 7.423	3.3% to 5.4%	3.4% to 5.6%

(a) Source: "Draft Environmental Statement for the Proposed Transportation Corridor on Route 101," State of California Department of Transportation, February 1975, Figure 37, p. 56.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



NOISE IMPACTS

Noise impacts associated with the Central City Redevelopment Project are of three types: short term, construction-related noise; long-term, traffic-induced noise increases along surface streets; and long-term, land use-related noise impacts.

Short term, construction-related noise is considered significantly adverse for those persons living and/or working within close proximity to each of the project components. This impacts in unavoidable in nature.

Long-term, traffic-generated noise will increase along the following streets:[18]

Streets expected to experience significant traffic volume increases are as follows:

	Without Crosstown Transportation Corridor	With Crosstown Transportation Corridor
East-West Aligned		
Victoria St.	De La Vina to Garden	De La Vina to Garden
Figueroa	Garden to Olive	Garden to Olive
De La Guerra	De La Vina to Anacapa	De La Vina to Anacapa
	Santa Barbara to Garden	Santa Barbara to Garden
Cota	De La Vina to Chapala	---
Haley	---	Castillo to Chapala
North-South Aligned		
De La Vina	Carrillo to Haley	Carrillo to Haley
Garden	---	Cota to Haley
Laguna	---	Ortega to Haley

The impact associated with these increased traffic volumes is considered significantly adverse in that the general living conditions of residents along those streets would be degraded to a substantial degree. This impact may be mitigated through programs designed to minimize the projected traffic volume increases. (See "Transportation Mitigation Measures.")

Conversely, there are streets which would experience significant traffic volume reductions. These are listed below and are deemed to have significant beneficial impacts associated with the potential noise reduction.

Streets with decreases of 100% or more in average daily flow are as follows:

18 Noise increases here are deemed "significantly adverse" if the traffic volume on any street within the project area increases by a factor of 100% or more.

	Without Crosstown Transportation Corridor	With Crosstown Transportation Corridor
East-West Aligned		
Anapamu	Chapala to Santa Barbara (3 blocks)	Chapala to Santa Barbara (3 blocks)
Figueroa	Chapala to Anacapa (2 blocks)	Chapala to Anacapa (2 blocks)
Canon Perdido	Anacapa to Garden (2 blocks)	Anacapa to Garden (2 blocks)
Ortega	Chapala to Anacapa (2 blocks)	Chapala to Anacapa (2 blocks)
North-South Aligned		
Castillo	---	Cota to Haley (1 block)
Bath	Cota to Haley (1 block)	Cota to Haley (1 block)
State	Ortega to Cota (2 blocks)	Ortega to Cota (2 blocks)

The third type of noise impact is related to the location of new housing units in close proximity to the U. S. 101 Freeway, e. g. Below Market Housing. While other land uses would be more appropriate in such areas, e. g., light industrial, the western portion of the downtown area is already residentially developed and is expected to continue to be. The impact associated with the location of Below Market Housing adjacent to U. S. 101 is deemed significantly adverse. However, this impact may be mitigated to an acceptable degree by two actions:

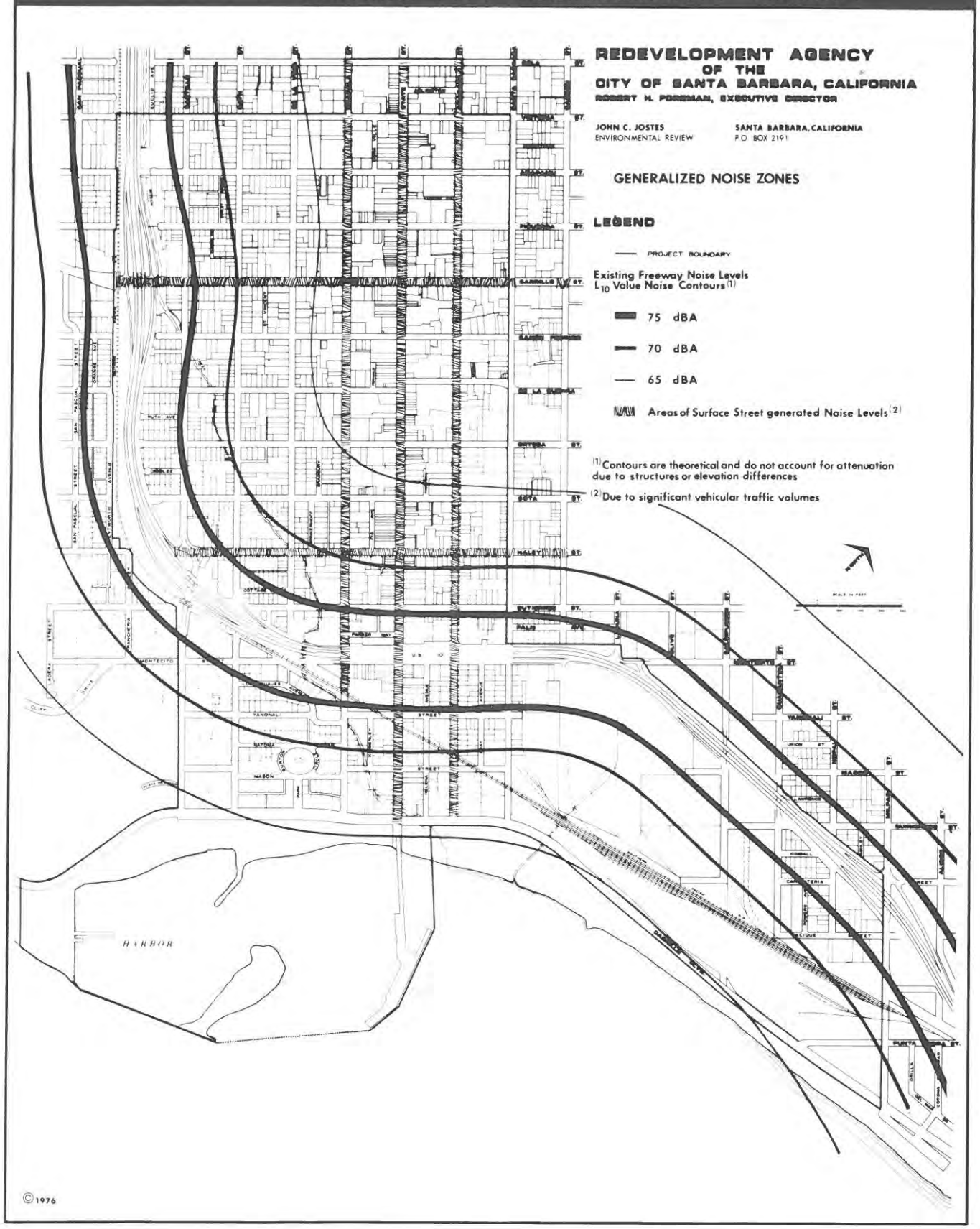
1. Relocation of proposed Below Market Housing sites in areas less noise intensive;

2. Insulation of dwelling units to reduce interior noise levels to those limits acceptable to the U. S. Department of Housing and Urban Development standards.

No other significant adverse noise impacts are expected to occur.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



ARCHAEOLOGICAL, HISTORICAL AND CULTURAL CONCERNS

HISTORICAL BACKGROUND

Santa Barbara has a rich background of historic and prehistoric activity. Its mild climate and abundance of fish and game have made it a desirable place to live. "Scientific evidence exists to show that primitive man had congregated along the Channel 8000 years before Christ."[19] When the first Pacific Coast explorers came to the region, they found Chumash (or Canalino) Indians inhabiting the southerly coastline of this area.

The area, first discovered from the sea by Juan Rodriguez Cabrillo in 1542, was given the name of Santa Barbara by Father Antonio de la Ascencion, a Carmelite Friar and member of the expedition of Sebastian Vizcaino who visited the region by water on December 4th, the feast day of St. Barbara.

The settlement and growth of Santa Barbara began with the first visit by land in 1769 when an expedition under Don Gaspar de Portolá, traveling from San Diego to the Bay of Francisco, entered "La Canal de Santa Barbara" on August 9th. Making camp near the present site of the Moreton Bay Fig Tree, he found an Indian settlement a short distance to the south on a low lying mound, commonly referred to as the Burton Mound. On April 2, 1782, an expedition of some fifty soldiers under the command of Jose Francisco de Ortega and accompanied by Father Junipero Serra left the newly founded Mission of San Buenaventura and marched along the coast to Santa Barbara to establish the Royal Presidio of Santa Barbara. Settled around a lagoon, they also found the large Canalino Indian village, San Joaquin de la Laguna, ruled by Chief Yanonalit.

Two years later Ortega was ordered to the Monterey Presidio and his successor, Capt. Felipe de Goycoechea, began to erect a permanent structure.[20] The Royal Presidio was finally completed in 1792 when it was occupied by about 150 persons.

The Santa Barbara Mission was not founded until after the death of Father Serra, although it was a project always in his mind. Finally, on the 4th of December, 1786, the site was consecrated and the Cross raised. The first simple buildings of the Mission were not begun until the next year. Two years later, a second mission church, of stone and adobe, was built. The Fathers built the missions with the help of the Christianized Indians, creating at the same time a self-sufficient economy. Orchards and vineyards were planted, grain and vegetables were cultivated, flocks of sheep and large herds of cattle were established, and trade was carried on with the sailing vessels. The remains of a dam in Mission Canyon, the reservoir and the grist mill are evidences of the work of the Mission Indians under the direction of the Fathers.

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19 Walter Tompkins, Santa Barbara Past and Present.

20 One of four Presidios (forts) ordered established by King Charles III of Spain in the 1760's.

In 1793 the construction of a third and larger church, with six side chapels, was begun, and completed a year later. Work on a fourth and final version of the Mission began in 1815 and was completed by 1820.

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

Casas of the Pueblo still remained typical of the early presidio and mission style--thick, whitewashed adobe walls with red tile roofs--although frame structures were soon introduced by the homesick "adopted sons" from New England and the Midwest.

In 1846 the Mexican period ended and the American period began with the march over San Marcos Pass and into Santa Barbara of Col. John C. Fremont and his battalion of 450 soldiers. On April 9, 1850, Santa Barbara became an incorporated American City, by order of the California Legislature. Five months later, on September 9th, California was admitted to the Union as a state.

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

In 1922 the Plans and Planting Branch of the Community Arts Association was formed by Mr. and Mrs. Bernard Hoffman. Under their auspices, restoration was made of the famous De la Guerra Adobe to show what Santa Barbara might do with an architecture of her own, built up on traditional forms and appropriate to the landscape, climate and her Spanish heritage. Over the next several years the Museum of Natural History was started, El Paseo and the Lobero Theater were built, and the first "Old Spanish Days" was celebrated, a recreation under the full August moon of the romantic, peaceful days of a century before.

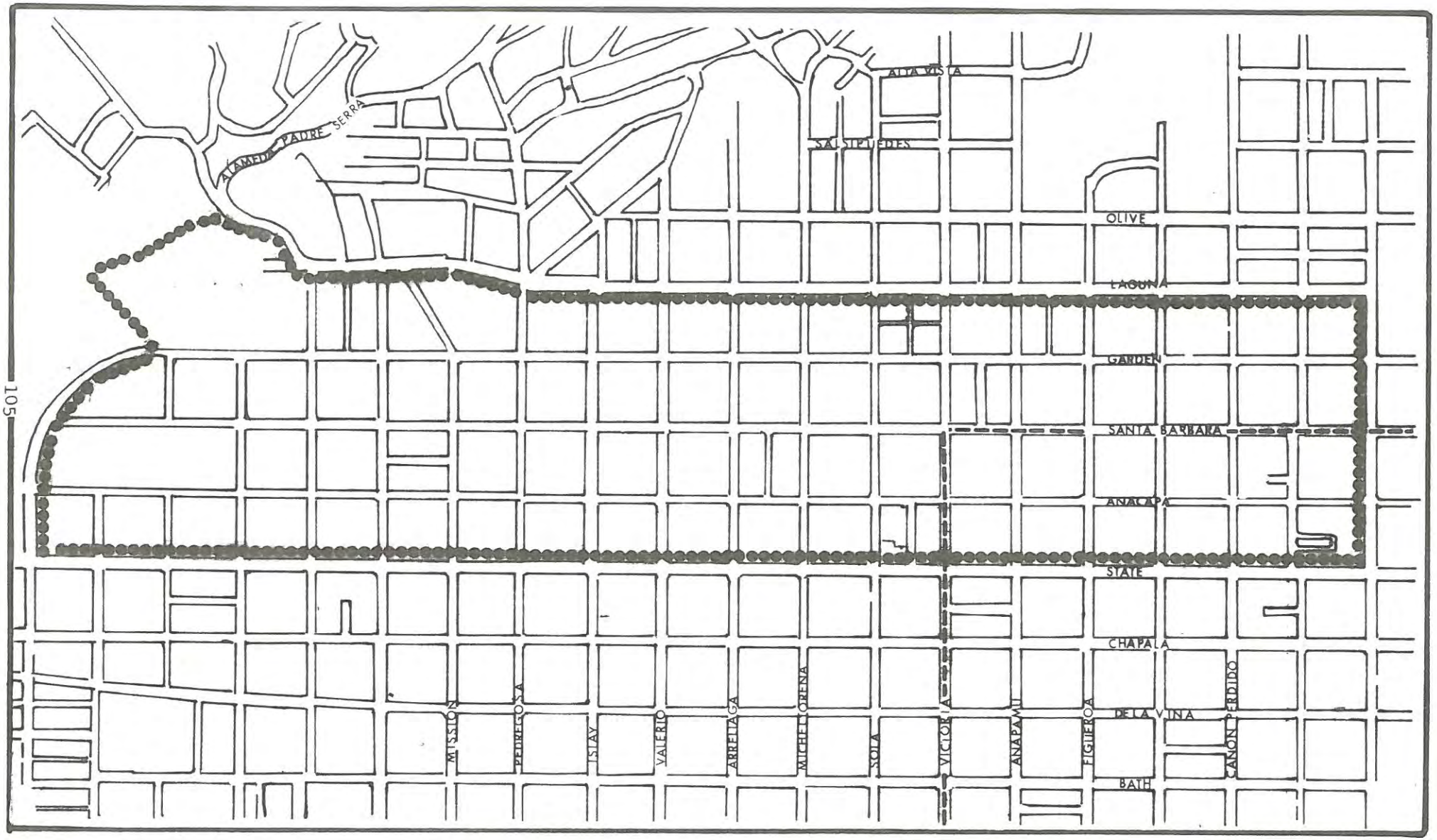
Then, at 6:23 a.m., June 29, 1925, Santa Barbara was rocked by a major earthquake. The Old Mission towers were shattered, Sheffield Reservoir was damaged, many homes, business establishments, hotels, churches and public buildings were destroyed, and hundreds of others suffered major damage from the shock. Few brick chimneys remained standing in town. The old Court House, built in 1872, was damaged to such an extent that it was later

demolished. Only thirteen lives were lost, even though total damage was estimated between 10 and 20 million dollars. As the community turned to reconstruction, a Board of Architectural Review and an Architectural Advisory Committee were available to advise residents on the work of restoration. The Plans and Planting Branch of the Community Arts Association, under the able direction of Miss Pearl Chase, assisted with plans and advice, and a beginning was made toward the fulfillment of the dreams of the Hoffmans--"To make Santa Barbara California's happiest weave of old Spanish traditions, modern community spirit, and progressive city building . . . refreshingly different from the typical American small city. It must be . . . not only beautiful, but distinctive." Santa Barbara, indeed, had been well on its way to becoming a "typical American small city."

Thus was a major tragedy turned into an event of singular beneficence to the future of Santa Barbara. Climaxing the renaissance of Spanish-Colonial architecture following the earthquake, the new Santa Barbara County Courthouse was built and dedicated on August 14, 1929. Unique in its class of public buildings, it is a blend of Moorish and Spanish architecture--"a Spanish castle of rare beauty," State Street was rebuilt with California-Spanish style architecture, reaffirming a heritage begun with the founding of the Presidio Real of Santa Barbara. Miss Pearl Chase, working through the Plans and Planting Committee of the Community Arts Association, has exercised a potent influence in maintaining the impetus and direction started by the reconstruction. As a result Santa Barbara continues, with the inspired assistance of all its civic organizations, to retain its atmosphere and has become known as one of the few communities that has continued to treasure the spirit of its romantic past.

In the mid-1950's the character of Santa Barbara began to change. The rate of population increase in California rose alarmingly and Santa Barbara felt the pressure. Traffic congestion and the massive building of residential, commercial and industrial buildings throughout the South Coast began to undermine the "pueblo" image of Santa Barbara. It became apparent that if the image and spirit of its cultural background were to be preserved, new and more effective techniques of preservation must be added. Consequently, on March 8, 1960, the Council of the City of Santa Barbara enacted the "El Pueblo Viejo" Ordinance, preserving permanently all historic adobes and buildings of aesthetic significance within specifically designated areas (see Figure 25) and designating that all future building and alterations within this area be in either Hispanic, Spanish-Colonial, California-adobe, or Monterey style of architecture.

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



Project Boundary

Boundary
El Pueblo Viejo

Scale 1" = 1000'

BOUNDARIES OF EL PUEBLO VIEJO AREA

FIGURE 25

ARCHAEOLOGICAL CONCERNS

From this historical perspective, archaeological sites must be viewed in an historic rather than pre-historic light, for potentially signficiant artifacts within the project area are more directly related to habitation during the 18th and 19th centuries than to habitation by the Chumash Indians.[21] For this reason areas of archaeologic/historic sensitivity are delineated by their proximity to historical structures such as the Mission, the Royal Presidio and other adobes. Figure 26 shows these areas and delineates the sensitivity associated with them. Listed below is an annotated description and location of each of the known adobes and historic buildings:[22]

1. Carrillo Adobe, 11 E. Carrillo Street, Daniel Hill, Builder:

   "Originally the residence of Daniel Hill and Dona Rafaela Oretga, this adobe is said to have had the first wood floor in town. It became the property of the Carrillo family in 1854, was restored in 1929 and given to the Santa Barbara Foundation, its present occupants."

2. El Cuartel, 122 E. Canon Perdido Street:

   "Built in the 1790's as soldiers quarters and used in the Mexican era as a guard house, it was given to José Jesus Velenzuela, the gate soldier, in 1846. It is a massive building with enormous, thick walls, and a pleasant front court."

3. Caneda Adobe (Casa del Presidio, 123 E. Canon Perdido Street:

   "Built inside the Spanish Presidio Quadrangle, this structure became the property of José Maria Caneda, a Presidio soldier. His descendents remained in the house through the 19th Century. It was restored in 1920 by Elmer Whitaker."

4. Buenaventuro Pico Adobe, 916 Anacapa St., Buenaventuro Pico, Builder.

5. Rochin/Birabent Adobe, 820 Santa Barbara Street, Ordez de Rochin, Builder:

   "This adobe with clapboard siding was built within the confines of the old Spanish Presidio from bricks and tiles of its ruined buildings (1856)."

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

22 Adapted from Henry Andree and Noel Youngs, Santa Barbara Architecture, Capra Press (1976).

LOCATION OF ADOBE STRUCTURES

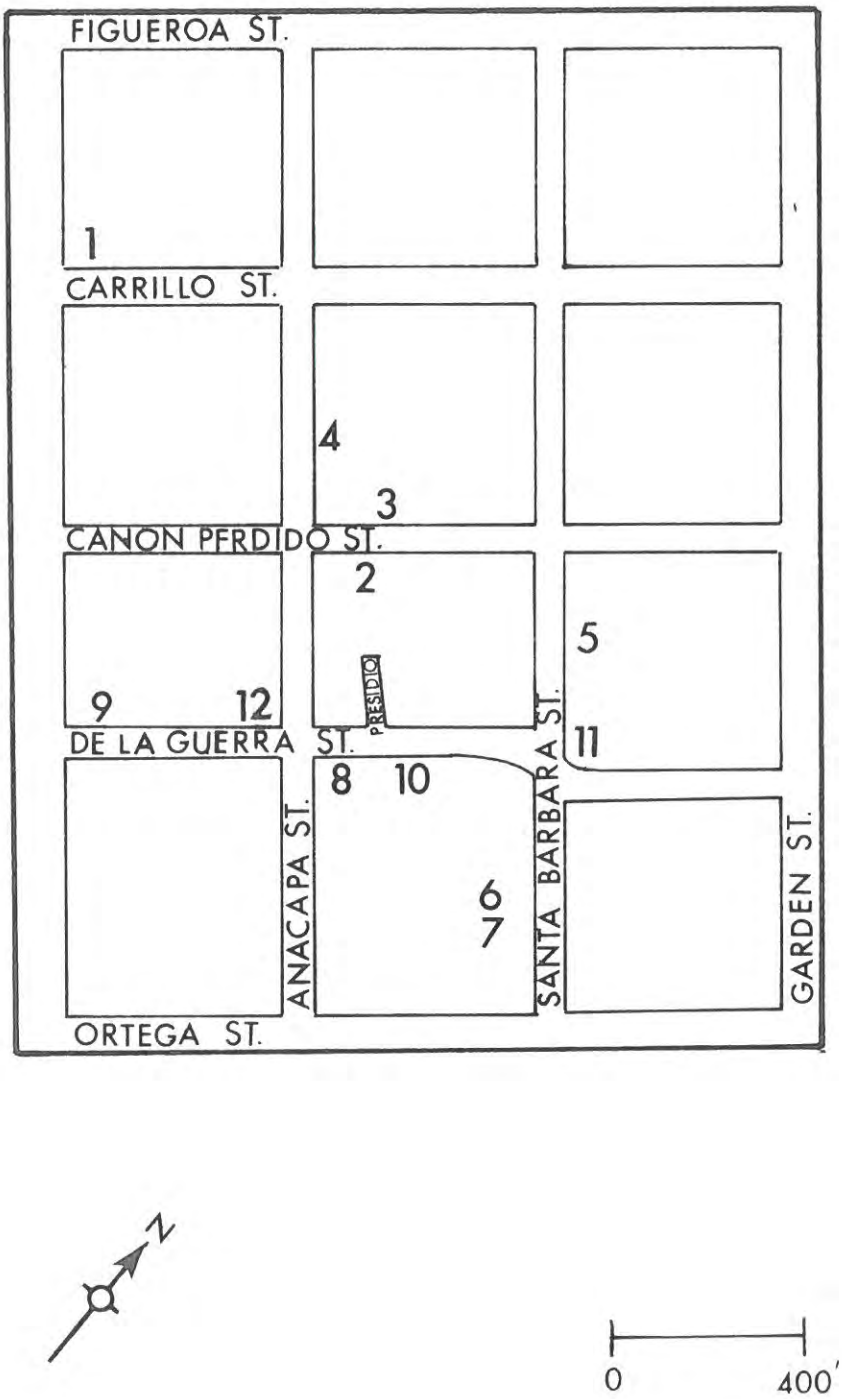


Figure 26

6. Covarrubias Adobe, 715 Santa Barbara Street, Don Domingo Carrillo, Builder (1817):

   "This L-shaped adobe in a Spanish style demonstrates a harmony in the flow of tile roofs and juxtaposition of the one-story section and patio roof with the story-and-a-half section. It became the home of Don Jose Maria Covarrubias when he married into the Carrillo family."

7. "Historic" Adobe (Robinson-De La Guerra Adobe), 715 Santa Barbara Street (1825):

   "A Mexican style adobe house (as compared to the Spanish style Covarrubias adobe). It stood at the corner of State and Carrillo until 1903, was used as the Natural History Museum in 1922 and rebuilt on its present site."

8. Santiage De La Guerra Adobe, 110 E. De La Guerra Street:

9. De La Guerra Adobe, 11-19 E. De La Guerra Street, Don Jose de la Guerra, Builder (1819-1826).

   "This adobe demonstrates Santa Barbara as a Spanish garrison town. Don Jose Antonio de la Guerra y Noriega, fifth Commandante of the Presidio, built the house which remained in the family until it was incorporated into the El Paseo Shopping Arcade in 1922. The traditional plan of a court surrounded on three sides by a structure was convenient and liveable, typical of large houses of the period.

10. Lugo Adobe, 114-1/2 E. De La Guerra Street (c. 1850):

    "This building's early history is unknown, but its place within the Spanish Colonial revival is important. In 1922 the sponsors of the El Paseo Chopping Center purchased and restored this adobe and it became the first office of the Plans and Planting Committee of the Community Arts Association."

11. Orena Adobes, 27-29 E. De La Guerra Street, Don Gaspar Orena, Builder (1849-1858):

    "The eastern part of this set of buildings was originally a store owned by Jose de la Guerra, purchased in 1849 by Don Gaspar Orena, who added the western portion between 1853-58. These are city structures standing close to the sidewalk. The overhanging roofs were a mediterranean tradition."

12. Casa Arrellances, 800 Santa Barbara Street (Replica, with Aguirre columns).

13. Knox House, 914 Anacapa Street, Jose Lobero, Builder (1875):

"This is one of Santa Barbara's only remaining exposed brick buildings of the 19th Century. It is a late example of frontier brick architecture. Nondescript from a style viewpoint, this simple centrally planned house (formerly with a wood porch) was an important segment of the frontier community."

14. Old Courtroom of Justice Haverly, 25 E. De La Guerra Street.

Other Structures of Historic or Architectural Interest

Victorian Period

Victorian architecture created one of the most exciting periods of building in history. The term "Victorian" is used here to designate the group of styles that predominate from 1830 through the 1860's and in some cases up until 1900. With the growth and urbanization of Santa Barbara came a new demand for housing and, to a lesser extent, commercial and service-oriented buildings. The Victorian design came to California with the Gold Rush.

Santa Barbara still has many wood-framed Victorian houses and cottages. Within the project area, the large majority are found in the residential area west of Chapala Street (see Figure 27). Of particular interest is a fine collection of rehabilitated and refurbished structures along Brinkerhoff Street which function both as residences and commercial establishments.

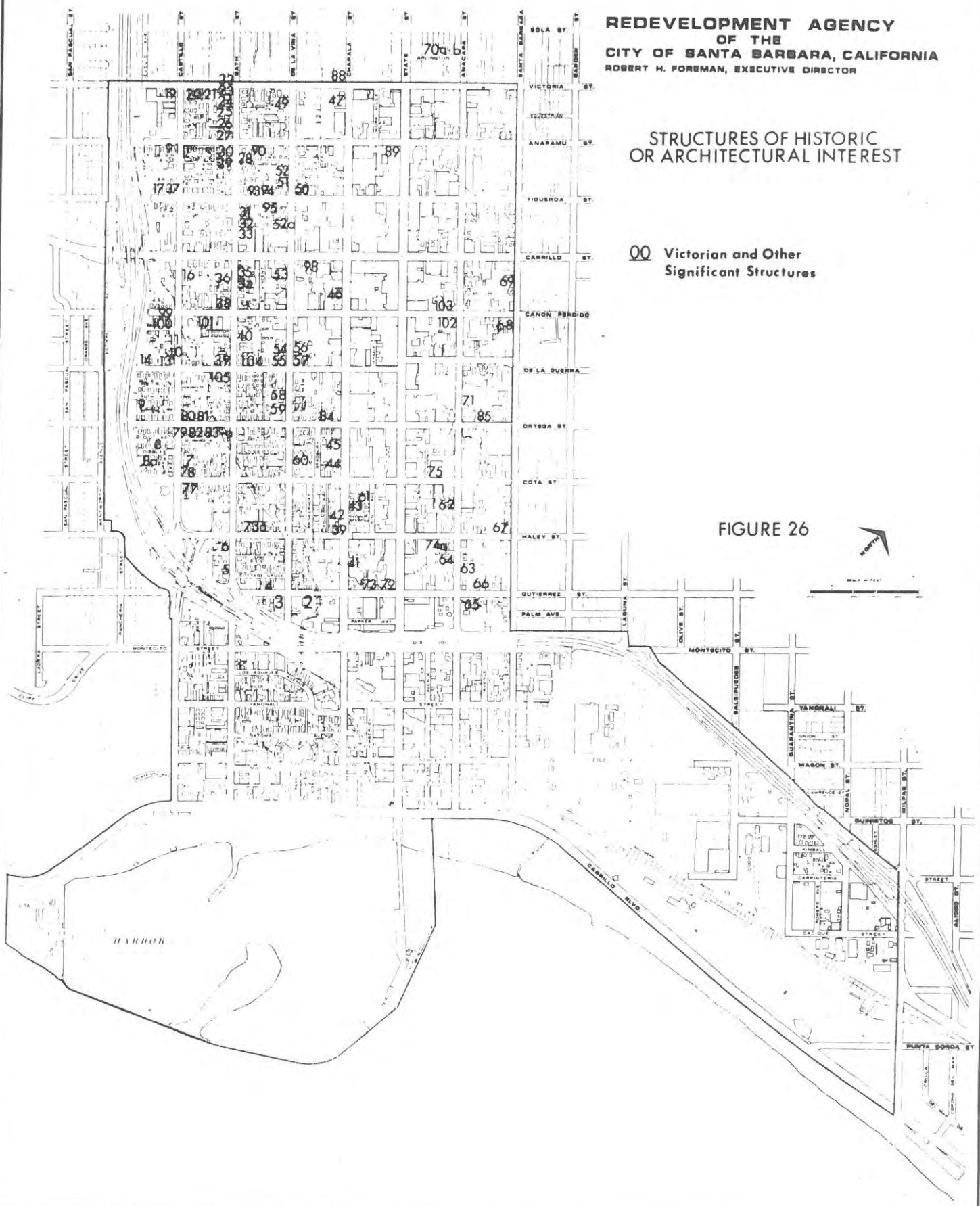
Six project components could endanger the remaining standard and substandard structures. However, only three, the Auto Center, Major Retail Expansion, and Below Market Housing pose any threat of demolition. The list below enumerates those Victorian structures and other significant but "non-historic" structures which would be removed by the individual project components.[23]

No. on Map	AUTO CENTER
2.	Talk of the Town Restaurant. This remodeled house (probably Victorian) is not architecturally significant since it has been extensively remodeled. It is probably too large and difficult to move.
3.	335 De la Vina. An interesting, two-story Victorian structure that is in very poor condition, but which may be beyond repair.
4.	209, 210, 213, 217 Cottage Grove. One-story cottages of the Victorian period. All are in good shape and appear to be movable.

23 It must be noted that reference to dwellings which could be moved or rehabilitated is simply a recommendation for inspection by persons or bodies with appropriate expertise to make a physical inspection to determine the feasibility of relocation and renovation.

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



Because all have the same architectural style, they were probably built at the same time and perhaps by the same person.

5. 415 Bath. A two-story, salt box house of the Victorian era. Appears to be in good condition and perhaps movable.

6. 427 Bath. A one-story cottage with nice detail and spool decoration on the front porch. Could have been built by the same builder who built the cottages on Cottage Grove (#4).

41. 420 Chapala. Two-story Victorian farm house located next to the restaurant Casa de Sevilla. The house has simple lines, pleasant details, needs restoration, and is probably movable.

Savoy Hotel, 409 State Street. Victorian (circa 1889); architect Peter Barber. Architecturally and probably historically significant. All the decorative veneer is applied, stamped metal.

324 State Street. Russell Ray, architect, circa 1926. The Seaside Building. Its tower and oval arches were later alterations.

73. 14 W. Gutierrez. St. Paul Cleaners, impressive front.

Other buildings not necessarily architecturally significant, but should be considered for moving for residential use:

435 Bath. Currently "Discount Photo." This is a nice house and possibly movable.

431 Bath. This cottage has a modified front porch and could be moved.

41. 424 Bath. The roof appears to be in poor condition, but this house might be movable. 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. It appears to be movable.

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

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

220 Cottage Grove. House needs work but might be movable.

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, might not be movable.

72. 10. W. Gutierrez. House in very poor condition, probably not movable.

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

421 De la Vina. Bungalow which appears to be movable.

427, 429, 431 de la Vina. Small houses which need work, but which might be movable.

201 W. Haley. A small house but could be movable.

211, 215, 231 W. Haley. Nice cottages which appear to be movable.

BELOW MARKET HOUSING

17. 410 W. Figueroa. This cottage has nice details and appears to be movable.

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 and could be movable.

37. 400 Figueroa. (Also has addresses 1100 & 1107 Castillo). This impressive sandstone building with open beams is both architecturally and historically signficant, 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 architectually 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 and appears to be movable.

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

Others...

818,816, 816-1/2 De la Vina. These three well-kept bungalows are good, small homes and appear to be movable.

416 W. Canon Perdido. A one-story house with interesting porch detail and could be movable.

417 W. Canon Perdido. A small, nicely maintained house, it could be movable (hitching post near curb).

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

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

720 Castillo. This small house may not be worth moving.

413 Dibblee. This small house appears to be movable.

417 Dibblee. A well maintained residence which might be movable.

421 Dibblee. Nice house which might be movable.

611, 609, 605 Castillo. Small, one-story houses, could be movable.

78a. 414 W. Cota. Might be movable.

418 W. Cota. Rundown house which might not be worth moving.

424, 422 W. Cota. Appears to be movable.

1123, 1131 Bath. Nice houses, movable.

1135 Bath. A two-story house, difficult to move.

311 W. Anapamu. Two-story, board and batten, probably not movable.

1128, 1126 Curley. Cottages which could be movable.

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

401 W. Figueroa. Two-story, might not be movable.

1031, 1029 Castillo. Small houses, possibly movable.

1025 Castillo. Large one-story house, which could be difficult to move.

PRESIDIO

69. 925 Santa Barbara Street. Mexican Baptist Church.

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

NEIGHBORHOOD FACILITY

83. 319 W. Ortega. Two-story Victorian house which appears to need roof repaired. It has interesting cross decorative gables. Might be in site area for Neighborhood Facility.

83a. 309, 311 W. Ortega. These cottages are in good shape and appear to be movable.

PERFORMING ARTS CENTER

70a. 1323 Anacapa. Victorian house used as legal offices.
70b. 35 Arlington.

RETAIL EXPANSION/OFFICES/PARKING/ETC.

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.

44. 609 Chapala. Used as an antique store. Not architecturally significant. Movable.

45. 625 Chapala. The "Sherman House," a fine example of restoration, is in good condition and movable (circa 1876).

61. 519-1/2 Fig St. Located in rear, this curious house is decorated with painted carvings. Very interesting building, further research into its history is needed.

62. 525 Anacapa. An old salt-box Victorian house in poor condition.

63. 416 Anacapa. Salt-box Victorian.

64. 425 Anacapa. This cottage needs restoration but has appealing design. Movable.

65. 330 Anacapa. A two-story Victorian house which could be moved and restored.

66. 111 E. Gutierrez. Small cottage of the Victorian period called "Gutierrez Gables" is in good condition with good detail.

67. 133 E. Haley. This Visiting Nurse office appears to be in good condition.

74. 226 E. Haley. (Circa 1880). Has a prominent front room, well proportioned gable with sunburst motif, fish-scales, and carved eave braces. Appears to be in good shape and movable.

74a. 118 E. Haley. Worth moving.

75. 27 E. Cota. Lyons Moving Co. building. Large, well designed, with simple lines.

76. 114 E. Cota. (Circa 1920) California cottage, appears to be in good shape and movable.

625-635 State. Park Theater.

618 State. Mission Theater. Culturally significant because it is the only Spanish movie house in the City.

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.

Other houses in project area with potential for relocation:

Dibblee	412(9) and 416(8).
Figueroa	10 E.;230 W.(93); 224 W.(94); 219W (95).
Castillc	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).

Other Considerations

Hitching Posts. Along with these Victorian-era houses, there are few remnants of the time in which the automobile was either non-existent or of minor importance as a form of transportation. With the exception of the exposed train tracks along Haley Street, the carved sandstone hitching posts are the only remaining indicators of this "time gone by."

Within the City there are known to be only about 160 posts, rails, posts and rails and other related items left. Ten of these are endangered by the proposed project. Appendix 1 surveys each of these. If the proposed project is approved, additional study should be made to consider the feasibility of retention and relocation of the posts and their possible integration into the project design.

Dislocation of Micro-Communities.

Reconstruction of the Royal Presidio would entail the removal of uses presently existing within the confines of the Presidio Quadrangle. Within this area is Santa Barbara's Oriental Community (see pre-empted uses, page 141).

While it is envisioned that some of these uses will be relocated within the reconstructed Presidio, construction of this project component would destroy the cohesiveness of this micro-community and it is expected that it will no longer exist in a single, well-defined area. For this reason, a significant adverse cultural impact would occur from this project component.

SOCIAL AND ECONOMIC CONCERNS

LAND USE IMPACTS

This section assesses the on-site and off-site land use impacts and the impacts on individual businesses subject to dislocation. It also ranks the project elements according to the number of businesses each would dislocate. The final section seeks to locate and quantify the amount of space available for relocation.

On-Site Land Use Impacts

The CCRP conforms to the General Plan and its stated objectives regarding the City's future development. A conditional use permit for the Hotel/Conference Center project area would be required, but the proposed project is consistent with the uses suggested in the General Plan for that area.

The on-site, land use impacts of the proposed CCRP are largely beneficial, though some adverse impacts do occur.

On-Site Land Use - Beneficial Impacts

1. Elements of the Plan concentrate related or interdependent uses in specified locations within the project area; e.g., the Auto Center, Ocean-Oriented Industrial area, Performing Arts Center and the Hotel/Conference Center. Such concentration facilitates efficiency, diminishes costs and decreases vehicular traffic. It also consolidates into relatively isolated enclaves auto and industrial uses that may be incompatible with other uses.

2. The Plan upgrades the visual appearance of many of the project areas which are presently blighted. The East Beach area, for example, is more appropriate to the Hotel/Conference Center, Palm Park Expansion, and Mercado project than to the industrial uses that are currently located there. The area proposed for the Auto Center is a declining mixed residential and commercial neighborhood with a majority of substandard structures. Again, the CBD retail expansion, though large in scale, will significantly modernize and upgrade that portion of the CBD core.

3. With the exception of the Neighborhood Shopping Center the proposed project locations and many of their design concepts would make more efficient use of both the City's traffic circulation system and alternative transportation modes. The Transportation Terminal would provide multi-modal facilities at the juncture of all major interregional ground routes through the South Coast. It is also located at the base of the CBD and near the beach. The west-side street closures would discourage non-residential traffic from using residential areas west of De la Vina Street, channeling it into major arterials.

4. The Auto Center would be readily accessible from U. S. 101, Chapala and De la Vina Streets.

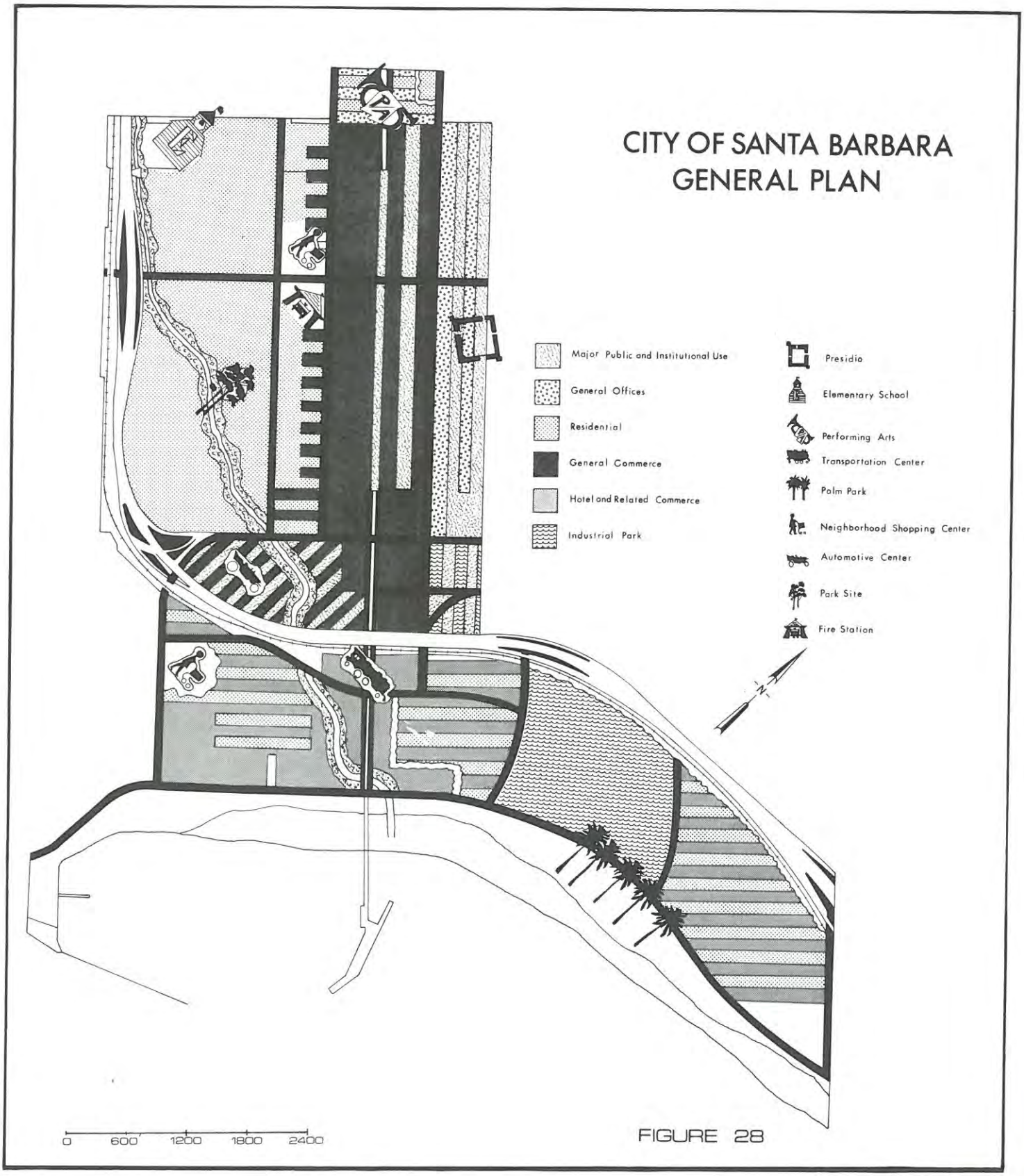
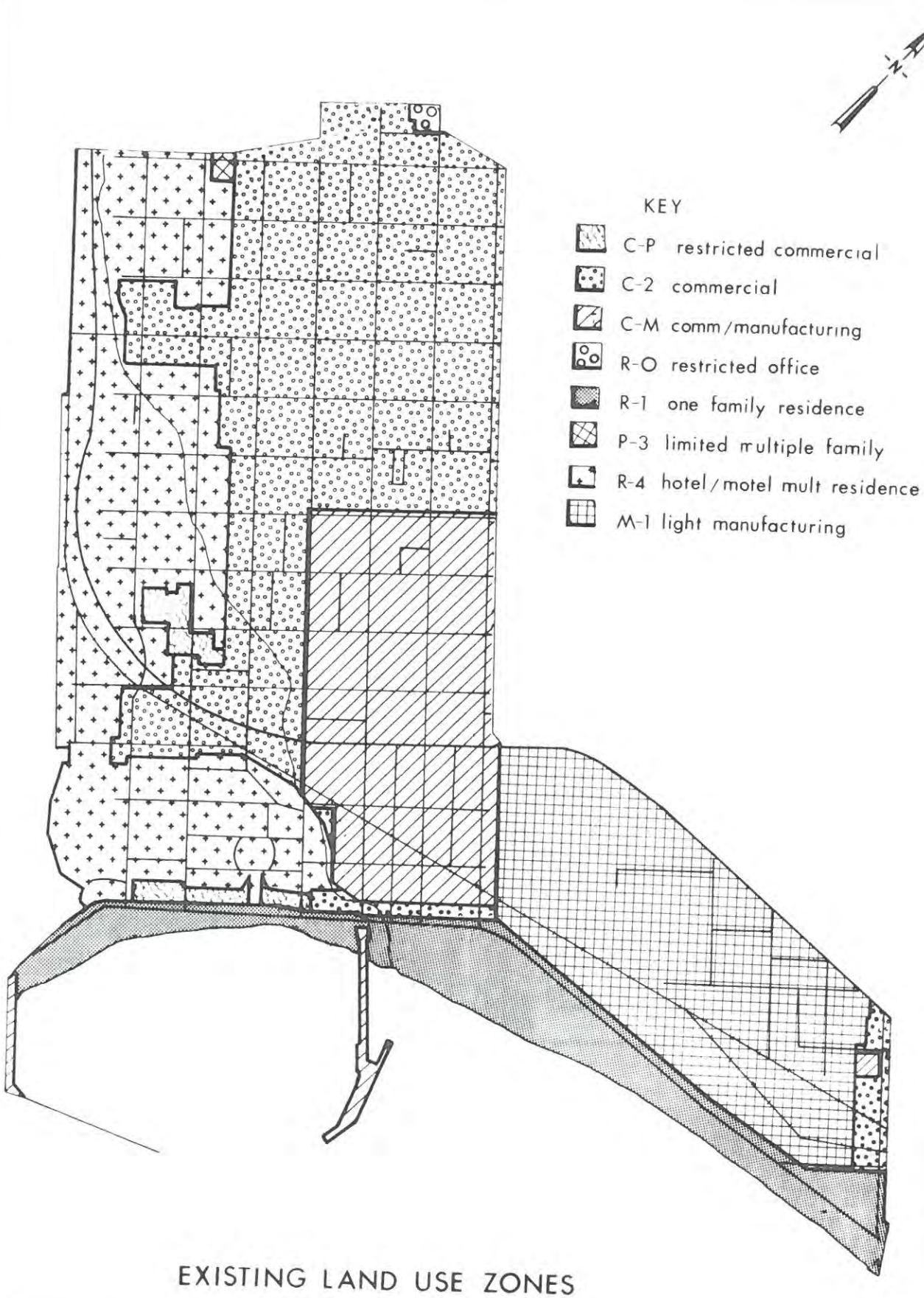

CITY OF SANTA BARBARA
GENERAL PLAN
Major Public and Institutional Use
General Offices
Residential
General Commerce
Hotel and Related Commerce
Industrial Park
Presidio
Elementary School
Performing Arts
Transportation Center
Palm Park
Neighborhood Shopping Center
Automotive Center
Park Site
Fire Station
N
0
600
1200
1800
2400

FIGURE 28



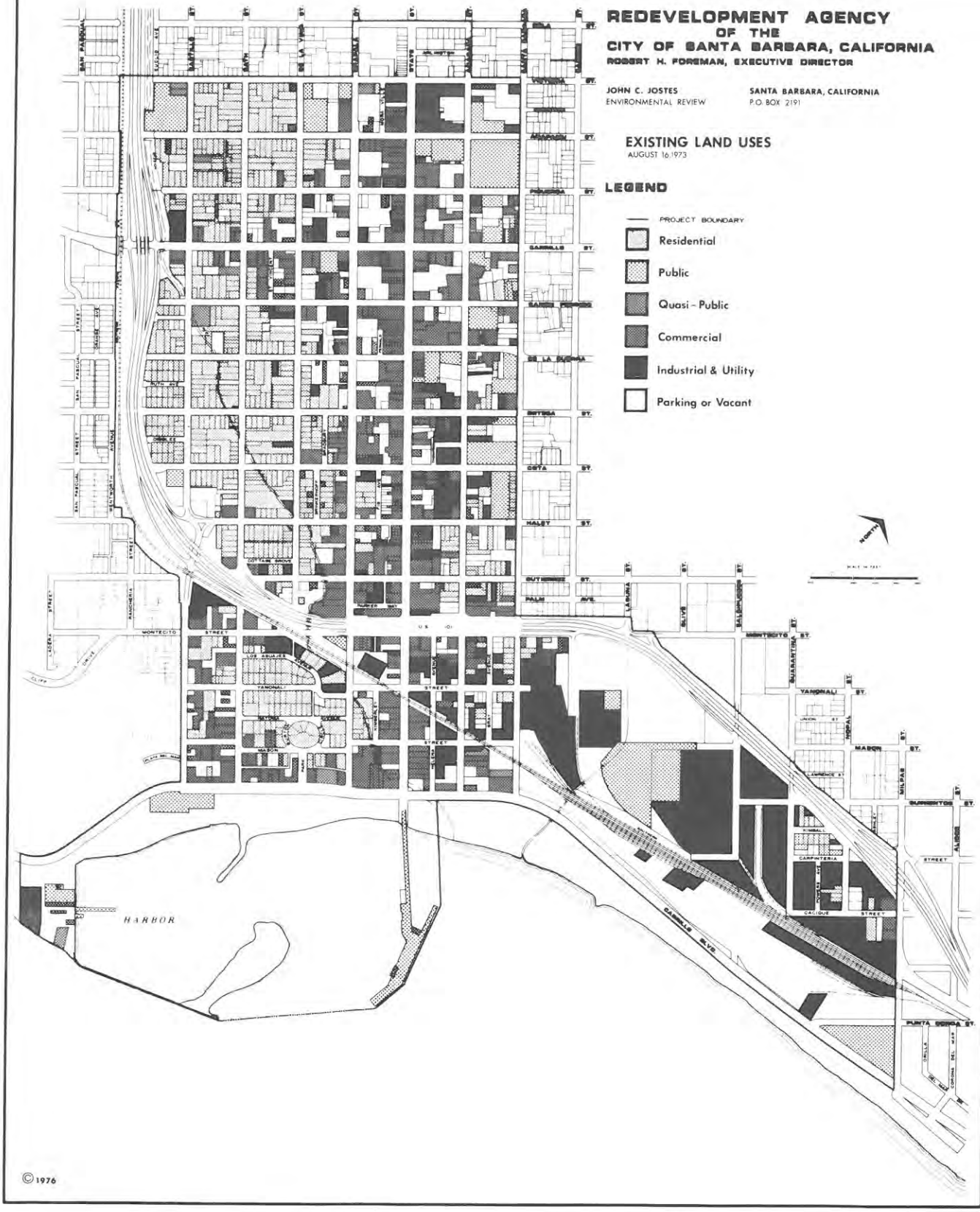
EXISTING LAND USE ZONES

Figure 29

november 1975

SANTA BARBARA

CENTRAL CITY REDEVELOPMENT PROJECT



©1976

5. The Mercado, located between Cabrillo Boulevard and U. S. 101, would have easy access to both.

6. The Hotel/Conference Center, located away from central areas but close to beach activity and tourist attractions, would reduce visitor traveling miles within the City.

7. The Ocean-Oriented Industrial area would be close to the ocean and could easily be provided rail spur service.

8. The proposed Below Market Housing would be located close to the central core allowing residents easy access to shopping areas, thus diminishing their transportation needs.

On-Site Land Use - Adverse Impacts

Adverse on-site land use impacts would be derived primarily from the increased land-use intensity and scale of development that would occur on some of the project sites. The proposed 500 units of Below Market Housing, for example, will substantially increase the unit-per-acre density on the project sites. The visual impact of this density increase would be adverse due to the necessity to cover a great percentage of the sites involved and reduce the "human scale" of the project component. The level of human activity on the sites of the family units would increase. The immediate neighbors could consider this an adverse impact. The density of the proposed market housing on East Beach would have a minimal adverse visual impact; though more open space would exist and the architecture of the structures would be an improvement over what now exists. Activity levels would also be decreased.

The west downtown street closures, in combination with the CBD retail expansion and the proposed parking facilities, would generate increased traffic volumes on De la Vina Street where residences line both sides of the street. The increased volume would occur at all times of the day and night and is considered a moderately adverse impact. The scale of the CBD expansion and parking garages would change the nature of State Street considerably.

The Hotel/Conference Center, though redesigned to minimize the interruption of mountain views from the Cabrillo Boulevard area, would still restrict those views, but to a lesser degree. Any interruption of mountain views would be an adverse impact.

Off-Site Land Use Impacts

The proposed commercial projects, e.g., CBD expansion, Neighborhood Shopping Center, elements of the Presidio, Auto Center, Mercado and Hotel/Conference Center, could attract an increased number of shoppers to the CBD, beach, and downtown area in general. The increased numbers of shoppers could mean increased sales volume and consumer dollars for commercial activities in the downtown area. One of the ways businesses would likely compete for these dollars would be by upgrading their property. The overall impact could be an improvement in the general condition of the downtown area and increased

property values. Tax revenues to the City from the downtown commercial areas could increase and the property tax burden on area residents may be reduced. These occurrences would be significant beneficial impacts to the City.

As a result of the increased demand on the existing housing stock created by the CCRP, many dwellings in declining states of repair could undergo rehabilitation by private parties. This is a process that is presently occurring in Santa Barbara as a result of the existing supply and demand conditions. (See "Housing," p.166,for description of existing conditions.) This process occurs because the greater the housing shortage, the more valuable each existing unit becomes. As units undergoing declining states of repair increase in value to the point where they become economically profitable to rehabilitate for the increased rent they can generate, the owners tend to rehabilitate them. When the dwelling units are saved, their values increase and they remain on the tax roles to generate revenue for public expenditures. This type of private activity would be stimulated by the pressures placed on the housing stock from the CCRP. From the perspective of the preservation of Santa Barbara's existing housing stock, these are indirect but significant beneficial impacts.

Generally, there is adequate existing and potential space within the City to accommodate the retail, office and commercial service uses that would be dislocated by the CCRP elements.

The most significant off-site adverse impact from the CCRP would be a potential rise in the cost of commercial rental space and land within prime commercial areas; i.e., lower State Street, the east and west peripheries of the CBD, and the eastside industrial area. The costs of housing and residentially zoned land could also increase. These rises in the costs of land and space could result from the increases in land-use intensity caused by the relocation of between 241 and 262 businesses and 645 residences. The value of land in relocation areas could rise, tax assessment could increase, and consumer goods and services could become more expensive. This trend could be offset if retail outlets make up the cost difference through increased volume sales.

Some dislocated retailers, industries, or commercial services would be able to relocate within CCRP areas. Auto uses and marine-related industries, for example, would have project areas specifically devoted to those uses; however, most would relocate in areas other than those supplied by CCRP elements. Since some CCRP areas are presently blighted and offer relatively cheap commercial space, the majority of business uses located there pay low space costs and may not be able to afford the higher space costs. They may be forced to relocate in other commercial areas--perhaps outside the CBD--where overhead costs are comparable to those they presently pay.

Relocation space within the City limits for certain other, larger industrial uses south of U. S. 101--auto wrecking, lumber yards, warehousing--may also not be available because of either their space demands or policies now being developed relative to the future nature of the City's industrial and commercial manufacturing areas.[1] For such industries relocation sites at the City

1 See East-Side Industrial Area Study, 1975, Community Development Dept., p. 77.

airport may be possible. Rail service and adequate space are available (50± acres), but an adequate water supply is uncertain.[2] Industrial relocation space is also available in Carpinteria.

Industries relocating outside of the City, however, would mean a loss of tax revenue, perhaps jobs, and an increase in vehicular miles traveled, all considered adverse impacts.

Rather than simply moving businesses to other locations, the Redevelopment Agency could purchase land within the planning area, pay the costs of clearing the land and make site improvements; e.g., construction of driveways, curbs and gutters. The Agency could then assist the dislocated businesses in securing loans to build new structures and then the Agency would pay relocation costs. Because the Agency is not empowered to purchase land and make site improvements outside the planning area, the above policy allows greater financial assistance to businesses relocating within the planning area. This could cause more intensive use of this land.

Adverse Impacts on Individual Businesses

Adverse impacts on businesses potentially subject to relocation arise from: (1) Loss of revenue from potential long-term leasees reluctant to commit time and resources to a temporary location; (2) anxiety caused by business uncertainties surrounding relocation; and (3) loss of property value.

Some of the businesses within the project area have already lost revenue or revenue potential as a result of the tenuous nature of their present location.[3] The Redevelopment Agency does not compensate businesses for such losses.

When relocation does occur, the available relocation sites may or may not compare in quality with the locations some businesses now have. This would pertain especially to small businesses on State and Chapala Streets which now enjoy prime locations with competitive overhead. Comparable State or Chapala Street locations for all these businesses may not be available. Short or long term declines in sales could result from their relocation. Mr. Antonio Molina, Director of Relocations for the Redevelopment Agency, and Mr. Thomas Stone, legal counsel for that Agency, have found that most relocated businesses acquire better relocation sites than their original ones.[4] For businesses like pawnshops and thrift shores, however, a State or Haley Street relocation site may be a prerequisite for continued economic survival.

For marginal or near marginal enterprises, relocation may mean the termination of business. According to Mrs. Judy Stanfeld, Relocations Director of the Santa Maria Redevelopment Agency, over 30 of 140 relocated businesses

---

2 This is due to the current Goleta Valley Water Moratorium.

3 Source: Personal communication, Morton Cohen, owner, Parks Building, 625-635 State Street;
Personal communication, Bill Rauchhaus, owner, Pet House, 709 State Street.

4 Source: Personal communication, 3/10/76.

terminated as a result of the Santa Maria Redevelopment Project. Most of these were marginal businesses or businesses with proprietors nearing retirement age.[5]

Increases in long term operating costs to relocated businesses may result from relocation. Some businesses are presently operating with older equipment that, while cheaper to operate, is no longer available. If such equipment cannot be moved intact, replacement equipment may be less economical to operate and more expensive to repair. Although the Redevelopment Agency could purchase new equipment, subsequent operation and repair costs must be either absorbed or passed on to the consumer.

Large construction or warehousing industries south of U. S. 101 rely on rail spur service. In their present location such service is available close by. Shipping and receiving goods are easily and efficiently accomplished. Architectural restrictions in their present locations are also minimal, as are landscape maintenance requirements. New locations may be subject to stricter requirements regarding shipping and receiving methods, landscape maintenance, noise standards, equipment storage, etc. Such factors may increase the long term operating costs of these businesses. These factors may also reduce land use conflicts between industrial and other use types. Their elimination would cause a change in the character of Santa Barbara's downtown district.

Availability of Relocation Space

Between 241 and 262 businesses would be dislocated by the proposed project. The total acreage involved in the CCRP is between 212 and 239.16 acres. The CBD retail expansion project, the largest dislocater of businesses, would dislocate 103 businesses. Palm Park Expansion would dislocate only two businesses. The Hotel/Conference Center uses the largest number of acres (41.6), while the Neighborhood Facility in west downtown would occupy only 1.5 acres. Table 14 ranks the proposed elements of the CCRP according to the number of businesses each displaces. The ranking is a general indication of the degree of impact each element would have on commercial and industrial space in the Santa Barbara area.

The businesses displaced have approximately 1,588,000 sq. ft. of building space, 698,263 sq. ft. of which would be contained in the project elements to occupy commercial and retail areas north of U. S. 101. Table indicates the amount and type of commercial square footage displaced north of U. S. 101. Building space within project areas south of U. S. 101 totals 890,075 sq. ft. From this total, the 217,800 sq. ft. of the Vercal Building on Salsipuedes Street must be subtracted because it would remain on the site. Therefore, the total area displaced south of U. S. 101 is 672,275 sq. ft.

Much of the land area south of U. S. 101 is used for open storage or other industrial purposes. Therefore, building area is not an accurate description of the square feet displaced. The non-structural area displaced by the CCRP south of U. S. 101 is approximately 1,453,648 sq. ft. Total occupied

5 Source: Personal communication, 2/15/76.

TABLE 14

CCRP Elements Ranked According to Number of Businesses Each Would Displace

Element	No. of Acres (Approx.)	No. of Businesses Pre-empted
1. CBD Retail Expansion	22.01	103
2. Market Housing	20.30	27
3. Auto Center	17.8-22.10	26
4. Mercado	9.00	4-25
5. Performing Arts Center	9.60	20
6. Presidio Reconstruction	8.00	18
7. Neighborhood Shopping Center	4.85	13
8. Ocean-Oriented Industries	30.20	13
9. Transportation Terminal	9.0	10
10. Hotel/Conference Center	41.60	5
11. Palm Park Expansion	8.5-21.0	2
12. Mission Creek Linear Park	18.00	N/A
13. Below Market Housing	22.0	0
14. Neighborhood Facility	1.50	0
TOTAL	212.86-239.16	241-262

area displaced south of U. S. 101 is approximately 2,125,923 sq. ft. Table 15 lists the amount and types of commercial and industrial space displaced by the CCRP south of U. S. 101.

Much of the land area south of U. S. 101 is used for open storage or other industrial purposes. Therefore, building area is not an accurate description of the square feet displaced. The non-structural area displaced by the CCRP south of U. S. 101 is approximately 1,453,648 square feet. Total occupied area displaced south of U. S. 101 is approximately 2,125,923 sq. ft. Table 16 lists the amount and types of commercial and industrial space displaced by the CCRP south of U. S. 101.

Since the businesses below U. S. 101 are largely industrial, many would need relocation space of a different nature than those north of U. S. 101. Many businesses south of U. S. 101 need large relocation areas, while most uses dislocated north of U. S. 101 (except auto dealers) need smaller structures for their retail, service or office activities. The impacts of the combined CCRP elements on various types of business activities are discussed below.

TABLE 15

Approximate Square Feet of Space Displaced by CCRP Elements South of U. S. 101*

SOUTH OF U. S. 101 Use Type	Approximate No. of Employees	Approximate Nonstructural Area (Sq. Ft.)	Approximate Building Area (Sq.Ft.)	Total Occupied Area (Sq.Ft.)
Office	61	9,188	34,540	43,728
Retail	10	0	31,500	31,500
Fish Sales & Processing	81	29,900	20,600	50,500
Marine Related	67	46,680	37,200	83,880
Auto Related	76	105,020	71,100	176,120
Construction/Building Materials	172	549,777	114,965	664,742
Food & Liquor Whole-Sale Distributor	108	167,250	136,000	303,250
Industrial Nonmanufacturing	136	253,830	261,970	515,800
Industrial Manufacturing	141	31,000	147,350	178,350
Agricultural Service		121,278	0	121,278
Parcel Shared by Four Businesses		39,200	0	39,200
Other	9	86,525[a]	12,850	99,375
Vacant		14,000	22,000	36,000
	861[b]	1,453,648	890,075	2,343,723
			217,800[c]	- 217,800[c]
			682,275	2,125,923[d] (48.8 acres)

a Includes approximately 40,000 sq. ft. occupied by transmitting tower and guy lines.
b Seasonal employees not included.
c Includes Transportation Terminal (rough estimate 60,000 sq. ft.; 40,000 to auto related; 7,500 to industrial non-manufacturing; 12,500 to seafood processing).
d Minus the Vercal Building, which will stay.
* Source: Compendium of Tables 34 and 35 (minus restaurant footage), Choices for the Future, pp. 93,94.

TABLE 16

Approximate Square Feet of Space
Displaced by CCRP Elements North of U. S. 101

NORTH OF U. S. 101 Element	Total Floor Area Displaced (sq ft)	Retail	Office	Commercial Service	Industrial Non-Manufacturing	Industrial Manufacturing	Construction Bldg. & Materials	Marine Related Industry	Vacant	Other	Approx. Non-Structural Area	Total Occupied Square Feet
CBD Retail Expansion	425,916	230,276	53,061	136,465	504	0	0	0	0	5,610	N/A	N/A
Auto Center	137,189	40,546	10,200	72,133	0	0	0	0	0	14,310	N/A	N/A
Performing Arts Ctr.	45,609	37,289	1,600	6,720	0	0	0	0	0	0	N/A	N/A
Presidio Reconstruction	24,031	11,314	3,000	9,717	0	0	0	0	3,610	0	N/A	N/A
Neighborhood Shopping Center	65,518	13,083	2,000	43,973	0	0	0	0	0	6,462	N/A	N/A
Mission Creek Linear Park	N/A											
Below Market Housing	0				0	0	0	0				
Neighborhood Facility	0											
SUBTOTAL	698,263	332,508	69,861	269,008	504	0	0	0	3,610	26,382	N/A	N/A

Industrial Space

If Municipal Airport property is available for development, there would be adequate industrial space on City property for industries dislocated by the CCRP. The primary impact would then be land use intensification in areas impacted by relocations. Minor secondary growth inducing impacts and a rise in rental rates and land costs as a result of increased space demands on the most attractive relocation areas would also occur. The latter two impacts should be considered minimal adverse impacts. If airport land is not available for relocation and development, the large space demands of some present East Beach industries could make them difficult to relocate within the Santa Barbara area. If these industries were to relocate outside the Santa Barbara area, it could mean a loss of revenue and employment opportunities. The loss of industrial activity to other areas is considered a minimal adverse impact.

To determine the amount of industrial space available for relocation of businesses, three city areas were considered as potential relocation sites. The first is the Eastside Industrial area. Its boundaries are defined in Figure 31. The second potential industrial relocation site consists of approximately 50 acres of airport property in Goleta. The third is the new CCRP specific use area, the East Beach Ocean-Oriented Industrial area. In Table 17 the three areas are listed with their potentially available acreage.

The 4,047, 199 sq. ft. exceeds the total industrial, marine related, construction supply, and industrial square footage displaced by the project elements by 2,432,649 sq. ft., or 60 percent. Table18 displays the relationship between the square feet of industrial space displaced by the CCRP and the potentially available relocation space.

The potentially available space offered in each of these areas is suited to the needs of many of the dislocated businesses. For example, there would be approximately 134,380 sq. ft. of marine related or seafood processing space dislocated by the Mercado and Market Housing projects. These businesses could be relocated in the area designated for Ocean-Oriented Industry. The dislocated space is only 10.2% of the 30.2 acres that would be available. The area is such a large one that it could be utilized for other, non-marine uses. Perhaps industries supplying raw products used in marine-related industrial processes could be accommodated (e.g., lumber yards). The emphasis could be on directly interdependent uses as well as ocean-oriented ones.

East Side Industrial Area

The City's Community Development Department has recently completed the East Side Industrial Area Study. The study names 23 East Beach businesses that would be dislocated by CCRP project elements south of U. S. 101 which are suitable for relocation into the East Side Industrial area under a new zoning classification recommended in the study. Many other such businesses have occupied the area since the study was made. Of the 82 businesses dislocated below U. S. 101, only the two auto dealers, 11 marine-related

TABLE 17

Potentially Available Industrial Relocation Space

Location	Square Feet
East Side Industrial Area	553,687 (12.7 gross acres)
City Airport Property	2,178,000 (50.0 gross acres)*
Ocean-Oriented Industry	1,315,512 (30.2 gross acres)
TOTAL	4,047,199 (93.0 gross acres)

* According to Staff Hendon, City Property Manager, there are approximately 50 acres of land available at the airport. Most of the land is vacant, but water availability is uncertain because of the Goleta water moratorium. Jack Breidenstein of the Goleta Valley Water District has indicated that some discussions have occurred regarding an arrangement whereby water use on the airport could occur with the City paying Goleta back the water out of its allotment.

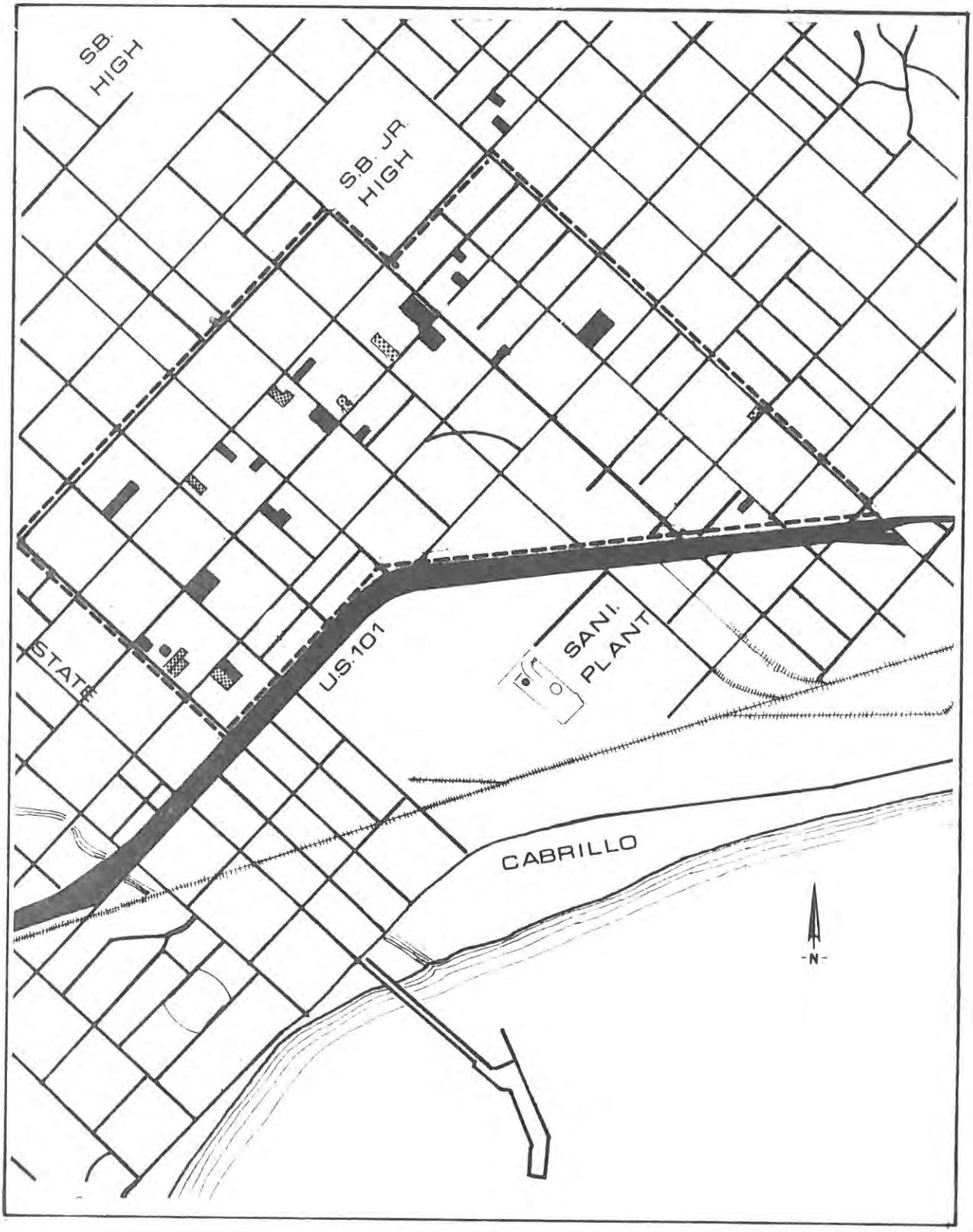
TABLE 18

Potential Space Compared to Proposed Dislocated Space

Type Space Dislocated	Sq.Ft.	Potential Space in 3 Relocation Sites (sq.ft.)	Potential Surplus (sq.ft.)
Fish Sales & Processing	50,500		
Marine Related	83,880		
Construction & Building Mat'ls	664,742		
Industrial Nonmanufacturing	515,800		
Industrial Manufacturing	178,350		
Agricultural Service	121,278		
TOTAL	1,614,550	4,047,199	2,432,649

Source: Choices for the Future.

EAST SIDE INDUSTRIAL STUDY AREA



Industrial Area Boundary

Vacant Lots

Lots With Vacant Buildings

0 1000'

Figure 31

industries and, perhaps, three or four industrial uses would not be appropriate for the East Side area because of either the recommended new zoning or because of their space needs. The zoning would allow "compatible" industrial, commercial, retail, and residential uses to co-exist within the East Side Industrial area.[6]

The Study included a survey of businesses and residents to determine how each felt about living or doing business in close proximity to the other. Approximately 70% of the residents and 62% of the businesses expressed either positive or neutral attitudes regarding the proximity.[7] The 553,687 sq. ft. of potentially available space within the industrial area would provide good relocation sites for many small, low-intensity industrial operations, either manufacturing or non-manufacturing. In addition, many of the small auto-related businesses, e.g., body and fender shops, tire sales, painting, upholstery shops, or auto waxing, could relocate in the East Side area. Considering the positive responses to the Industrial Area Study survey, the East Side relocation area could provide appropriate relocation sites.

Because the East Side Industrial area is also considered suitable for construction of housing not all the 553,687 sq. ft. may be available for CCRP business relocations. A Land Use Zones Analysis is in progress to determine the amount of space in the area needed for housing, commercial or industrial uses. In light of the adopted 85,000 population limit and the recognition that the City may have too much industrially-zoned land available, adjustments in the amount of City space that will be devoted to housing and industrial uses may occur.

There are presently 20-25 acres of vacant industrial area in Carpinteria. An additional 20-25 acres is being considered for annexation in the near future. The property is zoned Design Manufacturing (DMX). The uses permitted are generally those that are listed under the M-1 zoning, with the added requirement that development plans be approved before construction begins. The land is in 1-1/2 acre parcels, but these parcels can be combined. There is adequate water available and an Environmental Impact Report has been completed and approved for the entire acreage. Dislocated industries, especially warehousing activities, could relocate there. However, the Carpinteria location is beyond the jurisdiction of the Redevelopment Agency to do more than pay moving costs.

Auto-Related Uses

There would be adequate available space to relocate auto-related uses. Four new auto dealerships would be dislocated by the CCRP. These four dealerships presently occupy approximately 284,000 sq. ft. (6.5 acres). In addition, there would be 61,301 sq. ft. of auto related uses dislocated in the East Beach area and approximately 108,000 sq. ft. dislocated by the Auto Center, Neighborhood Shopping Center, and the CBD Retail Expansion. This does not include Reid's Auto Wrecking or other auto-related uses dislocated by the

6 Industrial Area Study, p. 52.
7 Ibid., pp. 46, 62.

Transportation Terminal. The combined CCRP dislocated auto-related square footage would be approximately 453,000 sq. ft., between 63 and 53% of the 17-22 acres proposed for the Auto Center. The Auto Center, as proposed, would be occupied by four or five new car dealers. The largest single auto dealer to be dislocated by the CCRP presently has 3.47 acres. The business manager of this enterprise expressed a desire for five acres when relocated. Two of the remaining three dealers expressed a desire for from 1-1/2 to 2-1/2 acres. If each of the five dealers occupies an average of three acres in the Center, between 2 and 7 acres of space could become available for other auto-related uses, e.g., auto painting, body and fender repair, tire, muffler and shock absorber services, etc.

Not all of the dislocated auto-related businesses may be able to afford or would desire to relocate within the new Auto Center. There could be adequate relocation space for them in the east side industrial area, the Milpas Street area, or around the central core periphery.

Retail and Commercial Service Space

The combined elements of the CCRP would dislocate approximately 724,692 sq. ft. of retail and commercial floor space.[8] Approximately 366,741 sq. ft. or 51% of the total would be dislocated by the CBD Retail Expansion project. The retail and commercial businesses that would be dislocated by the CBD expansion presently occupy locations within the City's central core. It is expected that they will seek to relocate within or around the core. The competition for available space there would have a significant adverse impact on the price and availability of select locations within and on the periphery of the Central Business District. The demand for space and its impact on availability and price will diminish with the distance from the CBD.

The Retail Expansion project would provide approximately 400,000 to 600,000 sq. ft. of retail space. The number of existing retail uses that would relocate within the new complex is unknown. While some would be unable to afford the new rental rates, others presently occupying space on State Street may relocate to the new Center. This would free some State Street space to some dislocated businesses. Other dislocated retail and commercial uses may move to lower State Street, the Milpas-Haley Street areas, upper De la Vina Street, or perhaps other shopping centers in Santa Barbara or Goleta.

Office Space

A total of approximately 104,000 sq. ft. of office floor space would be dislocated by the combined elements of the CCRP. Approximately 70,000 sq. ft. of this footage would be dislocated in the project areas north of U. S. 101, the remainder would be dislocated to the south.

8 Retail and commercial floor space for projects north of U.S. 101 plus retail and auto related uses minus new car dealerships south of the freeway.

Approximately 137,000 sq. ft. of office space would be added by the CBD expansion project. The net gain in office space would be approximately 33,000 sq. ft. The new space is assumed to rent for 75¢-85¢ and up per square foot,[9] while the space dislocated presently rents for approximately 30¢-40¢ per square foot.

The largest single office complex to be dislocated would be the Balboa Building at 735 State Street. It has approximately 60,000 sq. ft. of space and occupancy is presently at 80%. It has two large tenants utilizing approximately 20,000 sq. ft. The remaining tenants occupy relatively small areas of various sizes. According to Curtis Schmeisser, manager of the Balboa Building, its primary attractions are the low rental rates and central location.

The primary impact would be the elimination of 70,000 sq. ft. of centrally located low-cost office space north of U. S. 101, and replacement by 137,000 sq. ft. of relatively higher cost space.

The new space provided would have rental costs approximately double that of the existing space. Some existing tenants would probably seek other space. The demand would be for space of comparable cost, size, amenities, and location. If the supply of such space is not adequate, the demand may increase its costs. Because the majority of the dislocated space would be contained in one building, the effect of the dislocations would be more severe than if the space were dispersed in many areas, thereby allowing dislocations to occur incrementally over a lengthy period.

There is a question as to the need for 137,000 sq. ft. of high cost office space in the proposed location. According to Gerald Beaver, of Beaver-Free Corporation, and Anthony Rose, of Real Estate Investments, the major demands for office space in the CBD presently occur in the vicinity of the courthouse and government administration buildings in the Anacapa and Figueroa Streets area.[10] Mr. Rose and Mr. Beaver also indicate that at present the addition of 40,000 sq. ft. of new office space in the CBD would saturate the market if it were located near the above area. If these opinions are accurate, and if similar supply-demand conditions exist at the time of the CBD project completion, there could be an over-supply of expensive and poorly located office space within the CBD. The precise impact of this is difficult to determine. While it may lower the rental rates, which would be beneficial from the renters' standpoints, it could also cause financial losses to the owners of existing office space, creating an adverse impact.

The office space south of U. S. 101 generally serves the commercial uses that occur there. When these uses are relocated, the demand for relocation office space will be part of the demand for commercial space. Therefore, the impacts of dislocated office space south of U. S. 101 are generally considered part of the industrial and commercial space impacts described in those sections (see pp.128 & 132).

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9 75¢ to 85¢ is current rate for office space around Courthouse and County Administration Building.

10 Personal communication, 4/12/76.

Construction Activity

The disruptions to adjacent uses during the demolition and construction periods of each project element are short-term adverse impacts. The magnitude of impact would vary with the scale and location of each project, the nature of the adjacent uses and the length of the construction period. The demolition and construction activities necessary for the CBD retail expansion, for example, would have significant short-term adverse impacts on adjacent land uses. Traffic patterns would be disrupted, considerable dust and noise would be generated, there would be heavy truck traffic, and pedestrian access along State Street in the project area would be hindered to some degree. For many potential shoppers, State Street in the project area would become an unattractive place to visit. Businesses' revenues of some adjacent establishments would be likely to decline.

Other project elements in or near the State Street commercial area would have construction impacts similar to the CBD project, though to a degree much less severe. The Neighborhood Shopping Center, Performing Arts Center, Auto Center (between Chapala and State Streets), and the Presidio reconstruction projects could cause some interference with normal business activities as a result of moderately adverse impacts from noise, dust and heavy equipment activity.

The Hotel/Conference Center, Ocean-Oriented Industry, and Palm Park Expansion projects are in areas relatively isolated from adjacent uses. With the exception of the possible realignment of Cabrillo Boulevard for the Palm Park Expansion, these project elements would have insignificant construction activity related impacts on adjacent uses. Wind blown dirt and dust could be a nuisance to East Beach visitors. The realignment of Cabrillo Boulevard would disrupt normal traffic activity.

The Market Housing and Mercado projects would require substantial demolition and construction activity. This would generate noise and dust in a sensitive area (East Beach, Stearn's Wharf, and restaurant area). The restaurants and existing vegetation on the north side of Cabrillo Boulevard should shield the beach area from much of the noise and visual impacts of the construction activity. Depending on the precautions taken to minimize dust and noise, the construction activity of these projects could have insignificant to moderately adverse impacts.

The Below Market Housing project will have the usual impact associated with residential construction activity: Noise, dust, some heavy equipment use and parking demands made on residential streets by construction workers. These impacts can be minimally to significantly adverse depending on the proximity of adjacent residences, the scale of the project and the efforts of the work crews to minimize such impacts. In general, the larger the project, the more adjacent uses will receive the construction-related adverse impacts.

The construction phase of the Street Closures project will be the initiation of the street network modifications that would be the completed project.

The construction activity associated with the Street Closures project would generate confusion and irritation in some drivers. Noise and other construction related impacts of this project should have insignificant adverse impacts on adjacent land uses.

Preempted Uses: Major Retail Expansion

There would be 48 residences and 103 businesses dislocated by the proposed retail expansion. The number of preempted businesses and residences is considered a significant adverse impact both on the housing and commercial space markets.

The uses to be dislocated are residential, retail, commercial service, storage, office and parking. Some of the preempted retail, office and commercial service uses are activities that could relocate within the new facility. Residential activities would be non-conforming uses and therefore would be relocated, as would the auto service and sales activities.

The number of residences and businesses dislocated are listed in Table 19.

TABLE 19

Number of Residences, Businesses, and Residents Displaced by CBD Expansion

	Number	Persons
Residential-Owner	10	--
Residential-Tenant	41	--
Business/Industry	103	91

Source: 1970 Census

The 48 dwelling units that would be displaced are located in 25 structures. The structural condition of these residential dwellings varies. Some are standard, some rehabilitatable, and some are substandard. Table 20 indicates the number and condition of the structures and dwelling units.

TABLE 20

Condition of Residential Structures and Dwelling Units Dislocated by CBD Retail Expansion

Condition	Structures	Dwelling Units
Standard	2	2
Rehabilitation Feasible	2	2
Rehabilitation Questionable	7	7
Substandard (Dilapidated)	14	37
	25	48

Source: Lyle Stewart

Standard structures are those in good condition: structures that measure up to present building codes. Structures in which rehabilitation is feasible are structures which can be rehabilitated at costs not exceeding 50% of the structures' market values. Substandard structures are dwellings dilapidated to a point where rehabilitation costs would exceed 50% of their worth.[11]

11 Personal communication with Lyle Stewart.

A total of approximately 431,600 square feet of commercial floor space would be preempted by the proposed project, involving 103 businesses. Table 21 lists the floor space displaced by use.

TABLE 21

Business/Industrial Floor Space Displaced by the Proposed Retail Expansion (sq.ft.)

Type Activity	Square Feet Displaced
Retail	230,276
Service Commercial	136,465
Office	53,061
Industrial	504
Storage	4,610
Other	1,000
TOTAL	431,586

The types of businesses displaced vary widely (see page 15). Many could relocate within the new shopping area if they could pay the higher rental costs;others could not and would have to relocate elsewhere. Since the businesses presently enjoy central locations, they are expected to seek relocation sites within or near the central core. The increased demand for Central core commercial space could cause commercial rental rates to rise.

Land Use Impacts on the Proposed Project Site

The proposed project site presently accommodates both residential and business land uses. Residential uses are non-conforming and would be eliminated by the project. The completed project would contain only those commercial land uses suitable to a regional shopping center designed predominantly for retail sales.

The commercial space rental rates on the project site could rise as a result of the project, thus causing a change in the class of business activity. Antique dealers, second-hand shops, pawn brokers and small restaurants would be replaced by major department stores or businesses in the nature of jewelry shops, clothing sales, major appliance and furniture sales. The loss of many of the present uses to State Street location could constitute a loss in the diversity of the Santa Barbara retail district.

Preempted Parking

Plan H/G would preempt approximately 595 existing parking spaces including 60 on-street spaces. It would supply 2,337 off-street spaces, 510 of which would be employee parking. Table 22 indicates the number and types of spaces preempted and the number added by the project.

TABLE 22

Net Gain in Parking Spaces with CBD Plan H/G

Existing CBD Parking Spaces	75
Existing On-Street Spaces (1 Hr)	60
Existing Customer and Employee Spaces	362
Existing Reserved Spaces	100
TOTAL	597
Total Spaces Provided by Plan H/G (510 employee, 1827 off-street customer)	2,337
Total Spaces Removed	-597
NET GAIN	+1,740 spaces

Land Use Impacts Outside the Project Site

To relocate dislocated residents the Redevelopment Agency proposes to demolish 320 dwellings and construct 500 below-market housing units west of the central core district. The CBD project alone will not account for the total impact because only 41 residents would be dislocated by it. It is estimated that 30%, or 12, of the residents will accept sub-area 3 housing (see "Housing" section). Twelve additional families in sub-area 3 is considered an insignificant land use impact.

Of the 103 dislocated businesses,it is estimated that some would discontinue. The others would seek locations elsewhere. The most desirable locations will be in the central core and the demand for space there could increase both costs and land use intensity. Demand in commercially zoned areas outside the central core could also rise, though to a lesser degree. Vacant land may be developed. In Santa Maria, for example, dislocated small businesses joined together to obtain Small Business Administration loans with which to develop their own commercial center.

Change in Neighborhood Character

Non-conforming residential uses presently occur within the project site. They will be dislocated by the proposed project and a portion of the residential area west of the CBD will be eliminated.